AGENDA
BREVARD CITY COUNCIL - REGULAR MEETING
Monday, September 21, 2026 - 5:30 PM
City Council Chambers

A. Welcome and Call to Order

B. Invocation

Pastor Marshall Erwin, Bethel Baptist Church

C. Pledge of Allegiance

D. Certification of Quorum

E. Approval of Agenda

F. Approval of Minutes

1. September 8, 2026 Regular Meeting

G. Certificates / Awards / Recognition

H. Public Comments

I. Special Presentation(s)

1. Parking Study Presentation

J. Public Hearing(s)

1. Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 6 and 19 - Building Height Regulations
2. Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 8, 10 and 17 - Removal of Off-Street Parking Minimum Requirements

K. Consent and Information

1. Tax Settlement Report - August 2026
2. Property Tax Releases - September 2026
3. Accreditation Grant - Police Department - $60,700
4. Resolution Authorizing Application for SRF Loan and/or Grant Assistance for Azalea / Rhododendron Sewer Extension

5. Public Works and Utilities Committee Meeting Minutes - August 5, 2026 Meeting
6. Downtown Master Plan Implementation and Downtown Advisory Committee Meeting Minutes - August 12, 2026 Meeting
7. Housing Committee Meeting Minutes - August 11, 2026 Meeting
8. Parks, Trails, and Recreation Committee Meeting Minutes - August 19, 2026 Meeting

L. Unfinished Business

1. Silversteen Picnic Pavilion and Bathroom Final Design

M. New Business

1. Clarification of Naming Conventions for City Trails
2. Resolution Authorizing Application for SRF Loan and/or Grant Assistance for Capital Improvements Program - Priority #1 Sewer System Improvements

N. Remarks / Future Agenda Considerations

O. Closed Session(s)

1. Economic Development: NCGS 143-318.11(a)(4)

P. Adjourn

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Agenda Posted, Website, Sunshine List (September 17, 2026)
D. Hodsdon, City Clerk

To review Agenda materials, go to the City's website www.cityofbrevard.com. Select "Your Government" tab followed by "Agenda Packets" tab. Agenda packet materials are posted on Thursday afternoon prior to Council's Monday meeting.

MINUTES
BREVARD CITY COUNCIL
Regular Meeting
September 8, 2026 – 5:30 PM

The Brevard City Council met in regular session on Tuesday, September 8, 2026, at 5:30 p.m. in the Council Chambers of City Hall with Mayor Copelof presiding.

Present – Mayor Maureen Copelof, Mayor Pro Tem Aaron Baker, and Council Members Gary Daniel, Pamela Holder, Lauren Wise and Dean Lytle

Staff Present – City Attorney Mack McKeller, City Manager Wilson Hooper, City Clerk Denise Hodsdon, Assistant City Manager/Finance Director Dean Luebbe, Assistant City Manager David Todd, Assistant to the City Manager Shawnee Cummings, Communications Coordinator Becky McCann, Human Resources Director Kelley Craig, Planning Director Paul Ray, Senior Planner Emily Brewer, Police Chief Christy Wentzell, Deputy Police Chief Alan Bonanno, Public Works Operations Manager Cliff Justus, Water Treatment Plant ORC Dennis Richardson, Wastewater Treatment Plant ORC Aaron Winans, and Community Center Director Tyree Griffin

Press – David Bradley, *Transylvania Times* and Jonathan Rich, *Brevard Beagle*

A. Welcome and Call to Order – Mayor Copelof called the meeting to order and welcomed those present.

B. Invocation – Rev. Dr. Sharad Creaseman of Brevard College offered an invocation.

C. Pledge of Allegiance – Mayor Copelof led the pledge of allegiance.

D. Certification of Quorum – City Clerk Denise Hodsdon certified that a quorum was present.

E. Approval of Agenda – Mr. Baker requested to combine Item L-2 Funding Plan for Cashiers Valley Road Sewer Extension and Item M-1 Menu of Options for Surplus Fund 82 Dollars as one Item M-1.

Mr. Hooper said he and Chief Wentzell would like to propose a modification regarding Item M-3 Automated License Plate Readers. Chief Wentzell explained that during the public input session several residents raised concerns about privacy, surveillance, the potential for the technology to expand beyond its original purpose, whether this type of technology belongs in a community the size of ours, and whether the benefit was worth the concern that it caused within the community. People also questioned whether the meeting was truly an opportunity to be heard, and whether showing up and speaking could actually make a difference. Of all the concerns voiced, the one that I heard most clearly was about trust—trust between the community and the Brevard Police Department. Without a doubt I believe the Police Department could effectively and responsibly operate this program but just because we can responsibly implement a tool does not necessarily mean we should implement it right now. Building trust within the community is more important to me than winning the approval of technology. The ALPR cameras were proposed as part of a larger Axon package, which also included new tasers and body-worn cameras for our officers. We will continue moving forward with the tasers and body-worn cameras, but not the ALPR portion proposed in the budget. If Brevard Police Department was ever to consider ALPR technology again, it would require a significant budget request that would come before Council. Any future consideration would be handled openly with the same commitment to public information and transparency we have maintained throughout our entire process. This is not a statement that we feel that ALPR technology is bad, ineffective, or without value. It is simply an acknowledgment that our community has expressed

significant concern, and at that point, listening carries greater value than moving forward with technology. Right now, I believe it is the best decision for the Brevard Police Department to listen. We asked for the community's voice, and they gave it to us, and it mattered. Therefore, I am respectfully withdrawing the Brevard Police Department's request to implement a proposed ALPR program and ask that the Council take no further action at this time.

Ms. Holder said she would like to see Item L-2 and Item M-1 remain as separate items.

Mayor Copelof asked for a motion regarding the proposal to modify the agenda by removing Item M-3 and combining Item L-2 and Item M-1. Mr. Baker so moved. Mr. Wise seconded the motion, and vote was 3 in favor; 2 opposed (Holder and Lytle). The motion carried.

F. Approval of Minutes

F-1. June 5, 2026 Specially-Called Budget Workshop – Mr. Baker moved, seconded by Mr. Wise to approve the minutes of the June 5, 2026 Specially-Called Budget Workshop as presented. The motion carried unanimously.

F-2. August 17, 2026 Regular Meeting – Ms. Holder moved, seconded by Mr. Baker to approve the minutes of the August 17, 2026 Regular Meeting as presented. The motion carried unanimously.

G. Certificates / Awards / Recognition

G-1. Proclamation No. 2026-21 Rise & Shine 30th Anniversary – Mayor Copelof read the proclamation aloud and presented it to Rise & Shine Executive Director Maurice Jones.

PROCLAMATION N0. 2026-XX
30TH ANNIVERSARY OF RISE & SHINE

WHEREAS, in response to public Ku, Klux, Klan (or KKK) rallies held in Brevard in 1988 and again in 1992, an interracial group gathered by social activist Fay Walker, began to meet monthly for dialogue around dismantling racism, racial justice and reconciliation; and

WHEREAS, after this coalition called "Friends" hosted a series of talks entitled, "Racism: Everybody's Problem" at Bethel "A" Baptist Church, its pastor, Frederick Gordon suggested steps be taken to help underserved children and families, beginning with the youngest; and

WHEREAS, Pastor Gordon and Fay Walker worked together diligently in collaboration with parents and community members to design an after school program built around individual attention and the encouragement of children and their families with its signature to be daily one-on-one tutoring; and

WHEREAS, the founders recruited teams of volunteer tutors and mentors from local churches and community-based organizations, and inaugurated The Rise & Shine After School Program in October of 1996, with a handful of students, called Scholars, in attendance; and

WHEREAS, in the following 30 years the program has been nurtured by countless devoted community volunteers and institutions and supported by local businesses and individuals to serve a capacity of 50 Scholars each year; and

WHEREAS, the legacy of enriching children, empowering parents, encouraging community and building the beloved community of racial justice and reconciliation has become the hallmark of Rise & Shine.

NOW, THEREFORE, I, Maureen Copelof, Mayor of the City of Brevard, hereby honor the 30th Anniversary of Rise & Shine and ask our citizens to extend their appreciation for the exemplary work Rise & Shine continues to do in our community.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Brevard, North Carolina to be affixed this, the 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor

G-2. Proclamation No. 2026-22 Constitution Week – Mayor Copelof read the proclamation aloud and presented it to Sharon Powell and Nina Brown of the Waightstill Avery Chapter of the NSDAR.

PROCLAMATION N0. 2026-22
CONSTITUTION WEEK

WHEREAS, The Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and

WHEREAS, September 17, 2026, marks the two 239th anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week**.**

NOW, THEREFORE I, Maureen Copelof by virtue of the authority vested in me as Mayor of the City of Brevard, North Carolina, do hereby proclaim the week of September 17 through 23 as **"CONSTITUTION WEEK"** in the City of Brevard, and ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Brevard to be affixed this 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor

H. Public Comments

Ashley Hart thanked Chief Wentzell and said the people appreciate the fact that you ended that. Thank you so much for standing up for the people and what the people wanted, because it's the people you have to make happy. Thank you guys all for participating in that properly. The people of Brevard do not want to be under surveillance, and I don't want them to be under surveillance either. It's Constitution Week September 17th through September 23rd—the signing of the Constitution was September 17, 1787. The United States Constitution begins with the most important three words—"We the People". Those words remind us that the Constitution belongs to the people. Our government derives its authority from the consent of the governed. Preserving liberty is not solely the responsibility of elected officials; it also is required for the people to be engaged and to understand the Constitution. We have a responsibility to pass these principles of liberty and self-government to future generations. Again, I praise you guys for holding a public forum for the people to speak. I live in Transylvania County; they did not provide us with that, and it really mattered. I want to thank you guys. It really opened my eyes up and I'm proud of you guys for making the right choice for the people that you represent. We the people are where it begins and we're also where it ends.

Robert Jazowski said fortunately our Sherriff [Chief] heard us and I truly appreciate that. There is nothing like a citizen being heard and having the engagement and having the action of actually following through. So, thank you, I truly appreciate it. I'm no fan of the cameras or the system behind it.

Rodney Locks said I am here to say vote no to using the Rosenwald funds for the extension of the sewer lines. It baffles me to realize that that's your only option. There's got to be some other funding source to fund the sewer line. But the City has not given you another option, and I know in most cases you have more than one option, and you have rejected those options before. I ask you to reject this option and find another option for extending the sewer line. When you get to M-3 [M-1], my top priority is using the money as seed money for the shelter and the bathrooms. There are lots of projects on there that are nice. One of the projects that's not on there is stormwater. Our other

big issue is stormwater, and I'd appreciate it if you would think about that and figure how to address the stormwater issue in Rosenwald.

Frankie Gordon said my home is located in Mickey Park, and my concern is the removal of the tannery. I would like to know has the City put in place a plan to remove/eliminate any creature that is located in that stack at the moment before it is torn down?

Heath Cartee said I had come to speak on the ALPR's but it looks like that's done, so thank you. I'm impressed. When I was in I wish I could have got a chance to work for someone like you. That's impressive. Thank you. And to anybody who voted along with what she said, thank you as well. Thank you for supporting the Roadless Rule; that helps where I currently work.

Abraham Stratton said our family moved here about three years ago and I serve as one of the pastors at Bethany Baptist Church. I serve alongside of Paul Whitt, who coached the Brevard High School basketball team for several years, so some of you may know him. Two things: first, I want to thank the Council for your work on the July 4th America 250 celebration. Our family really enjoyed that, and I am grateful especially for the public reading of the Declaration of Independence. As we heard earlier regarding the Constitution, I think having our citizenry more familiar with our founding documents is always a good thing. And so, I am grateful to each of you for your participation in that, and I would be an advocate for reading the Declaration of Independence every July 4th. The second thing is I wanted to let you all know that I pray for you on a regular basis, and our church prays for you. We actually prayed for you in our morning service this past Sunday. In the Bible, God tells his children to pray for their leaders, so I pray for you Mayor and our City Council members, I pray for our Sheriff and our other leaders. We are grateful for your work, and I know you sit in hard seats and make hard decisions, and so I pray for you to make decisions which are for the flourishing of our community and not for personal agendas, but for the good of our citizens. Thank you for the work that you do.

Sheila Mooney thanked the Mayor and Council members, and said I'd like to thank the young lady that reminded us of the statement in the Constitution "We the People". I'd like to thank the Chief for her statement about the importance of listening to said people. So, thank you for your service to the City of Brevard, and thank you to the whole City of Brevard. Thank you for acknowledging our beautiful Rosenwald Community. Thank you for understanding the value of our rich history, and because we trusted you, we voted for you, and we expect you to treat the Rosenwald Community with the same fairness, compassion, consideration, and the trust that we've put into you. Rosenwald is very important to us. As you heard about the Rise & Shine program; it's more than that. I was here in 1988, I was here in 1998, I was here in 1963, and that means something to us. So, please consider We the People of Rosenwald.

Harvey Sankey said I attended all of the Safety Committee meetings and the public meeting on September 1st that discussed the placing of three Axon cameras where crime data would be appropriate. The Safety Committee asked many questions which were answered by the Chief of Police, the City Attorney and the City Manager. I have attended many committee meetings over the past three years, and this request was among the most thoroughly researched by any committee. I want to thank that committee for the work they did on the research, and I want to thank everybody who participated in the committee, and also Chief Wentzell for the work that she did, the City Attorney for the work that he did, and also Wilson Hooper for the work that he did. I am a little disappointed in the outcome, but I appreciate what you've done and how you've handled it, and I hope we can continue on with a very good relationship with the Police Department in the future.

Doug Powell said I would like to commend the City Council on a couple of things this evening: first, taking your oath of office seriously, specifically a commitment to the First Amendment. As you know any legitimate government derives its just powers from the consent of the governed, and the First Amendment is an American citizen's

mechanism to voice their concern, displeasure, or agreement with a policy, ordinance or law that is being contemplated by you, our representatives. By you and your staff organizing the town hall meeting last week to present information to us, the citizens of Brevard and Transylvania County, regarding the Axon surveillance cameras, our five God-given freedoms of the First Amendment were on full display—1) our freedom of religion in voicing our rights of conscience as sovereign individuals; 2) our freedom of speech in openly expressing our views on a subject; 3) our freedom of the press with those of the media who were present, plus those who expressed their views on social media; 4) our freedom of assembly as we came together as a citizenry in the same place, and 5) perhaps our least remembered right to petition our government for redress of grievances. This is our right to freely express any complaints to those we have trusted to lead us. I would like to express thanks to Chief Wentzell for the thorough assessment of the Axon surveillance cameras from her department's point of view and the respectful listening to our concerns, and the decision tonight. And also, an appreciation of how City Staff made sure that everyone who felt compelled to speak was given that opportunity, including questions and answers. As the Mayor so eloquently reminded us a few moments ago in the Council's Constitution Week proclamation, lost rights may never be regained. That is why we need to guard our liberties with vigor and fervency, whether that be the First Amendment, the Fourth Amendment, or any of our other constitutional rights. What I gleaned from the town hall was overwhelming support of law enforcement, while still holding a legitimate distrust of third-party data collection companies and the possibility of other government agencies to access that data too. One thing that wasn't said in the meeting was Axon entered into a commercial partnership with Flock Safety on April 2, 2020, indicating their desire for those two companies to be fully integrated, and throwing around terms like vehicle fingerprint technology is not a giant leap to conclude that if our data is collected and stored, even if it is intended to be used only by local law enforcement, it is not a matter of if, but when another state or federal agency will come knocking. Lastly, how many government agencies and private corporations have been hacked, compromised or their data been breached. Our data being safe in the cloud is impossible to guarantee. So, thank you again for protecting our God-given rights under the Constitution this past week, and may you continue to hone your understanding of its original intent and meaning, as this is your constitutional duty as representatives of our dear city of Brevard. Happy Constitution Week.

Lane Herrlinger said Chief Wentzell, I really appreciate you. I fully support your decision, and listening to the people means so much to me. The first time I saw one of those cameras it felt like I had a girlfriend who cheated on me. I was so disappointed and my heart sunk. I really appreciate you listening to us and it makes me want to stand behind you, and support all of our elected officials because you all listened. That means more to us than you realize. So, thanks for ultimately doing the right thing.

I. Special Presentations – None.

J. Public Hearing(s)

J-1. Proposed Amendment to the City of Brevard Traffic Schedule to Add Stop Sign on Thomas St. at the Intersection with W. Main St. – Mr. Hooper explained that this amendment would replace the current yield sign with a stop sign so that vehicles coming down Thomas St. would be required to stop before entering W. Main St. There is the potential for vehicles coming at excessive speeds from both sides on W. Main St. and the Traffic Calming Work Team is considering possible traffic calming solutions that might work. In the meantime, the recommended steps to make the intersection safer is to add the stop sign and to trim back foliage that is encroaching into the right-of-way and obstructing sight lines.

At 6:14 p.m. Mr. Baker moved, seconded by Mr. Daniel to open the public hearing. The motion carried unanimously.

Public Participation:

Maurice Jones said I live right across the street, so I see that from my porch

every day. I don't believe that I've seen any issues there, but I will tell you that when you're coming down Thomas St. it is difficult to see towards your left and right. A stop sign there could help but in most cases, most cars have to stop just so they can see if a car is coming, because you have to kind of roll out into the street to look that way. But if you're going to do some cleanup, cutting back some of that brush, I believe that will definitely be something that will help with the line of sight coming through there. As of now I haven't seen much of an issue, but if you're driving through there, sometimes there is difficulty to see traffic coming. Having a stop sign there…will it make a big difference? I'm not sure, time will tell, but it's a good thing that you're taking the time going around the city of Brevard looking at issues like this, and I understand how long that takes. I want to say kudos, and I think that could make a big difference for those individuals traveling down Thomas and for those traveling up and down W. Main because it could be an issue there, but I haven't seen one over the past couple of years.

At 6:17 p.m. Mr. Wise moved, seconded by Mr. Baker to close the public hearing. The motion carried unanimously.

Mr. Baker moved, seconded by Mr. Wise to approve the ordinance amending the City of Brevard Traffic Schedule. The motion carried unanimously.

ORDINANCE NO. 2026-40
AN ORDINANCE AMENDING
THE CITY OF BREVARD TRAFFIC SCHEDULE

WHEREAS, a public meeting was conducted on Tuesday, September 8, 2026, by Brevard City Council, and after review and consideration of the proposed amendments, it is the desire of the City Council of the City of Brevard that Section 66-5 of the Brevard City Code of Ordinances be amended as outlined below.

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

Section 1. The City of Brevard Traffic Schedule and Code of Ordinances is hereby amended as described below:

Section 2. Add West Main Street from Thomas Street to City of Brevard Traffic Schedule XI-A, Section 66-72 Stop Before Entering Certain Intersections.

Section 3. The City Clerk of the City of Brevard is hereby authorized and directed to revise and amend the official records and the Brevard Traffic Schedule to reflect the change as set forth herein.

Section 4. The City Manager of the City of Brevard is hereby authorized and directed to cause the appropriate signs to be installed and enforcement of the foregoing provisions to be implemented.

Section 5. This Ordinance shall be in full force and in effect from and after the date of its adoption and approval.

Adopted and approved on the 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor
Approved as to Form: s/ Mack McKeller, City Attorney

K. Consent and Information - Consent Agenda items are considered routine and are enacted by one motion. Mayor Copelof read aloud the items listed and asked for a motion to approve the consent agenda. Mr. Wise moved, seconded by Mr. Baker to approve the consent agenda. The motion carried unanimously.

K-1. Resolution in Support of the Roadless Area Conservation Rule

RESOLUTION NO. 2026-45
A RESOLUTION RECOGNIZING THE 25TH ANNIVERSARY OF THE ROADLESS AREA CONSERVATION RULE AND URGING THE UNITED STATES FOREST SERVICE TO RETAIN THE ROADLESS RULE IN PLACE

WHEREAS, since 2001, the federal Roadless Area Conservation Rule ("Roadless Rule"), promulgated by the U.S. Department of Agriculture, has protected nearly 45 million acres of America's wildest public lands from road building and development; and

WHEREAS, the Roadless Rule is one of America's most important bipartisan conservation achievements and the result of record-breaking public support; and

WHEREAS, over 152,000 acres of the Nantahala-Pisgah National Forest's 1 million+ acres, including 7,100 acres in Transylvania County, have been designated as roadless areas; and

WHEREAS, Western North Carolina's roadless areas provide irreplaceable benefits, including clean drinking water to local and downstream communities, crystal clear trout streams, support for local economies that depend on outdoor recreation and tourism dollars, iconic hiking trails, and habitat for wildlife; and

WHEREAS, North Carolina's roadless areas contain headwaters for several important watersheds, contributing to the drinking water for over 2 million North Carolinians; and

WHEREAS, it is estimated that more than $2.5 billion dollars in revenue is generated by recreational activities that depend on North Carolina's roadless areas, supporting nearly 13,000 jobs; and

WHEREAS, in Western North Carolina, in particular, the Nantahala-Pisgah's notable climbing routes, whitewater paddling runs, and mountain bike trails bring an estimated $83.3 million in visitor spending and $31.7 million in resident spending to the region every year, supporting an estimated 1,018 full-time jobs, including dozens of local camps, outfitters, and businesses; and

WHEREAS, North Carolina's roadless areas are a haven for wildlife such as black bear, deer, wild turkey, grouse, and hundreds of bird species, as well as 25 endangered and threatened species and several sensitive species such as the eastern hellbender and the brook trout; and

WHEREAS, U.S. Forest Service data show that most wildfires start within 50 yards of a road, and the Roadless Rule thus provides a critical safeguard against wildfire; and

WHEREAS, the Roadless Rule allows road construction and reconstruction in roadless areas when needed to protect public health and safety in cases of an imminent threat of flood, fire, or other catastrophic event; and

WHEREAS, the Roadless Rule allows the U.S. Forest Service to reduce wildfire fuel hazards through restoration projects in roadless areas; and

WHEREAS, the U.S. Forest Service has managed roadless areas in the Nantahala-Pisgah National Forest responsibly and efficiently, to the benefit of all North Carolinians, and especially citizens of Brevard; and

WHEREAS, the U.S. Forest Service now proposes to rescind the Roadless Rule, placing 143,972 acres of roadless areas in North Carolina at risk.

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

Section 1. The Brevard City Council recognizes and celebrates the 25th anniversary of the Roadless Area Conservation Rule and acknowledges the importance of the rule's continued application in Western North Carolina.

Section 2. The Brevard City Council commends the U.S. Forest Service for its effective management of roadless areas in North Carolina pursuant to the Roadless Rule.

Section 3. The City Clerk is directed to make appropriate copies of this resolution available for distribution to the U.S. Forest Service, the public, and the press.

Approved and adopted this 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor

K-2. Capital Project Amendment – Hillview/Mills Ave. Culvert Repair - $350,000

ORDINANCE NO. 2026-38
CAPITAL PROJECT ORDINANCE TO AMEND ORDINANCE
NO. 2025-22 MILLS AVENUE CULVERT REPAIR

BE IT ORDAINED by the City Council of the City of Brevard, North Carolina that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby amended:

Section 1: The budgeted expenditures and revenues listed under the ordinance 2025-22 will be increased by $350,000. As work has progressed on the project, two changes in scope have arisen involving active waterlines.

Change Order 1: the addition of a 6" valve on an active waterline that had to be relocated as part of the originally identified scope of work. Without adding this valve, it would have been necessary to turn water off to a significant number of households for up to 2 days. The city also did not have confidence that the existing old valves would hold to allow for completion of the work. This work will be an additional $20,519.20.

Change Order 2: the relocation of a 14" waterline that was indicated on the drawings and believed by the City to be in a different location than discovered. The city believed the 14" waterline would not conflict with installation of the new larger culvert. The actual location of the 14" waterline does create a direct conflict with the new larger culvert. Again, insertion valves are planned to be added, as it would be necessary to turn water off to an even greater significant number of households for up to 2 weeks. The city also does not have confidence that the existing old valves will hold to allow for completion of the work. This work will be an additional $234,319.60.

Section 2: In total, these change orders bring the expected expenditures on the project to a total of $1,462,199.56. The current project budget is $1,300,000. Due to project urgency, the City Manager used the authority under purchasing policy 2.10.C to approve the budget exceeding change orders.

Additionally, Assistant City Manager David Todd requests increasing the project amendment to $350,000 to account for potential complication that may arise.

The City has been in contact with our local FEMA representative and continues to have confidence that this entire project will be covered by FEMA.

Section 3: The following amounts are appropriated for the project:

Account Number	Account Name	Budget Amount
31-8540-5200	Mills Ave Culvert Repaid	$1,300,000
31-8540-5200	**Mills Ave Culvert Repair**	**$350,000**
	TOTAL PROJECT APPROPRIATION	**$1,650,000**

Section 4: The following revenues are anticipated to be available for project expenses:

Account Number	Account Name	Budget Amount
31-3760-0250	FEMA Reimbursement	$1,300,000
31-3760-0250	**FEMA Reimbursement**	**$350,000**
	TOTAL PROJECT REVENUE	**$1,650,000**

Section 5: The Finance Director is hereby directed to maintain within the capital project fund sufficient specific detailed accounting records to satisfy the disclosure requirements of all the contractual agreements, if applicable.

Section 6: Funds may be advanced from the General Fund or from any Enterprise Fund as necessary for the purpose of making payments as due. Reimbursement requests shall be made in an orderly and timely manner.

Section 7: The Finance Director is directed to report, on a quarterly basis, on the financial status of each project element in Section 3 and Section 4.
Section 8: The Finance Director is further instructed to include a detailed analysis of past and future revenues and expenses during each annual budget submission made to the Governing Board.

Section 9: Copies of this capital project shall be furnished to the City Clerk, Finance Director and City Manager for direction in carrying out this project.

ADOPTED by the City Council of the City of Brevard, North Carolina, on this 8th day of September 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor
Approved as to Form: s/ Mack McKeller, City Attorney

K-3. Proclamation No. 2026-23 Childhood Cancer Awareness Month

PROCLAMATION N0. 2026-23
CHILDHOOD CANCER AWARENESS MONTH

WHEREAS, the month of September is designated as National Childhood Cancer Awareness

Month and serves as an outlet to honor the young lives taken too soon, and as a means to increase public awareness of this disease affecting children across the United States; and

WHEREAS, childhood cancer is the leading cause of death by disease in children with 1 in 264 children in the United States being diagnosed by their 20th birthday; and

WHEREAS, the average age of diagnosis is 8 years old, compared to 66 years for adults' cancer, and 1 out of 6 children with cancer in America do not survive five years; and

WHEREAS, 41 children per day or 15,550 children (age 0- 19) per year are diagnosed with cancer in the U.S. Approximately 73% of childhood cancer patients will have chronic health conditions as a result of their treatment toxicity, with 42% being classified as severe to life-threatening; and

WHEREAS, approximately one half of childhood cancer families rate the associated financial toxicity due to out-of-pocket expenses as considerable to severe; and

WHEREAS, in the last 30 years only seven (7) new drugs have been approved by the FDA to specifically treat childhood cancer; and

WHEREAS, recognizing the unique research needs of childhood cancer and the associated need for increased funding is critical to allow healthcare professionals to work diligently dedicating their expertise to treat and cure children with cancer; and

WHEREAS, many parents and family members feel terrified and are overwhelmed following a child's cancer diagnosis, therefore it is important to encourage additional non-profit organizations at the local and national level to assist children with cancer and their families in coping through educational, emotional and financial support.

NOW, **THEREFORE**, I, Maureen Copelof, Mayor of the City of Brevard hereby proclaim the month of September 2026 as **"Childhood Cancer Awareness Month"** in the City of Brevard and I encourage citizens, government agencies, private businesses, nonprofit organizations, the media, and other interested groups to increase awareness of what citizens can do to support the fight against childhood cancer.

Proclaimed this the 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor

K-4. Rosenwald Community Advisory Board Meeting Minutes – May 21, 2026

K-5. Parks, Trails and Recreation Committee Meeting Minutes – July 15, 2026

K-6. Rosenwald Community Advisory Board Meeting Session Notes – July 16, 2026

K-7. Finance, Human Resources and Citizen Appointment Committee Meeting Minutes – July 27, 2026

K-8. Public Safety Committee Meeting Minutes – July 27, 2026

L. Unfinished Business

L-1. Proposed Amendment to the City of Brevard Unified Development Ordinance Chapter 17; and the Code of Ordinances Chapter 70 – Fats, Oils and Grease (FOG) Regulations – David Todd recalled that Council held a public hearing on the proposed amendments at its last meeting on August 3, 2026. These amendments are required to bring the City into full compliance with our Wastewater Collection System permit, which requires that the City develop and implement an enforceable fats, oils and grease program.

Mr. Wise moved, seconded by Mr. Daniel to approve the amendments to the Unified Development Ordinance and Code or Ordinances as presented. The motion carried unanimously.

ORDINANCE NO. 2026-39
AN ORDINANCE AMENDING CHAPTER 17 OF THE CITY OF BREVARD UNIFIED DEVELOPMENT ORDINANCE AND CHAPTER 70 OF THE CITY OF BREVARD CODE OF ORDINANCES TO AMEND REGULATIONS FOR FATS, OILS, AND GREASE (FOG) PROGRAM

WHEREAS, the City of Brevard's Wastewater Collection System is permitted through the North Carolina Department of Environmental Quality, and the permit requires development and implementation of an educational and enforceable fats, oils, and grease (FOG) program; and

WHEREAS, text amendments are needed to both the City of Brevard Unified Development Ordinance and the City of Brevard Code of Ordinances to bring the City into full compliance with the Wastewater Collection System permit; and

WHEREAS, the City of Brevard Planning Board considered revisions to City of Brevard Unified Development Ordinance Chapter 17 – Development Plan Regulations on June 23, 2026 and recommended in favor; and,

WHEREAS, a public hearing was conducted on Monday, August 17, 2026, by the Brevard City Council, and, after hearing all persons wishing to comment, and upon review and consideration of the proposed amendments, it is the desire of the City Council of the City of Brevard that the Unified Development Ordinance and Code of Ordinances be amended as outlined below.

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

SECTION 01. The City of Brevard Unified Development Ordinance and Code of Ordinances are hereby amended as depicted in Exhibit A, which is attached hereto and incorporated herein by reference.

SECTION 02. As to any conflict between this Ordinance and any parts of existing ordinances, the provisions of this Ordinance shall control.

SECTION 03. If any section, subsection, paragraph, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed severable and such holding shall not affect the validity of the remaining portions hereof.

SECTION 04. This Ordinance shall be in full force and in effect from and after the date of its adoption and approval.

Adopted and approved this the 8th day of September 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor
Approved as to Form: s/ Mack McKeller, City Attorney

L-2. Funding Plan for Cashiers Valley Road Sewer Extension – Combined with Item M-1.

M. New Business

M-1. Funding Plan for Cashiers Valley Road Sewer Extension / Menu of Options for Surplus Fund 82 (Rosenwald Fund) Dollars – Mr. Hooper referred to Staff's funding proposal for the Cashiers Valley Road Sewer Extension that was previously presented to Council, noting that it does include a $25,000 contribution from the Rosenwald Fund (Fund 82):

Fund # (Fund Name)	Contribution	Remaining usable balance
Fund 35 (W/S Capital Reserve)	$29,622	$50,000
Fund 82 (Rosenwald)	$25,000	$49,869
W/S Maintenance budget line 7400 (Capital Outlay)	$33,778	$366,222

Mr. Hooper then presented the following table of options for the $88,969 total available funds in Fund 82 for Council's consideration:

FUND 82			
Available balance as of 9/1/26			
$88,969			
#	Project Name	Amount	Description
1	Carolina Ave. traffic calming	$8,300	Four speed humps between Shipman Rd. and Silversteen Dr. Cost lower than anticipated because road width is narrower requiring only two bumps per installation rather than three like Probart
1a	Alt. Carolina Ave. traffic calming	$4,900	Two speed humps between Shipman Rd. and Silversteen Dr.
1b	Alt. Carolina Ave. traffic calming	$8,300	Two speed humps between Shipman Rd. and Silversteen Dr. One each on Washington and McMinn to deter evaders
2	Tax rebate program	$30,000	Staff estimate the funding would be sufficient for 40-50 rebates. Program guidelines endorsed by HR/F Comm. at August meeting.
3	S'steen Park shelter seed money	up to $88,000	Estimated project cost between $400k-$460k
4	HAC/Cashiers Valley Rd. sewer extension	$25,000-$88,000	See agenda item L.2. Would support the creation of 26 affordable homes in the neighborhood
5	Carver St. supplementary paving	$62,500	This would pave the sections of Carver St. not already scheduled for repaving with Powell Bill dollars.
6	Carver St. sidewalk enhancements design/engineering	$60,000	Engineered drawings for accesibility enhancements to Carver. St. sidewalk and Oakdale/Carver intersection improvements (see attached project description)

He noted that $89,000 isn't enough to do any significant infrastructure improvements on its own, so this is a mix of non-infrastructure projects and the early phases of potential infrastructure projects. The one exception to that would be the Cashiers Valley Rd. sewer extension.

Options 1 through 1b are permutations of the traffic calming project on Carolina Ave. When discussed in the spring, it was thought to be a $14,000 project, but when refining the numbers, it has been determined that it will be $8300 for the original proposal of four speed humps, and $4900 if only two speed humps were installed.

Option 2 is for a tax rebate program. Mayor Copelof informed Council that the City joined with The Haven, The Cove, Sharing House, and Pisgah Legal and put in an application to Dogwood Trust for $500,000 collaborative grant, which would be disbursed across those organizations. The City's portion is $60,000 ($30,000/year for the next 2 years) specifically for the tax rebate program. This collaborative application was one of 40 that was moved forward to the in-depth conversation phase, and that in-depth conversation was held with Dogwood this afternoon. They have indicated that they are planning to fund 30 of the 40 applications and they will announce awardees in mid-October. She said because it is looking promising I would ask Council to hold any funding of a tax rebate program in abeyance until we hear whether we get that grant.

Option 4 is the sewer extension for the HAC/Cashiers Valley Rd. housing project.

Option 5 – Mr. Hooper explained that currently only portions of Carver St. are scheduled to be paved in the next year and those are far enough down on the paving list that we need to get the quotes back before we know whether those sections will be done this year or will need to be delayed even further. If the pricing comes back as expected, segments of Carver should be paved in the year to come, but it would only be the sections that are most damaged. This option would add $62,500 from Fund 82 to supplement Powell Bill funds to fund the entire stretch of Carver St. from Oaklawn to the City parking lot.

Option 6 – This is a proposal to use a portion of the Fund 82 balance to fund the design and engineering of a larger capital improvement project to Carver St. and its intersection with Oakdale. Key elements of this project include:

- Sidewalk improvements – widen and upgrade the Carver St. sidewalk from Oaklawn to Oakdale to make it ADA accessible
- Pedestrian safety – improve the Carver St./Oakdale intersection with proper crosswalks and accessibility ramps
- Narrowing Carver St. by approximately one foot to provide additional space for the sidewalk
- Creating a continuous pedestrian connection by completing the approximately 100-foot missing section between Oakdale St. and MCJCCC

Mr. Todd added that there are currently some utility poles obstructing the sidewalk which will require obtaining permanent encroachment easements from property owners to route the sidewalk around the poles. In addition, there are numerous driveways along Carver St. which would require ramp and slope adjustments, requiring permanent easements and temporary construction easements.

The estimated construction cost is $600,000-$750,000. The proposed Fund 82 expenditure would cover only the design and engineering, not construction. A separate funding source would need to be identified for construction. This proposal would spend Fund 82 money now to develop bid-ready plans for this, while allowing the City to pursue construction funding later. While the project would be Powell Bill eligible, funding it entirely through Powell Bill would consume roughly three years of Powell Bill funds, delaying street paving elsewhere in the city.

Mr. Todd noted that ideally, sidewalk work should be completed before paving Carver Street. Paving first would require newly paved areas to be torn up for sidewalk construction, resulting in patches in the new asphalt.

Mr. Hooper added that none of these options are time sensitive except for Option 5. Staff would need to know soon if Council wishes to go ahead with that option because we are waiting for bids and want to be able to act on those bids as soon as they come back so we can reserve our spot and get that paving started as soon as possible in the spring. It would be helpful to know what the scope of that contract is going to be. If Council is leaning toward any of the others, it is less important and you can take another few weeks to decide.

During questions/comments from Council, Mr. Lytle said he believes that these funds should be used for visible infrastructure projects in the Rosenwald Community, and since there is another fund specifically earmarked for sewer, he thinks those are the funds that should be used to fund the Cashiers Valley Rd. sewer extension. He said he would advocate for Carolina Ave. traffic calming and Option #5, which would be two complete and visible projects done with these funds.

Mr. Daniel said he would prefer Option 1b for Carolina Ave. traffic calming. He was unsure why the tax rebate program was listed as an option as it is not related to infrastructure and wouldn't be limited to Rosenwald residents. He was not in favor of using the funds as seed money for the Silversteen Park shelter. He said the HAC Cashiers Valley sewer extension is a priority whether it comes from this fund or the Water/Sewer Fund. My priority is going to be housing.

Mr. Baker said it is absurd that Duke Energy is allowed to put poles in the middle of sidewalks and I would like us to talk with them about helping out with moving those poles. He asked if any part of the construction in Option 6 could be done in phases and said that sidewalk enhancement is a high priority for me. He said I understand it is not visible nor is it going to be a completed project, but we do need to plan for it, and we don't have the money to plan for it right now. He reminded everyone that the HAC sewer extension is connected to a grant that we've applied for, and if we get that grant not only would it build 26 homes in Rosenwald, but the grant also included $1M for home repair for existing homes. He said his preference would be to move forward with

one of the traffic calming measures at $8300, the Carver St. sidewalk enhancements at $60,000, and the remaining $20,669 for the HAC sewer extension.

Ms. Holder said I would like to hear from residents about what they want. I would also like to hear options about what we can do about the sewer extension. If this money were not here, how would you address that problem? This can't be the only option because Rosenwald's money has not always been there, and we have other sewer projects that are complete, so I would like to see other options. Silversteen Park was promised a restroom and a shelter years ago, and if there is seed money there it may be easier to find more money and people to invest in the project. She asked how the roads and sidewalks are paid for now and how did they get to be the worst in the city before it was addressed even now? We've already given $11,000 to the soccer field from this fund so we're chipping at it bit by bit and there still won't be a shelter or a restroom, so I would like to see what the other options are. It's a small budget and I feel like there can be other options to address these other problems and get back to the promise that was made years ago. When another community came and needed speed bumps, it seems it happened expeditiously, so why are we having to go into this fund to get speed bumps. Before we move forward with this…not make a decision tonight…I would like to get comments from our constituents to find out what everybody wants and lets be in agreement with this.

Mr. Wise said the top two things that I hear about, and I think most of City Council hears about is affordable housing and sidewalks and streets. There is no housing in our community, and all over the city—Carver may be one of the worst; it's not the only worst one—we have issues. And Rosenwald is lucky because it's the only neighborhood that has a discreet fund right now that we made a promise to use for these exact projects. I want to honor that promise and use this for those kind of infrastructure projects. The HAC housing to me is critical because housing is the #1 thing we hear about—it is homeownership and it could provide $1M for home repair targeted in Rosenwald, which is an opportunity I think we cannot pass up. I don't see how we don't move forward with Carver St. if we have the opportunity to fix it. I feel that is really critical for us. I would be in favor of the Carver St. sidewalks. I am very apprehensive about paving Carver and then having to tear it back up. During the budget retreat we did make a promise to deal with Carolina Avenue.

Ms. Holder said that I feel like the HAC sewer extension project was already decided upon before the Rosenwald money came up, so I'm trying to understand why we're trying to put it in there. I would like to see Rosenwald taken out of those options.

Mr. Lytle said $25,000 on an $88,000 budget is a large percentage, but $25,000 from a $2.5M budget is a small percentage. If all we need is $25,000, I'm not sure why it needs to come out of anywhere other than the Water/Sewer fund balance. I just want to say affordable housing, obviously, but remember anyone, including folks that don't live in Transylvania County can take advantage of the housing that is going up in Rosenwald. The housing will happen whether or not $25,000 is taken out of this fund, so let's put in infrastructure projects that are visible. $60,000 for engineer drawings, I know they're necessary, but I think if we supplement the Powell Bill work that's already being done we get a finished product that's safe right away. I think we're all in agreement with Carolina Ave.

Mr. Daniel recalled that he was against establishing this fund and felt like it was creating a fund for one community at the expense of the other communities in our city. He said we created this fund for infrastructure in Rosenwald and now we're debating about not spending it for infrastructure in Rosenwald. The HAC community is in Rosenwald. We are talking about sewer infrastructure and the people who will be living in those houses are going to be citizens of the Rosenwald Community. I don't understand why we shouldn't spend this money on the sewer extension. If there is money elsewhere that's fine, but I think the point has been made that money is needed elsewhere as well. This is money that is unallocated and this is a small amount that is coming out of a fund that was created for this purpose.

Mr. Wise said in terms of the $2.5M Water/Sewer fund balance, I want to reminded people that we are on the cusp of an $80M wastewater treatment plant improvement. We are also looking at a new water intake because we only have one. Not to mention the miles of underground water/sewer infrastructure that we have to maintain that we just finished mapping and have found multiple issues with. This money is so over-allocated at this point with all the other infrastructure that would improve the entire city, including Rosenwald. I would just be careful about thinking of that as just money whereas we do have a discreet fund specifically for infrastructure improvement in this neighborhood.

Mayor Copelof noted that no action was requested this evening; that this was for information and discussion only and to give the Manager an idea of what Council's position was. Mr. Hooper said he would bring back some follow-up items in the weeks to come.

M-2. Appointment of At-Large Member to the Ecusta Trail Advisory Board – As Chair of the Finance, Human Resources and Citizen Appointment Committee Mr. Lytle reported that the committee reviewed applications for the vacant at-large seat on the Ecusta Trial Advisory Board and recommended the appointment of Joseph Moore as an At-Large Member.

Ms. Holder moved, seconded by Mr. Daniel to appoint Joseph Moore as an At-Large Member of the Ecusta Trail Advisory Board. The motion carried unanimously.

RESOLUTION NO. 2026-46
A RESOLUTION APPOINTING AN AT-LARGE MEMBER TO
THE ECUSTA TRAIL ADVISORY BOARD

WHEREAS, on August 5, 2024 City Council adopted Resolution No. 2024-31 Updating the Membership and Charge of the Brevard/Transylvania Ecusta Trail Advisory Board (ETAB); and

WHEREAS, the membership of the ETAB was reconstituted to include two members of Brevard City Council, two at-large members, and one representative from each of the following entities, per each entity's recommendation: Transylvania County Tourism Development Authority, Friends of Ecusta Trail, Conserving Carolina, Transylvania Economic Alliance, Heart of Brevard, and Transylvania County; and

WHEREAS, the membership terms are indefinite; and

WHEREAS, At-Large member Madeline Hanley resigned from the board on June 2, 2026, leaving a vacancy; and

WHEREAS, Staff conducted an open recruitment for citizens interested in serving on the Ecusta Trail Advisory Board; and

WHEREAS, the applications received during the recruitment period were reviewed by the Finance, Human Resources and Citizen Appointment Committee at their July 27, 2026 meeting, and the Committee reviewed supplementary responses from the candidates at their August 24, 2026 meetings and recommended that Joseph M. Moore be appointed as an At-Large member of the Ecusta Trail Advisory Board.

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

The Brevard City Council does hereby appoint Joseph M. Moore as an At-Large member of the Brevard/Transylvania County Ecusta Trail Advisory Board.

Adopted and approved this the 8th day of September, 2026.

Attest: s/ Denise Hodsdon, CMC, NCCMC, City Clerk s/ Maureen Copelof, Mayor

M-3. Automated License Plate Readers (ALPRs) – This item was removed from the agenda.

N. Remarks/Future Agenda Considerations.

Ms. Holder thanked Chief Wentzell and said I know that took a lot because when a leader makes a decision to do something, and we have to go back on it, it is not

without clear thought, the process of letting go, but also the process of realizing what the people want, and you did both. To Lauren's point re the $2.5M, the $25,000 in Rosenwald is about 1% of that $2.5M—not that much money for funds that were already set aside for sewer, so I will always hold to that. I just had a realization that is bothering me. I heard someone say that the citizens of Rosenwald should feel lucky that we have this money in Rosenwald. I think if we can wrap our heads around, myself included, that we're not just citizens of Rosenwald, we're citizens of Brevard, and if we look at each other like that, we won't even have to have these conversations. All the roads would be equally well-taken care of; we wouldn't have to have conversations about where money is coming from for sewer because it's in Rosenwald. I think if we look at each other as citizens of Brevard; we all live together, we work together, we eat at restaurants together. I live in Brevard; we live in Brevard.

Mr. Baker said I'm going to speak to the existence of this Rosenwald Fund, and what we did tonight was essentially like a budget exercise. The most painful things we do all year are budget exercises, and now we're talking about a budget exercise for a neighborhood, and a neighborhood with a history of being underfunded by the City. It makes these conversations extremely difficult and tense, and it creates a division amongst the folks up here that I don't enjoy. When we're having these discussions about the Rosenwald Fund, what goes unsaid is that there are two Black councilmembers up here, and there are three white councilmembers up here. I don't like thinking about that; I don't want to do that anymore because as Councilwoman Holder said, we are all citizens of Brevard. Whatever happens with the Rosenwald Fund, we need to close this chapter out, we need to do what's right, and I'm not sure what that is right now, but we'll figure it out, and then we need to get back to doing the business of the City and the whole city. I believe we can do that. I want to thank the Chief. Councilman Lytle and I serve on the Public Safety Committee, so we heard about this a lot at multiple meetings. Dean asked so many good questions and we learned a lot through that process, but here we are at the end. The Chief did such a great job informing us about the issue, but beyond that she had policies written and ready to go that I am comfortable saying would keep the citizens of Brevard safe and that our officers would handle that in a good way. But, as I learned more about this, these are not just cameras connected to a server that is located within the Police Department. All of this data is housed somewhere else. We sign a contract that says we own that data, but when you're talking about sensitive information from the public, it is hard to trust a third-party multi-billion dollar security company that this sensitive data is going to be safe. That is why I am not a fan of these and moving forward with this right now. I didn't get a chance to say this at the committee level and probably should have, but I do think that there is a larger theme here which is the vision that we have for the Police Department. We have been through a lot with the Department over the last few years, we had a complete turnover in the leadership over there, but throughout that we were pretty clear we wanted a community-based Police Department, that they were out and about and they would be visible. I know that this technology does not mean that they would be sitting behind a screen doing all their police work there, but it does make you think about what putting cameras up symbolizes in terms of where our Department is going. I'm glad we didn't make that decision tonight. I'm also glad that the public was able to weigh in, and I'm really proud of the transparent process that we undertook, and I hope we can continue doing that in the future. He asked Mr. Hooper if we have heard from the County regarding our letter to the County about the courthouse. Mr. Hooper responded that we have not.

Mr. Daniel said I would like to thank Mr. Baker for his words about the Rosenwald account, because I felt like those comments were directed at me personally, as I am the one who used the term Rosenwald Community. This is an account that was set up that has the name Rosenwald on it, so it is just the Rosenwald Community's money, and we've heard that said by members of the Rosenwald Community—that it's our money, not that it's the City's money. I would like to see us get refocused on the Ecusta Trail. I feel like as a council we don't talk about it much, and I still don't feel like we're ready for what's coming our way. I read an article that David Bradley wrote about the Ecusta Trail, and he mentions a fellow by the name of Steve Bert of the Institute of Transportation Research and Education at North Carolina State who I believe has

written a study for how this trail will affect the City of Brevard in particular. I would ask that our Staff follow up on that. If that actually exists, I would be interested to see the results of that. I would like to encourage us and remind us that there is a tidal wave coming our way that's called the Ecusta Trail. It's going to be a huge economic driver, and we need to be ready and I'm not sure that we are right now.

Mr. Lytle said I see tonight as a positive. We're elected to challenge each other; we're not elected for groupthink. When we challenge each other, it allows us to get to decisions that are best. I grew up in Rosenwald, I rode my bike every weekend to Franklin Park, we played football by the library. This whole town is all of ours and I see myself as a citizen of Brevard. My thoughts tonight would have been the same no matter where I lived in the city. My thoughts were based on logic, my own logic and what I thought was best, not because I live in Rosenwald. I've prepared a statement tonight because I think it's worth it given what's transpired the last few days and tonight. I did that so that the Chief understands how important I think this is. I just want to say a few words about the license plate reader discussion and the public session we held.

First, I want to thank everyone who came to that and participated. Regardless of where everyone stood on the technology itself, I learned something important at that meeting. What I heard was a deep level of concern about privacy, and especially about how much trust people currently have in the federal government and in large corporations when it comes to their personal information. It occurred to me that most citizens don't have many meaningful ways to push back on those larger institutions. They can't walk into the boardroom of a major tech company, and most people have very little direct influence over federal policy. But they can come here. They can stand in front of their city council and tell us what concerns them. In some ways the discussion was about more than just three cameras in Brevard. This was one place where people felt they could make their voices heard about a much larger concern over privacy and surveillance. I think it's important that we listened. I also want to recognize Chief Wentzell. She and her department put a tremendous amount of work into researching this technology, developing safeguards, answering our questions, and engaging with the community. Her decision to withdraw the request should not be viewed as a failure of proposal. I view it as a demonstration of leadership. She has only been Chief for a relatively short time, but I've been very impressed with what I've seen. She's shown that public trust matters to her, and that she's willing to listen even when that means considering something she believes could help her department. There's a difference between having authority and having the trust of the community you serve. The best public safety leaders understand you need both. I believe the Chief demonstrated that here and I appreciate her leadership. This also doesn't mean that Brevard can never discuss emerging public safety technology again. It means that when we do, the community deserves to be a part of that conversation, and public trust has to be a part of the decision.

Mr. Hooper reminded Council that at the next Ecusta Trail Advisory Board meeting at the end of this month there will be a presentation on the estimated cost of the trail. We were holding off on doing a lot of additional work regarding the trail until we found out whether or not we were going to be able to afford. I can report that the estimated cost is within the realm of possibility and in the neighborhood of what we expected. There's still some work to do to close a small funding gap, but I do think that the trail will move forward. We will be able to build it and so we are going to pick up some of those issues that have been tabled for a little while and redouble our efforts to make sure we're prepared for the arrival of the trail here.

Mayor Copelof said I too want to thank Chief Wentzell, and I want to thank the public. One of our priorities is to hear what people have to say, and we give opportunity to the public to come to us in different forums and express your opinion. We do listen, and yes it is "we the people." That was demonstrated very clearly with the public input session that had such wonderful turnout, as well as people coming here tonight prepared again to speak. We heard your concerns and we reacted and took action on those. Because we believe in transparency and communication we are going to start holding quarterly town hall meetings in different areas of the city. We held one in Rosenwald a couple months ago and we're going to hold our next one in the Pisgah

Forest area on September 29th at the Recreation Center from 6-8pm. It will focus on things that are happening in that section of town. Staff will be there to give updates on things like the Ecusta Trail, the parking lot at the Sports Complex, the proposed housing on Morris Rd., and NCDOT will talk about what is happening with their projects. I encourage people to take advantage of the fact that we are putting information out, and then give you a chance to give us feedback afterwards. The next Meet the Mayor will be on September 24th at the Mary C. Jenkins Community Center from 11:30am to 1pm.

O. Closed Sessions

O-1. Economic Development: NCGS 143-318.11(a)(4) – At 7:42 p.m. Ms. Holder moved, seconded by Mr. Lytle to go into closed session to discuss an economic development matter, and to clear Council Chambers. The motion carried unanimously. City Manager Wilson Hooper, Assistant City Manager/Finance Director Dean Luebbe and City Clerk Denise Hodsdon were authorized to remain for the closed session with Council and the City Attorney.

Council Returned to Regular Session – at 8:50 p.m. Council resumed the meeting in regular session. No official action was taken in closed session, and the minutes of the closed session are authorized to be sealed.

P. Adjourn – There being no further business, at 8:50 p.m. Mr. Lytle moved, seconded by Mr. Daniel, to adjourn the meeting. The motion carried unanimously.

_____ _____

Maureen Copelof
Mayor

Denise Hodsdon, CMC
City Clerk

Minutes Approved: September 21, 2026

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Parking Study Presentation
Speaker:	Vagen Hansen, Benchmark Planning Aaron Bland, Assistant Planning Director
Prepared by:	Aaron Bland, Asst Planning Director, Paul Ray, Planning Director
Approved by:	Wilson Hooper, City Manager

Background
In May of 2025 the City issued a Request for Qualifications for a downtown parking study. The city received nine responses by the deadline and an ad-hoc group of Planning Director Paul Ray, Assistant Planning Director Aaron Bland, Downtown Master Plan Committee chair Gary Daniel, and Downtown Master Plan Committee member Parker Platt reviewed the responses and came to a consensus top two firms based largely on their history of performing similar parking studies in small towns. The Downtown Master Plan Committee discussed the ad-hoc group's recommended top firm and voted in favor of the recommendation. At the September 15, 2025, meeting, City Council authorized the City Manager to execute a contract (Resolution 2025-58) and a contract with Benchmark Planning was signed on September 26, 2025.

Discussion
The City initiated this study following continued investment in downtown and renewed concern about whether the existing parking supply remains adequate after removal of on-street parking spaces for the completion of recent streetscape improvements. The study evaluates both the traditional downtown core and the emerging Lumberyard district. The study's purpose is to document current parking conditions, identify specific problems affecting how parking functions, evaluate how future development could change demand, and establish a practical framework for future parking management decisions.

The analysis included an updated parking inventory, parking occupancy counts, a community survey, stakeholder listening sessions, a review of existing plans, an inventory of current land uses, and comparisons with City parking regulations and national parking benchmarks. Parking occupancy was observed on a Friday and Saturday during October 2025 and July 2026. The draft study is attached and will be presented by the Benchmark Planning team.

Policy Analysis
Updating the 2013 downtown parking study is an action step in the Building Brevard Comprehensive Land Use Plan (2.B, page 70).

Fiscal Impact
Unknown at this time. There will be costs--both hard costs and staff time--associated with

the report's recommendations. The net cost to the City will depend on what management changes, if any, are adopted.

Action
No action requested; for information and discussion only.

The City Manager recommends referral to the Downtown Master Plan Implementation and Downtown Advisory Committee for discussion of recommendations and management alternatives.

Attachments:
1. Downtown Brevard Parking Study Draft Sept 8



DRAFT
BREVARD DOWNTOWN
PARKING STUDY

BENCHMARK September 2026

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Executive Summary

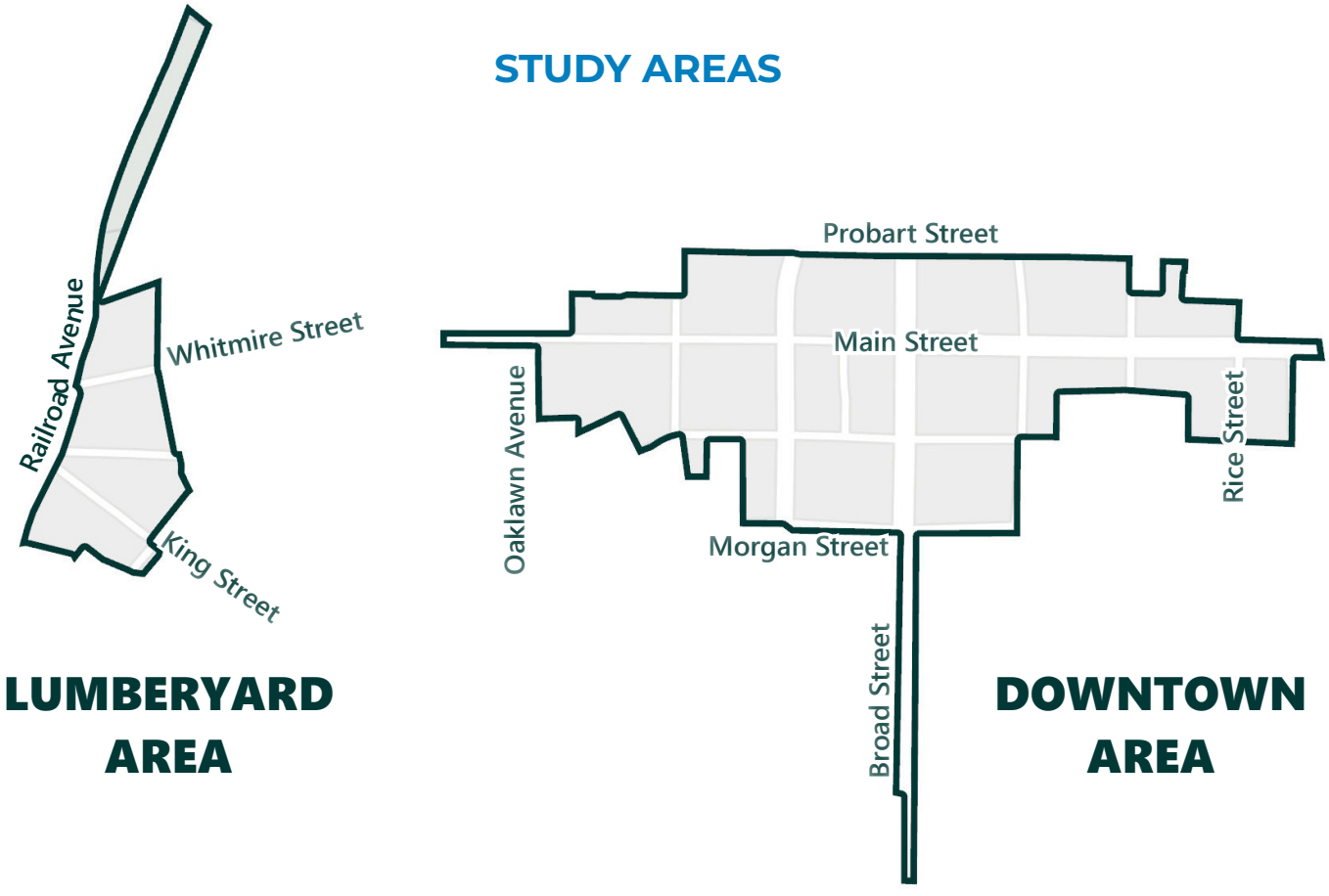
PURPOSE AND APPROACH

The City of Brevard initiated this study following continued investment in downtown, completion of recent streetscape improvements, and renewed concern about whether the existing parking supply remains adequate. The study evaluates both the traditional downtown core and the emerging Lumberyard district. Its purpose is to document current parking conditions, identify the specific problems affecting how parking functions, evaluate how future development could change demand, and establish a practical framework for future decisions.

The analysis included an updated parking inventory, parking occupancy counts, a community survey, stakeholder listening sessions, a review of existing plans, an inventory of current land uses, and comparisons with City parking regulations and national parking benchmarks. Occupancy was observed on Friday and Saturday during October 2025 and July 2026. The fall counts coincided with Brevard College Homecoming, while the summer counts occurred during a period of substantial summer-camp turnover. These circumstances provide important context, although the counts cannot isolate their effect on parking activity.

The observations are snapshots of the number of vehicles present during particular periods. They establish where parking was occupied and where capacity remained available, but they do not measure how long individual vehicles remained parked, how frequently spaces turned over, or whether vehicles complied with existing time limits. Those questions will require additional data if the City considers changes involving time limits, enforcement, or paid parking.

STUDY AREAS





OBSERVED PARKING CONDITIONS

The July 2026 inventory identified 1,231 parking spaces downtown and 181 spaces in the Lumberyard. The downtown inventory includes 241 on-street spaces, 280 spaces classified as public off-street parking, and 710 spaces classified as private off-street parking. The Lumberyard includes 41 on-street spaces and 140 off-street spaces divided evenly between the public and private classifications.

These classifications do not always correspond with ownership or public availability. Some privately owned lots are available to the public through leases, agreements, or owner permission, while some publicly owned or institutionally associated spaces are restricted. Clear information about ownership, restrictions, operating periods, and public availability is therefore important to understanding how much of the physical inventory functions as dependable public parking.

The observations did not show a downtown-wide parking shortage. Downtown reached its highest overall occupancy during the Friday 1:00-3:00 p.m. observation in both seasons. In fall, 744 vehicles occupied 1,235 observed spaces, or 60%, leaving 491 spaces unoccupied. In summer, 766 vehicles occupied 1,231 spaces, or 62%, leaving 465 spaces unoccupied. The complete downtown inventory did not approach full occupancy during any observation.

Demand was not evenly distributed. On-street parking was more heavily occupied than the complete inventory during every observation, reaching approximately 83% occupancy in fall and 78% in summer. When overall downtown parking occupancy was highest, off-street spaces classified as publicly available were 73% occupied in

fall and 65% occupied in summer. Someone seeking a space near a particular destination may therefore encounter limited choices even while substantial capacity remains elsewhere.

The Lumberyard has a similarly uneven pattern. Across the broader area, occupancy peaked at approximately 40% in fall and 50% in summer. Within the 56-space active core, however, occupancy reached 82% in fall and 84% in summer. On-street occupancy reached approximately 85% in fall and exceeded identified legal capacity during one summer observation, when 42 vehicles were counted among 41 identified legal spaces.

The 63-space Depot lot was essentially vacant during most observations. Its only notable use occurred during the summer Saturday morning observations, when cyclists parked their vehicles there before setting out on rides rather than to visit Lumberyard destinations. The lot therefore provides substantial physical capacity, but the counts show that it was not functioning as an overflow area for the active core. Making the lot more useful to Lumberyard visitors will require clearer identification and a more direct, comfortable pedestrian connection.

Public input reflects these differences. Approximately 88% of survey respondents reported that they sometimes had to search for on-street parking or considered it difficult to find, while approximately 59% specifically characterized on-street parking as difficult to find. Difficulty finding off-street parking was reported less consistently. Participants also raised concerns about signs, walking distance, lighting, street crossings, changes in elevation, accessible parking, and uncertainty about which lots were open to the public.

These concerns are consistent with the observed concentration of demand. An unoccupied space may not function as a practical alternative if it is difficult to identify, perceived as restricted, poorly connected to a destination, or beyond the distance someone is willing or able to walk. The voluntary survey predominantly reflects the experiences of local residents who visit downtown regularly. It identifies the qualities that affect parking choices and experiences but does not independently establish whether the parking supply is adequate.

City parking regulations and national parking ratios provide useful context, but they do not measure current local demand. They do not fully account for shared parking, different operating hours, trips serving multiple destinations, special events, or restrictions on public use. Observed occupancy provides the more direct evidence of current conditions, while future needs will depend on the development that actually occurs.

RECOMMENDED DIRECTION

Because the study did not identify a current area-wide shortage, the City should focus first on improving how the existing parking supply is identified, accessed, and managed. A consistent system of signs, maps, and public information should clearly distinguish general public parking from restricted facilities. The City should also work with private property owners to maintain and expand shared-parking arrangements and keep current records of the agreements affecting publicly available parking.

The City should compare its current parking management structure with the five alternatives presented in this study. The alternatives range from retaining free on-street parking with revised time limits to charging for premium spaces or a broader portion of the on-street supply. Evaluation should consider parking availability and turnover, options for longer visits and downtown employees, costs to drivers, operating expenses, and potential funding for parking operations and eligible improvements. The City may select one alternative, combine or modify elements of several, or retain the current management structure if it chooses not to pursue a change.

All five proposed alternatives retain free, unrestricted peripheral on-street parking, continue paid operation of the two currently paid City lots, and provide four hours of free parking followed by an hourly charge in the two currently

free City lots. These provisions preserve options for longer visits and all-day parking while allowing different approaches to managing demand in the busiest locations.

If the City chooses to revise its parking system, it will need to establish the rates, hours, payment technology, enforcement procedures, and administrative responsibilities. Initial implementation should be treated as a pilot, include a payment option that does not require a smartphone, and use parking revenue first to support the operation and maintenance of public parking. Pilot results should guide whether the City retains the changes, adjusts them, or returns to the previous system.

Making better use of the existing supply will also require stronger connections between parking areas and downtown destinations. Priorities include improved sidewalks, lighting, crossings, signal timing, additional conveniently located reserved accessible spaces, and better pedestrian access between the Depot lot and the Lumberyard core. Limited shuttle or golf-cart service may also be appropriate during major events, particularly for older adults and others affected by walking distance or topography.

Parking conditions should continue to be monitored as downtown changes. Additional counts should follow major development, relocation of court operations, changes to parking regulations, or changes affecting important public parking areas. Relocation of court operations is expected to reduce a source of weekday demand, while redevelopment in the Lumberyard could increase activity near particular uses or events. Future development proposals should therefore be evaluated individually based on their uses, operating schedules, numbers of employees and visitors, existing parking resources, and opportunities for shared use.

The study identifies potential locations that could be evaluated for structured parking if a future need is demonstrated. These concepts are not recommendations to construct a parking deck. Any such investment would require a detailed feasibility study and clear evidence that recurring demand cannot reasonably be addressed through improved use and management of the existing parking supply.

For the foreseeable future, the City's most effective course is to make the existing system easier to understand and use, manage its most convenient spaces more deliberately, improve connections between parking and destinations, and base major investments on documented conditions.



Study Context

In 2025, Brevard implemented recommendations from its recently adopted Downtown Streetscape and Master Plan, including developing areas for outdoor dining and expanding pedestrian facilities along Main and Broad Streets. As part of these improvements, some of the on-street parking downtown was lost. While a variation of this improvement had been discussed for a decade, citizens and business owners expressed concern over the loss of parking.

In the summer of 2025, the Planning Department was tasked by City Council to update its previous Downtown Parking Needs Assessment and conduct this 2026 Downtown Parking Study. This report details the results and conclusions of that study. The goals of this study are to:

- Determine the City's current parking supply and demand
- Estimate potential future demand
- Identify current and potential future parking issues
- Provide recommendations to address any issues or shortcomings

This is a follow-up to past studies, previously completed in 2007 and 2013. The 2013 study found that the downtown parking system was operating efficiently with enough parking supply to satisfy demand. However, it also identified minor issues and actionable steps to give the City a "toolbox" of solution options to prevent parking from becoming truly problematic in the future. These largely centered around parking education, parking lot organization, improved signage, and planning for potential future parking demands.

WHAT'S CHANGED?

As noted above, a major change that has occurred since the last parking needs assessment is improved streetscapes downtown. Most notably, the City added outdoor dining, pedestrian bump outs, and similar improvements that facilitate an improved, larger pedestrian realm. These changes did result in the loss of parking spaces along major roadways. The City has also worked to improve parking education, increase signage, and delineate on-street parking in the Lumberyard area. At the same time, the Heart of Brevard organization has prioritized streetscape improvements, sidewalk enhancements, and facade upgrades, while also piloting an employee parking program.



Image of on-street dining added along Main Street

Since 2020 alone, the downtown area has experienced approximately $50 million in new investments, leading to a revitalized, more active Main Street. The City has become an "ecotourism" destination, with growing arts and culture industries. This has led to more traffic and increased parking pressures downtown. Visitor spending in Transylvania County exceeded $187 million in 2024. A separate 2022 analysis estimated that spending by short-term-rental guests in 2020 generated more than $75 million in total economic impact.

During preparation of this study, House Bill 162 was enacted as Session Law 2026-39. Beginning January 1, 2027, the law will prohibit the City from requiring an off-street parking lot to provide a minimum number of spaces per development or structure, regardless of its use or occupancy.

The Downtown Mixed Use (DMX) district already does not require a minimum number of off-street parking spaces, so this provision will not change the parking regulations applicable to most of downtown. The Neighborhood Mixed Use (NMX) district, which covers most of the Lumberyard, currently establishes both minimum and maximum parking ratios. The minimum requirements will need to be removed, while the maximum ratios are not affected by this provision.

House Bill 162 became Session Law 2026-39 in July 2026. Beginning January 1, 2027, the City will no longer be able to require a minimum number of off-street parking spaces. Downtown's DMX district already has no minimum requirement, while the minimum ratios applicable to the Lumberyard's NMX district will need to be removed.

Eliminating minimum parking requirements will not itself determine how much parking future developments provide. That amount will depend on the proposed use, the characteristics of the site, anticipated employees and visitors, access to public or shared parking, and the business and financing decisions associated with the project. The legislation changes the regulatory framework for future development but does not alter the observed parking conditions or findings of this study.

PARKING AVAILABILITY AND CONVENIENCE

The phrase "parking problem" can describe several different conditions. It may refer to a shortage across the complete parking supply, difficulty finding a space near a particular destination, uncertainty about which lots are open to the public, or concern about the safety or convenience of walking from an available space. These conditions are not interchangeable and may require different responses.

The public survey and listening sessions identified concerns about finding on-street parking, recognizing public parking lots, walking distance, pedestrian safety, and access to particular destinations. The occupancy observations help place those concerns in context. They show that demand was concentrated among on-street spaces and free public off-street parking lots while capacity remained available elsewhere in the study area.

Several local conditions help explain this pattern. Downtown businesses, restaurants, civic uses, and attractions are concentrated within a relatively small area, focusing demand near particular destinations. Free on-street spaces in prime locations are highly visible and convenient and are often preferred over spaces in off-street lots. Some public lots are less visible from downtown's main streets, are not clearly recognizable as public parking, or require drivers to know where they are before arriving downtown.

The convenience of an available space also varies among individuals. Brevard's older population makes accessible parking, walking distance, changes in elevation, sidewalk conditions, and safe street crossings especially important. Traffic operations can also affect the parking experience. During peak periods, cars traveling on Main Street have to navigate excessively lengthy signal timing (observed at approximately two minutes) at the Broad Street and Caswell Street intersections, adding noticeable delay for drivers circulating through downtown to find available street parking. Together, these conditions explain why finding a convenient space may be difficult even though observations did not show an area-wide shortage. They support targeted improvements to parking information, access, management, accessible parking, and pedestrian connections.

Plans & Public Input

EXISTING PLANS AND STUDIES

A number of plans and studies have already considered parking and related elements of downtown Brevard. Those with notable conclusions and recommendations are shared on the following pages. Beyond parking-specific plans, this includes plans and studies related to road improvements, design, and multi-use facilities in the study area.

PARKING NEEDS ASSESSMENT (2013)

Brevard's 2013 parking assessment reached a conclusion that remains recognizable today: downtown's challenge is less the overall quantity of parking than how well its location, availability, and management match demand. As summarized below, the City has implemented several of the earlier recommendations, while others remain incomplete or warrant revision under current conditions. The updated recommendations build on that progress and coordinate parking management with the street, bicycle, and pedestrian improvements advanced through the City's other adopted plans and studies.

SCOPE	ISSUE	ADOPTED SOLUTION	STATUS
Short Term	Downtown Employees Using On-Street Spaces	• Education (in coordination with HOB) to encourage businesses to police themselves	**Complete**
Short Term	Parking in Non-Designated Spots	• "No Parking" signs at specific problem areas • Delineate additional spaces	**Complete**
Short / Medium Term	Disorganized Parking at Brevard Lumberyard Area	• Delineate on-street parking • Amend traffic schedule to designate no on-street parking along Railroad Avenue	**Complete**
Short / Medium Term	Visitor Problems Finding Parking	• Create parking map for distribution • Private lot leases • Designate and sign County lots as public parking • Improve wayfinding system	**Some Progress**
Medium Term	Location Issues: Center vs. Periphery	• Develop plan for parking garage • Improve or add signage • Private lot leases • Create parking map for distribution • Property acquisition • Explore transit options	**Some Progress**
Medium Term	Loading Zones	• Develop off and on-street loading zones • Eliminate use of center turn lanes as loading zones	**Some Progress**
Medium / Long Term	Courthouse Expansion	• Coordinate with County during possible parking garage exploration to meet courthouse demand	**No Longer Applicable**
Medium / Long Term	Reduce Demand	• Improvements to biking and walking infrastructure • Explore transit options • Carpooling / ride-sharing programs	**Some Progress**
Long Term	Loss of Off-Street Lots to Development	• Develop plan for parking garage • Property acquisition • Explore changes to current fee-in-lieu	**Ongoing Monitoring**

STATE TRANSPORTATION IMPROVEMENT PROGRAM (2026 - 2035)

The State's Transportation Improvement Program identifies projects planned and / or funded to be completed by NCDOT in the coming decade. While there are no projects directly in the study area, two projects are funded for construction just outside of the study area in the next few years.

- N Broad Street (north of downtown) will have a median and access control measures (2030 construction)
- Estatoe Trail (a multi-use path) will be constructed south of Brushy Creek in 2027

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2021 AND 2026 DRAFT)

In the 2021 Transylvania County Comprehensive Transportation Plan (CTP), future traffic capacity and demand were predicted based on projects which were funded to be completed in the coming years. In that Plan, both Broad and Caldwell Streets were predicted to be near or over capacity by 2050. The most significant congestion problems were predicted to be directly in and just outside of downtown Brevard. This is important as traffic on these two roadways greatly influence the pedestrian and parking experiences in downtown.

As of April 2026, the State is updating the County's CTP and the current draft identifies numerous road, transit, bicycle, and pedestrian improvements in and around the study area. These are described here.

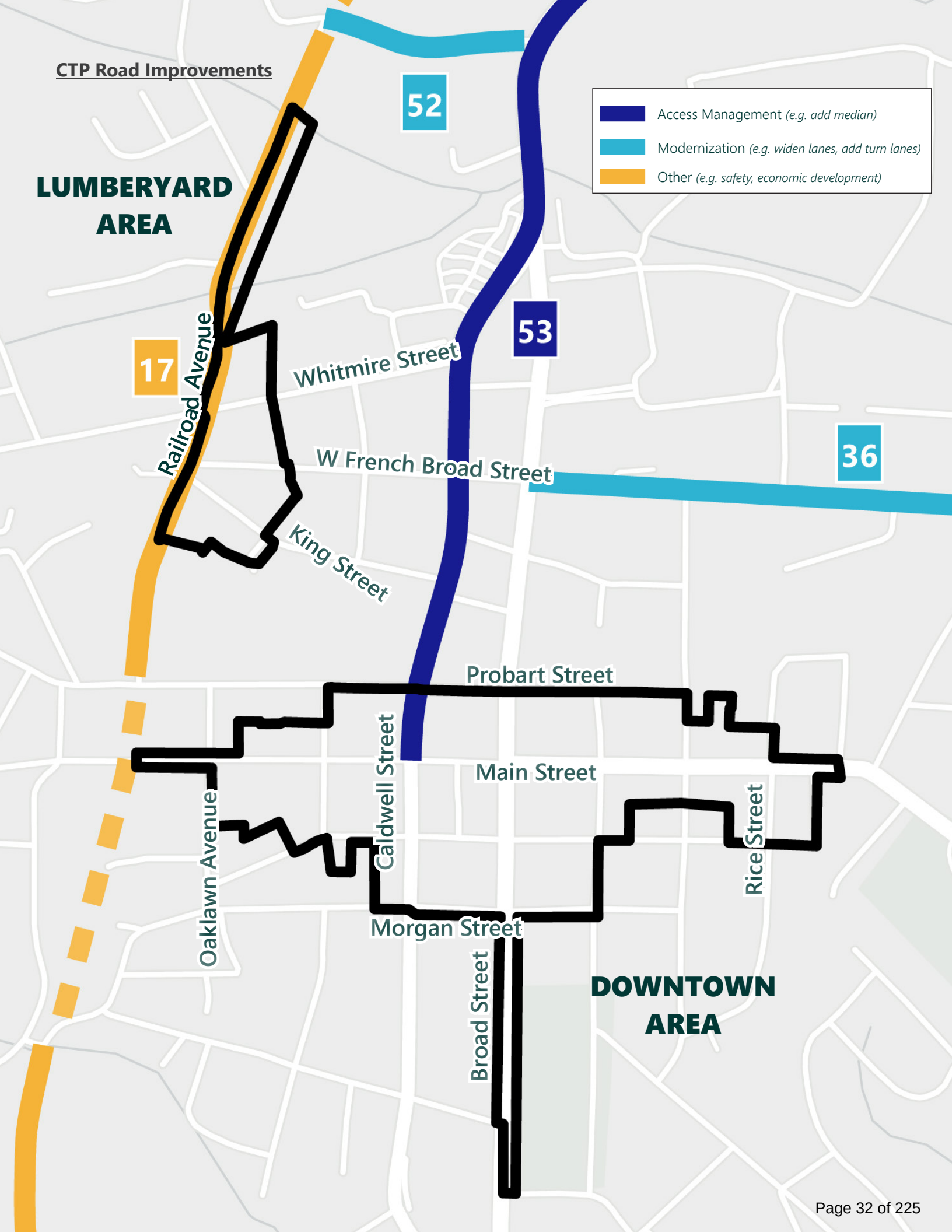
Road Improvements:

17 **Railroad Avenue Extension, R-5743:**
from US 64 / 276 to Chestnut Street (SR 1710) | 2.44 miles
The CTP proposes a low-speed, two-lane, local traffic street complete with bike lanes and sidewalks that would connect the west side of Brevard together. The proposal would primarily follow existing roads and add some new road segments to make necessary connections.

36 **French Broad Street (SR 1544):**
from US 64 to Neely Road (SR 1546) | 0.57 miles
Improve alignment, road widths, and shoulders to current standards, including 5-foot paved shoulders.

52 **McLean Street (SR 1356):**
from US 64 to Railroad Avenue | 0.17 miles
Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address truck traffic access concerns.

53 **US 64 BUS (Caldwell Street):**
from US 64 to Main Street (SR 1349) | 0.45 miles
Improve lane widths, and shoulders to current design standards, including 5-foot paved bike lanes.


CTP Road Improvements
Access Management (e.g. add median)
Modernization (e.g. widen lanes, add turn lanes)
Other (e.g. safety, economic development)
LUMBERYARD AREA
DOWNTOWN AREA
52
53
17
36
Railroad Avenue
Whitmire Street
W French Broad Street
King Street
Probart Street
Caldwell Street
Main Street
Oaklawn Avenue
Rice Street
Morgan Street
Broad Street

Bicycle and Pedestrian Improvements:

The 2026 Draft CTP includes many bicycle, pedestrian, and trail recommendations in and around the study area. These will influence the streetscape as well as the overall pedestrian and parking experience.

12 **Brevard College Greenway:**
from Path at Neely Road (SR 1546) to Multi-Use Path at Railroad Avenue | 1.48 miles
Multi-Use Path.

59 **Railroad Avenue Extension, R-5743:**
from US 64 / 276 to Chestnut Street | 1.62 miles
A low-speed, two-lane street complete with bike lanes and sidewalks that connect the west side of Brevard. The proposal would primarily follow existing roads and add some new road segments to make necessary connections.

61 **US 64 (N Broad Street), R-5800:**
from Caldwell St. to existing median | 0.74 mi
This project is underway as R-5800. It expects to convert existing center turn lane to median, consolidate driveways, add bicycle lanes and sidewalks, and replace the multi-use path. It will upgrade select intersections to roundabouts.

62 **Brevard Middle School Loop:**
from US 64 to US 64 | 0.68 miles
Bike accommodations or paved shoulders.

63 **Downtown Couplet:**
from N Broad St. to Carolina Ave. and from Oaklawn Ave. to Johnson St. | 2.04 miles
Bike facilities or paved shoulders.

64 **Main Street in Brevard:**
from Railroad Ave. to Elm Bend Rd. | 1.35 miles
Bike facilities or paved shoulders.

65 **Franklin Street:**
from US 276 (Main) to Brevard College | 0.38 miles
Other community interest.

70 **French Broad Street (SR 1544):**
from N Caldwell St. to Park Ave. | 0.63 miles
Bike facilities or paved shoulders.

84 **Silversteen Drive:**
from end of sidewalks to Caldwell | 0.14 mi.
Sidewalks.

85 **Johnson Street:**
from Maple Street to Jordan Street | 0.16 miles
Sidewalks.

86 **Varsity and Gaston Streets:**
from US 64 (Broad) to Morgan St.| 0.36 miles
Sidewalks.

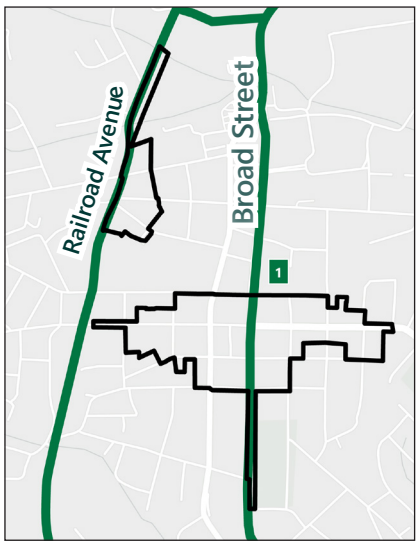
87 **Miner Street:**
from US 64 (Broad) to Maple Street | 0.21 miles
Sidewalks.

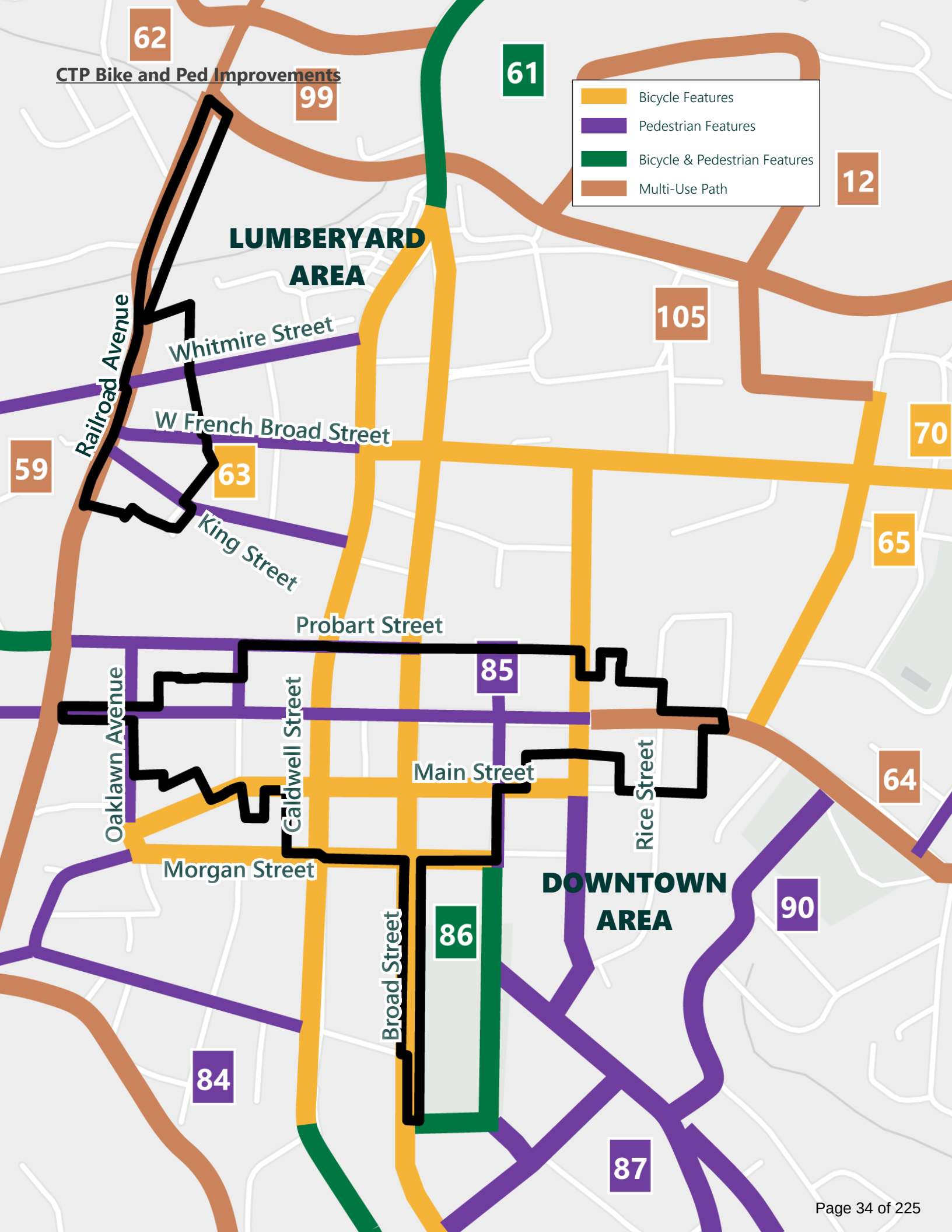
90 **Grove Lane and Pine Street:**
from Maple Street to US 276 (Main) | 0.38 miles
Sidewalks.

99 **McLean Street (SR 1356):**
from US 64 to Railroad Avenue | 0.17 miles
Improve sight distance, alignment, lane widths, and shoulders to current design standards.

Transit Improvements:

The Draft CTP also includes a proposed rural fixed bus corridor (Transylvania In Motion) between Brevard and Rosman. The 20.25 mile loop would run along Broad Street in downtown and along Railroad Avenue in the Lumberyard area.




CTP Bike and Ped Improvements
Bicycle Features
Pedestrian Features
Bicycle & Pedestrian Features
Multi-Use Path
LUMBERYARD AREA
DOWNTOWN AREA
Railroad Avenue
Whitmire Street
W French Broad Street
King Street
Probart Street
Oaklawn Avenue
Caldwell Street
Main Street
Rice Street
Morgan Street
Broad Street
62
99
61
12
105
70
59
63
65
85
64
86
90
84
87

BREVARD PEDESTRIAN AND BICYCLE PLAN (2023)

In 2023, the City of Brevard adopted its own pedestrian and bicycle plan, which re-affirmed some of the conclusions of the previous County CTP. The plan identified Broad Street as a high crash corridor, citing multiple pedestrian and bicycle injuries in downtown. The plan proposed sidewalk connections both north and south of downtown, with high visibility crosswalks at six intersections downtown. Shared lane markings are proposed on Probart, Main, Gaston, Johnson, and Duckworth Streets, and bike crossing signals are proposed at four major intersections downtown. Bike boulevards are also proposed on Jordan, Morgan, Johnson, and Rice Streets.

Near-Term Priorities:

The following are identified as near-term improvements in the City's pedestrian and bicycle plan:

- Sidewalk connections up N Caldwell Street
- Separated bike lanes on Broad and Caldwell Streets
- Shared use path along Railroad Avenue
- Crossing improvements on Broad Street
- Crossing improvements on Railroad Avenue

DOWNTOWN MASTER PLAN AND STREETSCAPE DESIGN (2021)

The City's Downtown Master Plan and Streetscape Design, which was adopted in 2021, reinforced many of the recommendations mentioned above. The following key concepts from the plan tie directly into this study:

- Promote access to off-street parking areas
- Improve safety for pedestrians / bikes
- Create interesting and engaging pedestrian / bike corridors
- Promote walking / healthy lifestyle for residents and visitors
- Establish and enhance pedestrian / bike access on secondary streets
- Minimize congestion on Main and Broad Streets
- Promote connectivity to / from downtown neighborhoods and outdoor recreation

SUMMARY OF CURRENT AND PAST PLANS

Brevard's previous planning efforts consistently treat downtown parking as part of a broader access and circulation system rather than simply a question of supply. The 2013 Parking Needs Assessment found that the overall system contained enough parking to meet demand but identified localized pressures, uneven use of available spaces, inadequate wayfinding, loading conflicts, and the long-term vulnerability of private off-street lots. Its recommendations emphasized better management of existing parking, improved information and enforcement, stronger walking and bicycling connections, and preservation of options for meeting future needs.

Subsequent plans have reinforced and expanded that approach. The Downtown Master Plan and Streetscape Design promotes better access to off-street parking, safer and more attractive pedestrian and bicycle connections, greater use of secondary streets, and reduced congestion on Main and Broad Streets. The City's Pedestrian and Bicycle Plan and the County's comprehensive transportation plans identify complementary sidewalks, crossings, bicycle facilities, multi-use paths, roadway improvements, and transit connections. Together, these plans support a coordinated strategy: make existing parking easier to find and use, improve connections between parking and destinations, expand alternatives to driving, and respond to future growth without allowing parking to dominate downtown.

PUBLIC INPUT

Public input was used to better understand how people experience parking in downtown Brevard and what changes they believe should be considered. The City conducted an online community survey during fall 2025 and promoted it through the City's website, social media, and postings downtown. A total of 817 people participated. The consultant also conducted listening sessions with almost 30 stakeholders and subject matter experts in February 2026 to discuss parking conditions, concerns, and potential improvements.

COMMUNITY SURVEY

The community survey provides useful information about the experiences and perceptions of people who regularly visit downtown. It was a voluntary, self-selected survey, however, and should not be interpreted as a statistically representative sample of everyone who visits downtown Brevard. The respondent group was overwhelmingly local, with approximately two-thirds living in Brevard or the immediate area around the City, while another 27% lived elsewhere in Transylvania County. Only a small share lived outside of the county, and fewer than 2% identified themselves as visitors from somewhere else. Altogether, 93% of respondents were Brevard-area or Transylvania County residents. Accordingly, the survey provides its clearest picture of how local residents and frequent visitors experience downtown parking. Tourists, occasional visitors, and others whose experiences may differ are represented to a lesser extent.

FREQUENCY OF DOWNTOWN VISITS

Most respondents reported visiting downtown regularly. Approximately 65% came downtown daily or several times per week, and nearly 89% came downtown several times per month or more. Only about one in ten respondents reported visiting once a month or less. This frequency indicates that most participants were familiar with downtown and its parking system. Their responses reflect repeated experiences rather than impressions formed during a single visit. At the same time, frequent use should not itself be interpreted as evidence of parking demand or insufficient parking supply. Those conditions are evaluated through the parking inventory and observed occupancy counts.

PURPOSES FOR GOING DOWNTOWN

Shopping, dining, and entertainment was the most frequently reported reason for going downtown, selected by approximately 81% of respondents. Errands and personal business were also important, reported by approximately 59%. Smaller shares identified working downtown, living downtown, tourism, or another activity as one of their usual purposes. Because respondents could identify more than one purpose, these percentages do not represent the distribution of all downtown trips. They instead demonstrate that the predominantly local respondent group uses downtown for a combination of discretionary activities and routine needs. Downtown functions not only as a shopping and entertainment destination, but also as a place where local residents conduct errands, work, and carry out other regular activities.

TIMING OF DOWNTOWN VISITS

Survey respondents reported visiting downtown throughout the day, with activity extending from morning into the evening. Although afternoon was the most commonly identified single period, most respondents reported using downtown during multiple periods or throughout the day. Approximately 37% of the responses included in the analysis indicated all-day use. Another 32% identified a consecutive block covering two or three periods, while approximately 31% identified one specific period. More than two-thirds therefore reported visiting downtown during multiple periods or throughout the day.

Afternoon was the most commonly identified single period. It was also included in most of the reported consecutive time blocks. Among respondents reporting something less than all-day use, approximately 68% selected a pattern that included the afternoon. Afternoon through evening was the most common consecutive block, although morning-through-afternoon and lunch-through-evening patterns were also reported.

These time patterns should be interpreted carefully. A respondent selecting several consecutive periods may make separate trips during those periods rather than remain downtown continuously. Similarly, an all-day response describes the periods during which the respondent typically uses downtown; it does not necessarily indicate that the person parks in one location for the entire day. Rather than identifying one peak period, the responses provide a picture of the broad span of the day during which participants visit downtown. The parking inventory and occupancy analysis add the corresponding place-based perspective, showing how use of the parking system varied by time and location during the study periods.

PARKING DURATION

Approximately 46% of survey respondents reported typically parking for one to two hours, and another 30% reported two to four hours. Stays of less than one hour accounted for 13% of responses, while 11% reported parking for more than four hours. A two-hour limit would accommodate roughly 59% of reported parking durations, compared with 89% under a four-hour limit. The 30% reporting two to four hours are the group most directly affected by that choice. Longer parking time limits therefore serve a substantial group beyond those who spend most of the day downtown.

The smaller share of respondents reporting stays longer than four hours does not necessarily indicate a small effect on parking availability. A six-hour stay, for example, consumes the same amount of parking time as three two-hour stays. Long-stay vehicles can occupy convenient spaces through several periods of arriving and departing visitors, especially if their parking overlaps the busiest hours. Their concentration in particular streets or lots can therefore matter more than their share of survey responses alone suggests.

UTILIZATION OF ON-STREET AND OFF-STREET PARKING

On-street spaces and public parking lots were used at nearly the same overall rate. Approximately 62% of respondents reported parking on the street, while 60% reported parking in a public lot. These totals overlap because nearly one-third of respondents reported using both. Accounting for that overlap, 32% reported using on-street parking but not public lots, 29% reported using public lots but not on-street parking, and 31% reported using both. The remaining 8% selected private parking without selecting either public option.

The results do not indicate a clear overall preference for on-street spaces or public lots. About 61% used one public-parking option but not the other, divided almost evenly between streets and lots, while nearly one-third used both. This suggests that on-street spaces and public lots serve overlapping groups and function as complementary parts of the downtown parking system. Private parking was not used by an entirely separate group either; most respondents who selected a private lot also reported using at least one public-parking option.

EASE OF FINDING AVAILABLE PARKING

Respondents perceived a meaningful difference between finding on-street and off-street parking. Approximately 88% said they either sometimes had to search for on-street parking or considered it hard to find. About 59% specifically characterized on-street parking as hard to find. Reported difficulty with off-street parking was less pronounced. Approximately 74% either sometimes had to search or found off-street parking hard to find, but the nature of that difficulty differed. Respondents were more likely to say that they sometimes had to search for off-street parking

than to characterize it as consistently hard to find. Only about one-quarter described off-street parking as hard to find. Respondents were also more likely to report never having a problem finding off-street parking than on-street parking. Taken together, the results show that the predominantly local respondent group perceives greater and more persistent difficulty finding an on-street space, while finding an off-street space is more commonly experienced as an occasional search.

These findings describe respondent experiences and perceptions. They do not independently demonstrate that the downtown parking system lacks sufficient capacity. Difficulty may also be influenced by the location of available spaces, proximity to a destination, familiarity with public lots, signs, walking conditions, or a preference for on-street parking. The occupancy analysis provides the appropriate measure of how much parking was actually in use during the study periods.

PUBLIC PARKING SIGNAGE

Respondents were almost evenly divided concerning whether signs adequately identify public parking and its regulations. Approximately 52% considered the signs adequate, while approximately 48% did not. The result does not establish a clear consensus that the existing sign system is either adequate or inadequate. A narrow majority expressed satisfaction, but the share reporting difficulty was substantial. Considered with field observations and stakeholder comments, this division supports evaluating whether the location of public parking, payment requirements, time limits, and other regulations can be communicated more clearly and consistently.

OPEN-ENDED SURVEY RESPONSES

The survey invited respondents to recommend improvements and provide additional comments. These responses were reviewed for recurring themes. The most frequently recurring suggestions concerned constructing a parking deck, retaining free or lower-cost parking, restoring spaces removed through previous streetscape improvements, and increasing the overall parking supply. Respondents also raised the need for clearer signs and parking information, additional ADA accessible parking, greater use of private lots through shared-parking arrangements, and parking options designed for downtown employees or local residents.

Other comments emphasized walking and bicycling improvements, better connections between public lots and destinations, longer parking periods, shuttle or circulator service, and easier-to-use payment systems. Some respondents stated that parking generally works well and that substantial new construction is unnecessary. The comments also reveal conflicting preferences. Some respondents favored free parking, while others supported charging for prime spaces to improve turnover. Some requested longer time limits, while others called for stronger enforcement or additional short-term spaces. These differences reinforce the need to evaluate individual strategies against observed parking conditions rather than treating any single comment theme as a community consensus.

LISTENING SESSIONS

The listening sessions provided a separate source of qualitative stakeholder input. Participants discussed acceptable walking distances, personal safety after dark, the relationship between parking locations and individual destinations, and changing patterns of downtown activity.

Operational concerns included inconsistent signs, difficulty identifying available public parking, parking payment technology, and responsibility for managing different parts of the system. Enforcement discussions addressed unpaid citations, use of loading zones, staffing limitations, and constraints on the City's enforcement authority.

Participants also discussed infrastructure and policy options, including improved signs and lighting, potential parking-deck locations, paid on-street parking, employee or business parking passes, and approaches that would allow an initial period of free parking. Alternative transportation ideas included stronger connections to the Ecusta Trail, a downtown circulator, shuttle service, and other means of reducing dependence on the most centrally located spaces.

The range of topics reflected concern not only with the overall parking supply, but also with how existing spaces are identified, accessed, allocated, and managed. Participants did not necessarily agree on a preferred solution; the sessions identified concerns and potential strategies for further evaluation rather than establishing consensus recommendations.

OVERALL PUBLIC-INPUT FINDINGS

The public-input process primarily reflects the perspective of local residents who visit downtown frequently. Respondents reported visiting downtown for both routine and discretionary purposes and across a broad span of the day. They also reported a range of parking durations and substantial use of both on-street spaces and public parking lots. The clearest difference in reported parking experience concerned on-street parking. Respondents were substantially more likely to characterize on-street spaces as hard to find, while difficulty with off-street parking was more often described as an occasional need to search.

The survey and listening sessions establish how participants perceive and interact with the parking system, but they do not by themselves determine whether downtown has an overall parking shortage, whether particular time limits should be changed, or whether additional parking facilities are warranted. Those decisions require consideration of the location, occupancy, turnover, accessibility, management, and cost of the existing parking supply. The parking inventory and occupancy analysis that follow provide the measured conditions needed to evaluate those perceptions and determine where operational changes, better information, targeted improvements, or additional capacity may be appropriate.

Parking Inventory

The current parking inventory, based on the July 2026 field count, identifies 1,231 parking spaces within the downtown study area and 181 spaces within the Lumberyard study area. This inventory supersedes the earlier fall 2025 inventory for purposes of describing the current parking supply. The fall inventory identified 1,235 downtown spaces and remains the basis for the fall occupancy analysis; the small difference reflects changes in identified capacity between the two count periods due to restriping following NCDOT repaving in the fall of 2025. Within the current downtown inventory, 241 spaces, or roughly 20 percent, are located on-street; 280 spaces, or roughly 23 percent, are classified as public off-street; and 710 spaces, or just under 58 percent, are classified as private off-street.

The Lumberyard inventory includes 41 on-street spaces, representing roughly 23% of the total. The remaining 140 spaces are divided evenly between the public off-street and private off-street classifications, with 70 spaces, or just under 39%, in each category.

The public off-street and private off-street classifications describe how parking locations were categorized in the inventory; they do not independently establish ownership or public availability. Public off-street does not include every off-street space available to the general public, and private off-street does not mean that every space within that category is restricted from public use. Some privately owned lots are available to the public through lease agreements or other arrangements, while some publicly owned or institutionally associated spaces are restricted to particular users or times. The following discussion identifies the principal exceptions. The occupancy analysis later in the report separately classifies spaces according to their availability during each observation period.

PARKING INVENTORY

INVENTORY CLASSIFICATION	NUMBER OF SPACES
DOWNTOWN	
On-Street Spaces	241
Public Off-Street Spaces	280
Private Off-Street Spaces	710
Designated Accessible Spaces[1]	56
LUMBERYARD AREA	
On-Street Spaces	41
Public Off-Street Spaces	70
Private Off-Street Spaces	70
Designated Accessible Spaces[1]	10

1. Designated Accessible (ADA) spaces are included in the total parking count as well. These are not in addition to the counts referenced by type above.

Parking Inventory by Type

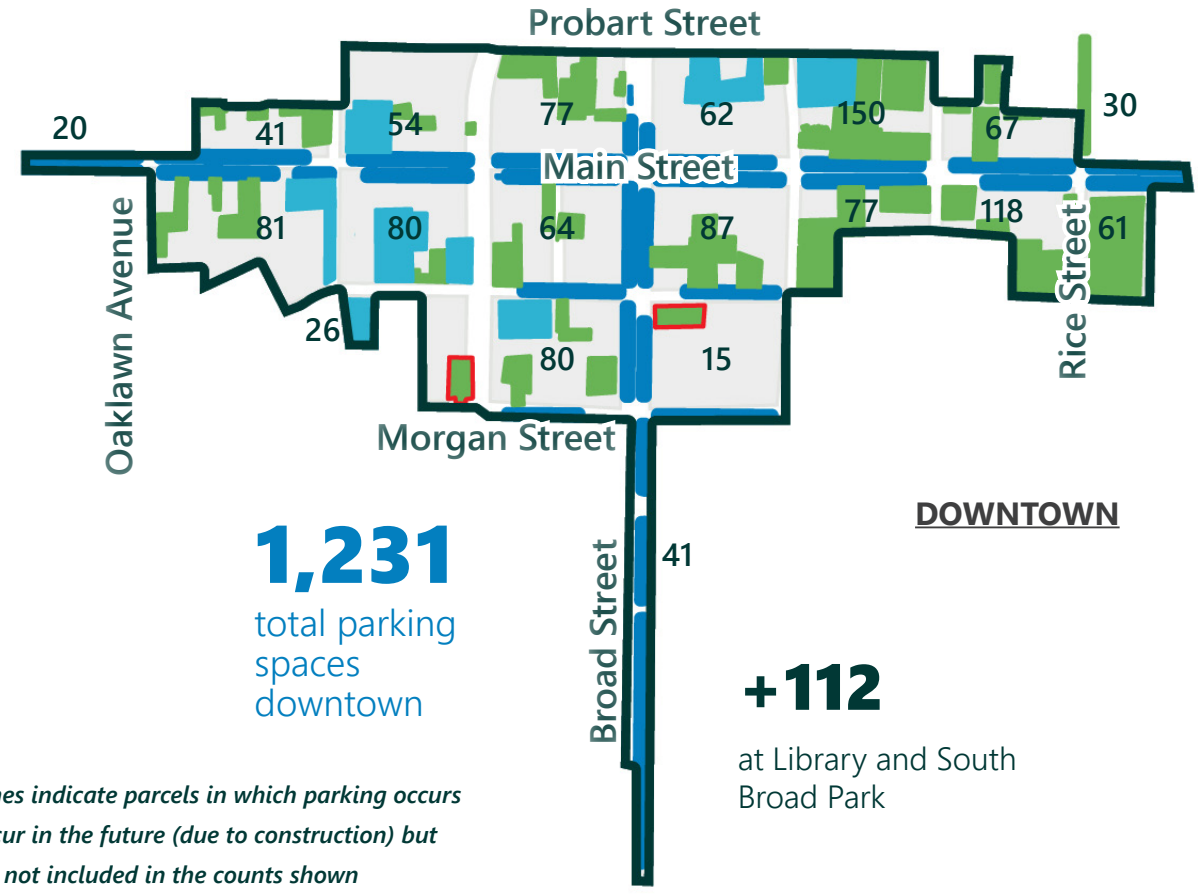
- On-Street Parking
- Public Off-Street Lots
- Private Off-Street Lots
- Not Included

Public off-street and private off-street are inventory classifications and do not independently indicate ownership or public availability. The principal exceptions are described on the following pages.



181
total parking spaces in lumberyard area

+17
along King (east of boundary)



DOWNTOWN

1,231
total parking spaces downtown

+112
at Library and South Broad Park

Red outlines indicate parcels in which parking occurs or will occur in the future (due to construction) but which are not included in the counts shown



The image above shows the configuration of on-street parking on the block of Main Street immediately east of Broad Street.

The image below shows on and off-street parking in areas west and south of the intersection of Main Street and Broad Street.



NOTES ON PARKING OWNERSHIP AND AVAILABILITY

The public off-street and private off-street classifications used in the inventory do not always correspond with ownership or public availability. Ownership identifies whether a parking facility is publicly or privately owned, while availability describes whether its spaces are open to the general public, restricted to particular users, or available only during certain periods. A privately owned lot may function as part of the public parking supply, while a publicly owned or institutionally associated lot may be restricted.

These distinctions are relevant because the practical parking supply can depend on lease agreements, posted restrictions, operating hours, special events, and decisions made by individual property owners. The following locations illustrate the principal exceptions within the inventory:

1. ***Jimmy Harris Railroad Depot Park Lot:*** Private lot that is leased for public parking at the Park. This lot could be restricted to private use with future development / reuse on adjacent properties.

2. ***Unmarked / Undesignated Private Spaces:*** Private spaces that are not marked to restrict public use but also not advertised for public parking.

3. ***Brevard City Hall Parking Lot:*** Public lot limited to City employee parking during office hours.

4. ***Parking Area Under Construction:*** A former bank is being redeveloped for pediatrician offices. Throughout this study, the lot was under construction so parking located here is not included in the inventory or occupancy metrics.

5. ***Transylvania County Courthouse Parking Lot:*** Courthouse parking lot is limited to courthouse parking during court hours.

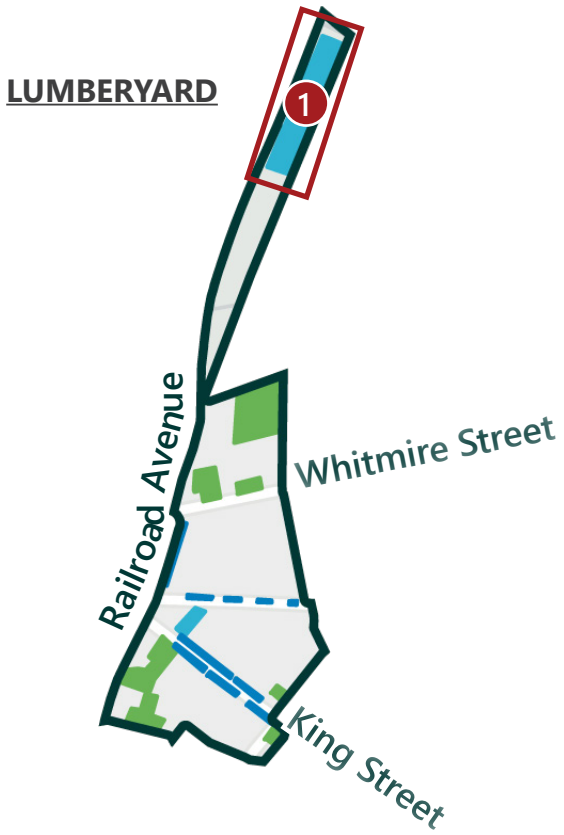
6. ***Tire & Service Center Parking Area:*** Cars park at the Tire & Service Center on the corner of Jordan and Broad Streets. However, due to the informal nature of this parking area, it was not included in the inventory or occupancy metrics for this study.

7. ***Private Lot on Jordan and Gaston Street Intersection:*** Private lot that is open for public use (limited to 2 hours).

8. ***Comporium Lot:*** Private lot with 25 spaces reserved for downtown employees through Heart of Brevard's permit parking program.

9. ***Brevard-Davidson River Presbyterian Church Side Lot:*** Private lot that does not restrict free public parking.

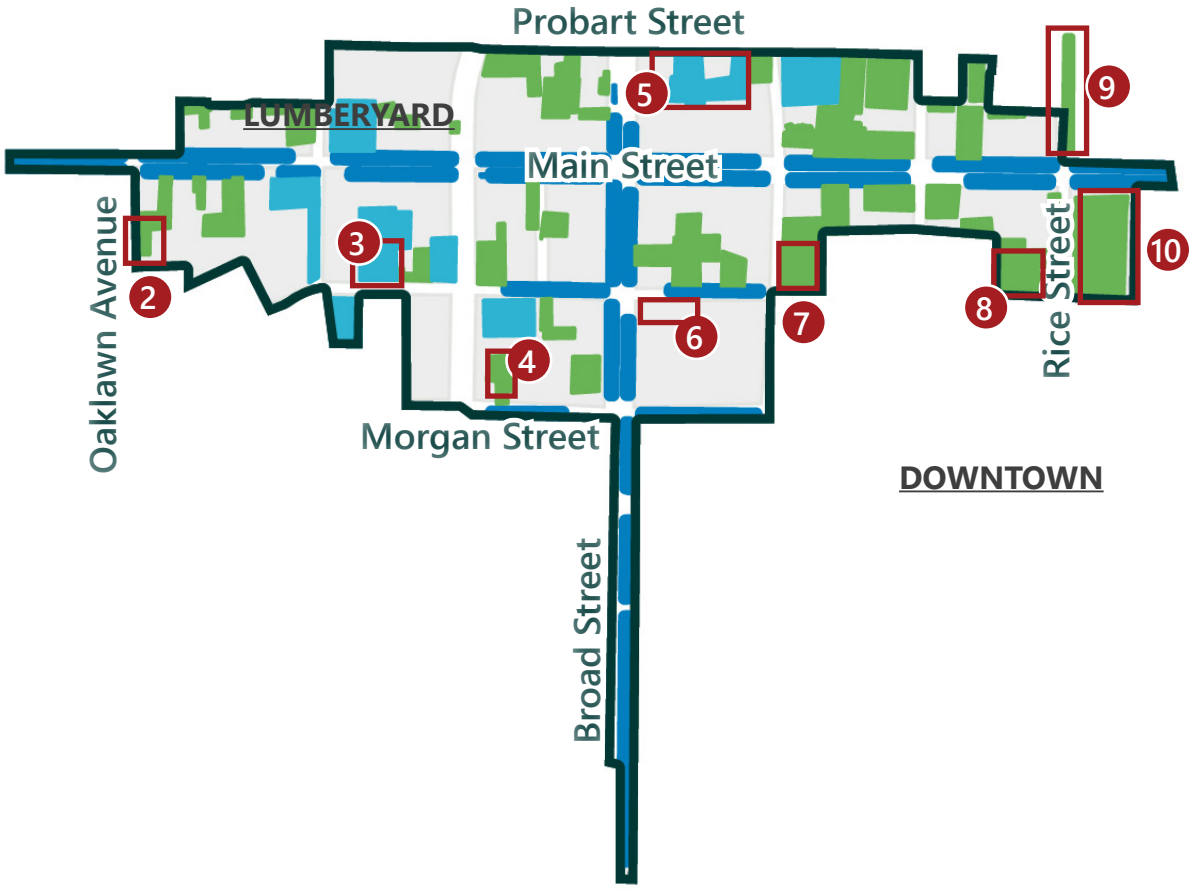
10. ***St. Philip's Episcopal Church Lot (also used for Transylvania Farmers Market):*** Private lot that is generally open to public parking, with availability affected by the Farmers Market on Saturday mornings.



Parking Inventory by Type

- On-Street Parking
- Public Off-Street Lots
- Private Off-Street Lots
- Not Included

Public off-street and private off-street are inventory classifications and do not independently indicate ownership or public availability. The principal exceptions are described on the preceding page.



GEOGRAPHIC DISTRIBUTION OF PARKING

In downtown, parking is available in some form on all blocks. However, there tends to be a larger number of spaces on the southern and eastern sides of downtown. More than half of all downtown parking is east of Broad Street and more than 60% of all parking is south of Main Street. Most downtown parking is within a three- to five-minute walk of the intersection of Main and Broad Streets. This intersection is also the highest point in the study area, so walking from parking south of Main Street involves an uphill approach. Although the inclines are modest, they can affect walking comfort and accessibility, particularly for older adults and people with limited mobility.

QUADRANT 1 (West of England)

The inventory includes 142 spaces west of England Street, including public Post Office parking. Restricted Post Office and Fire Department spaces are excluded.

QUADRANT 2 (North of Main, England-Caldwell)

On the northern side of Main, between England and Caldwell Streets is one public lot and on-street parking.

QUADRANT 3 (South of Main, England-Caldwell)

There are 80 spaces on the southern side of Main Street between England and Caldwell.

QUADRANT 4 (North of Main, Caldwell-Broad)

A combination of private lots and on-street spaces provide almost 80 spaces on the northwest corner of Main and Broad Streets' intersection.

QUADRANT 5 (South of Main, Caldwell-Broad)

Just 64 parking spaces are provided on the southwest corner of Main and Broad. These are provided through private lots and on-street spaces.

QUADRANT 6 (North of Main, Broad-Gaston)

Over 60 spaces are on the northeastern corner of Main and Broad, in the Courthouse lot and on-street.

QUADRANT 7 (South of Main, Broad-Gaston)

Almost 90 spaces are on the southeastern corner of Main and Broad, in private lots and on-street spaces.

QUADRANT 8 (East of Gaston)

This area contains just over 500 parking spaces east of Gaston Street, including on-street spaces and both public off-street and private off-street parking.

QUADRANT 9 (South of Jordan)

Just over 160 spaces are provided south of Jordan Street, some in parking lots and some on street.

QUADRANT 10 (Lumberyard)

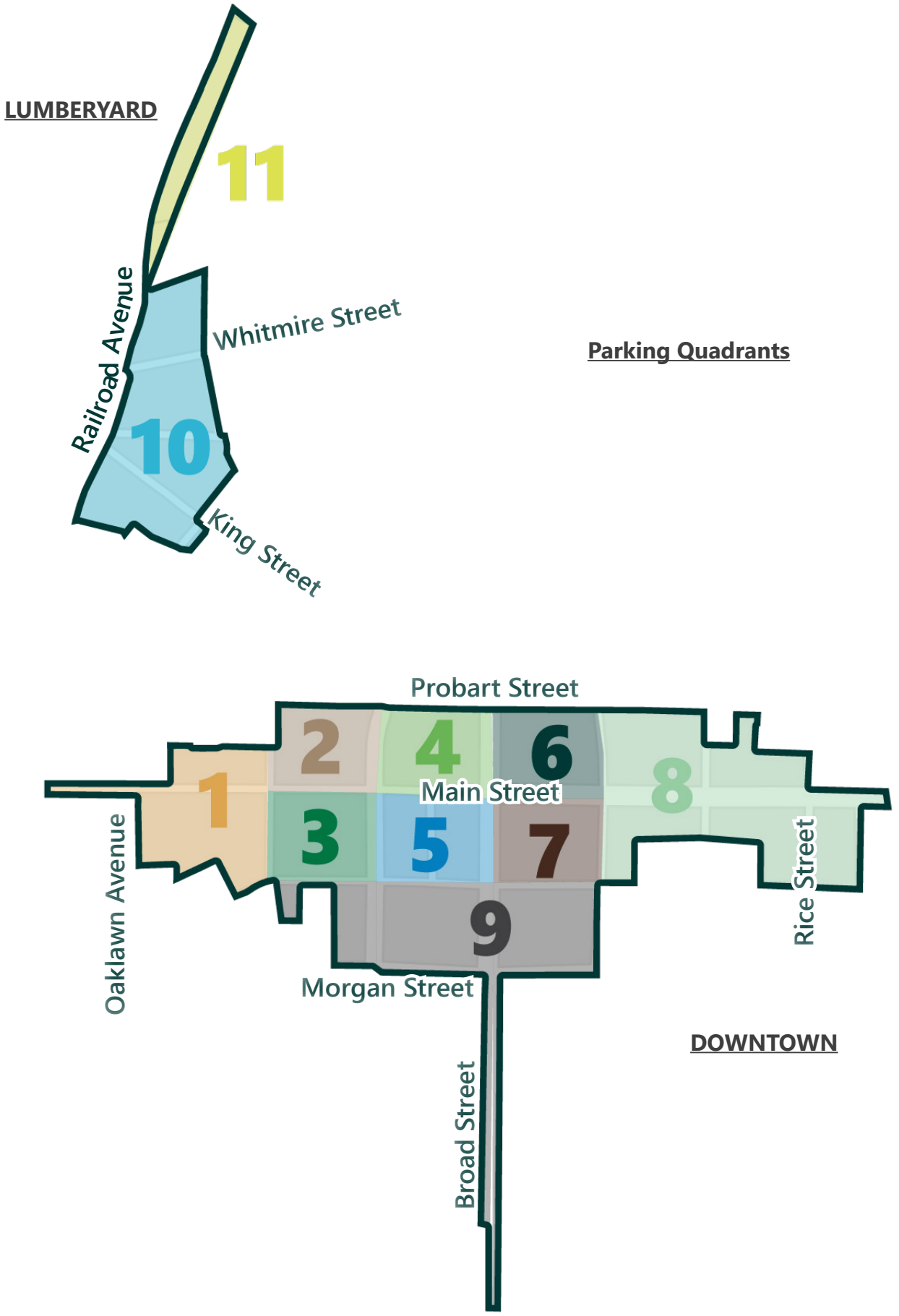
In the core Lumberyard area, parking is available on the street or in private parking lots.

QUADRANT 11 (Railroad Depot Park)

The most northern part of the study area is a 63-space public parking lot at Railroad Depot Park.

PARKING DISTRIBUTION

QUADRANT	NUMBER OF SPACES
DOWNTOWN	
1	142
2	54
3	80
4	77
5	64
6	62
7	87
8	503
9	162
LUMBERYARD AREA	
10	118
11	63


LUMBERYARD
11
Railroad Avenue
Whitmire Street
10
King Street
Parking Quadrants
Probart Street
2
4
6
1
Main Street
8
3
5
7
Oaklawn Avenue
Rice Street
9
Morgan Street
DOWNTOWN
Broad Street

BICYCLE PARKING

Seven public bicycle parking areas serve downtown Brevard, with one additional location in the Lumberyard. During the October 2025 observations, dozens of people were seen bicycling through the study area, and some used the public racks. Public rack use was limited during the July 2026 counts, although bicycling activity was observed frequently and bicycles were parked both in racks and at informal locations, as illustrated in the photographs below.

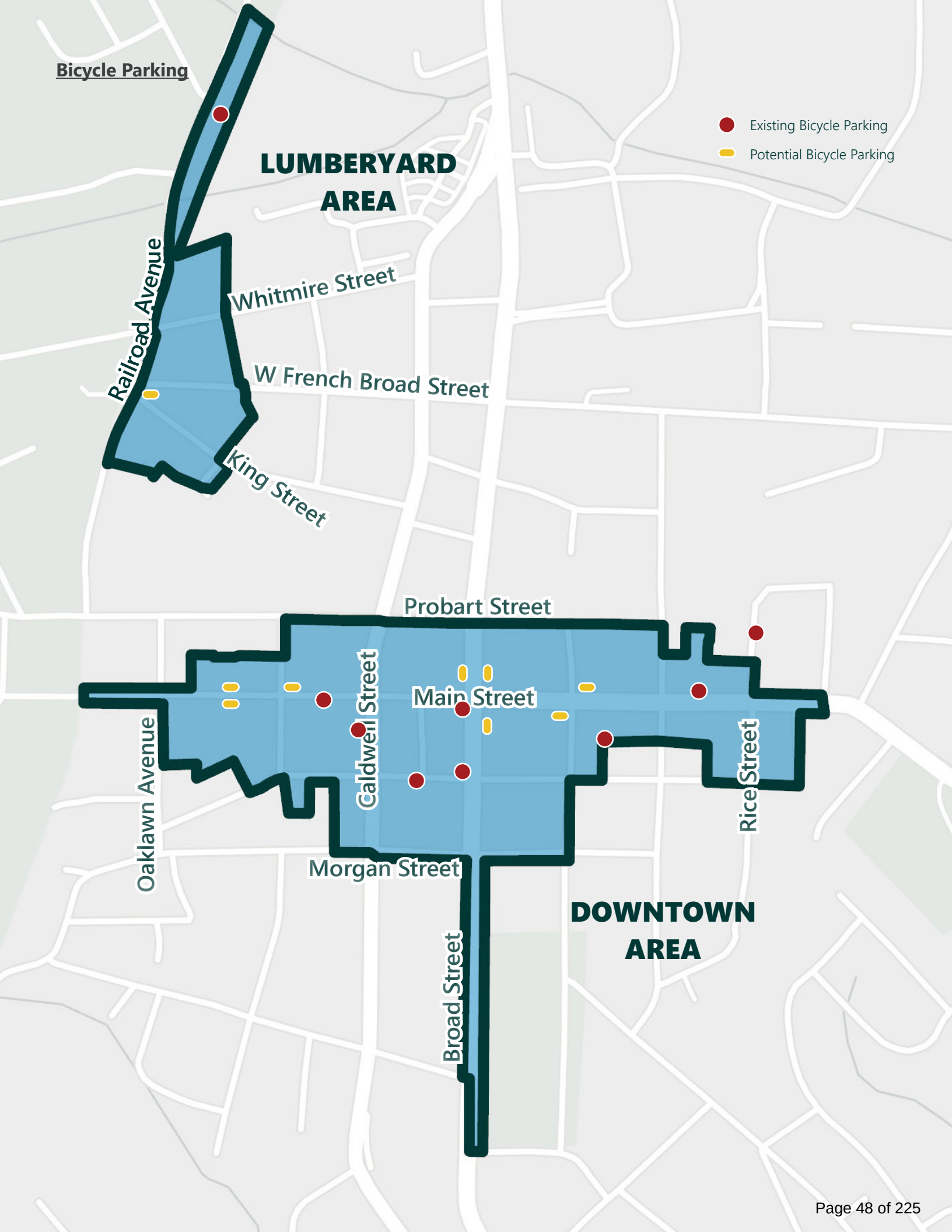
Completion of the Ecusta Trail will bring more bicyclists to Brevard and create additional opportunities for downtown businesses, while also potentially adding stress to limited formal bicycle parking infrastructure. Convenient bicycle parking will help riders include shopping, dining, and other downtown stops in their trips. Public racks should be visible, easy to find, and close to destinations, with locations included in parking maps and visitor information. The additional locations proposed on the following page would distribute bicycle parking more broadly across the study area and improve access to key destinations.

Security will also influence whether riders stop and how long they stay. Listening-session participants noted that some owners of expensive bicycles may be reluctant to leave them unattended at public racks. Downtown businesses could respond to this demand by offering indoor storage or attended bicycle valet services, particularly when heavy bicycle traffic is anticipated. The Brevard Bike Alliance already provides secure bicycle storage during some downtown events, offering a local model that a private operator could adapt for more regular service. These options would complement the public racks by serving riders seeking a greater level of security.

After the trail is completed, follow-up observations should identify where bicyclists stop, how existing racks are used, and where additional parking or secure storage would be useful. Those findings should guide improvements as bicycle activity grows. The UDO already requires secure bicycle storage for specified developments. As trail connections expand and automobile-parking requirements change, the City should review these provisions to ensure they support convenient, secure bicycle parking where it is most needed.



Left to Right: Bicycles parked in front of City Hall, Bicycle locked up behind Alley at Cup and Saucer, Bicycles Parked at Starfangled


Bicycle Parking
Existing Bicycle Parking
Potential Bicycle Parking
LUMBERYARD AREA
Railroad Avenue
Whitmire Street
W French Broad Street
King Street
Probart Street
Caldwell Street
Main Street
Oaklawn Avenue
Rice Street
Morgan Street
Broad Street
DOWNTOWN AREA

Parking Occupancy

INTRODUCTION

The parking inventory identifies how many spaces exist, where they are located, and whether they are available to the general public or reserved for particular properties and purposes. Occupancy counts provide a different perspective by showing how much of that parking was in use during specific observations.

This distinction is important because overall parking supply does not necessarily reflect the experience of someone trying to park near a particular destination. Spaces may remain available across the study area while prime on-street parking and conveniently located off-street lots experience much greater demand. Examining conditions by time, location, and parking type provides a clearer picture of where parking was constrained and where capacity remained available.

The following analysis summarizes the fall 2025 and summer 2026 observations for downtown and the Lumberyard. It considers peak occupancy, remaining capacity, differences between on-street and off-street parking, and the geographic concentration of demand. These findings provide a basis for evaluating whether observed parking conditions point to a shortage of spaces, an uneven distribution of demand, or operational issues affecting how existing parking is found and accessed.

METHODOLOGY

Parking occupancy was observed on Friday and Saturday during two seasonal count periods: October 10–11, 2025, and July 24–25, 2026. The fall counts coincided with Brevard College Homecoming, while the summer counts occurred during a heavy summer camp turnover weekend. These circumstances provide important context for interpreting the observations, although the counts cannot isolate their effect on parking demand.

Locations included in each count were observed during five daily observation periods between 9:00 a.m. and 7:00 p.m., producing ten snapshot observations per season. Each observation records the number of vehicles present when a location was counted. The observations do not track individual vehicles and therefore do not measure parking duration, turnover, arrival and departure patterns, or the number of different vehicles parked during the day.

Parking was classified according to both availability and ownership. Publicly available parking includes spaces open to the general public, whether publicly or privately owned. Some off-street lots classified as publicly available restrict parking to designated users during certain hours. Restricted parking includes spaces reserved for customers, employees, residents, or other designated purposes. Privately owned parking is therefore not necessarily restricted, and restricted spaces serving individual businesses are not treated as general alternatives for people seeking parking elsewhere.

The analysis uses the observed parking capacity documented during each count period. Downtown included 1,235 observed spaces in fall and 1,231 in summer, reflecting minor changes in the parking inventory between seasons (related to restriping of on-street spaces). The findings emphasize conditions during individual observations, including peak occupancy, the number of spaces remaining available, and the locations where demand was concentrated.

Occupancy is interpreted according to the location and function of the parking being evaluated. High occupancy among on-street spaces in a commercial area may indicate limited parking choice even when substantial capacity remains elsewhere. No single occupancy threshold is therefore used as a universal measure of parking adequacy throughout the study area.

WHAT THE COUNTS SHOWED

The fall and summer observations did not show an area-wide parking shortage during the periods counted. Downtown occupancy reached its highest level during the Friday 1:00 – 3:00 p.m. observation in both seasons, peaking at approximately 60% in fall and 62% in summer. Even at those times, more than 450 spaces were unoccupied across the complete downtown inventory.

PEAK OCCUPANCY BY COUNT AND LOCATION

OCCUPANCY MEASURE	FALL 2025	SUMMER 2026
Downtown Peak Occupancy	60.2%	62.2%
Downtown Peak On-Street Occupancy	82.8%	78.4%
Lumberyard Core Area Peak Occupancy	82.1%	83.9%
Lumberyard Core Area Peak On-Street Occupancy	85.4%	102.4%

The downtown totals do not mean that parking was equally available or convenient throughout the study area. On-street parking and some centrally located lots experienced substantially greater demand than the complete inventory. Downtown on-street occupancy peaked at 83% in fall and 78% in summer. Because the remaining spaces were dispersed among different streets and lots, someone attempting to park near a particular destination could have encountered limited choices even while substantial capacity remained elsewhere.

Conditions were more concentrated in the Lumberyard core. Fall occupancy reached 82%, with 46 vehicles occupying the 56 core spaces and 10 spaces remaining. Summer occupancy reached 84% during two observations, with 47 vehicles occupying the 56 core spaces and nine spaces remaining.

On-street parking within the Lumberyard was more constrained than the core totals indicate. Fall on-street occupancy reached 85%. During summer, on-street occupancy exceeded 90% during four observations and reached 102% during the Friday 11:00 a.m. – 1:00 p.m. observation, when 42 vehicles were counted among 41 identified legal spaces. The count above capacity does not increase the legal parking supply; it indicates that at least one vehicle was parked outside an identified legal space. Parking outside of identified legal spaces was commonly observed, including when marked spaces remained available elsewhere in the area.

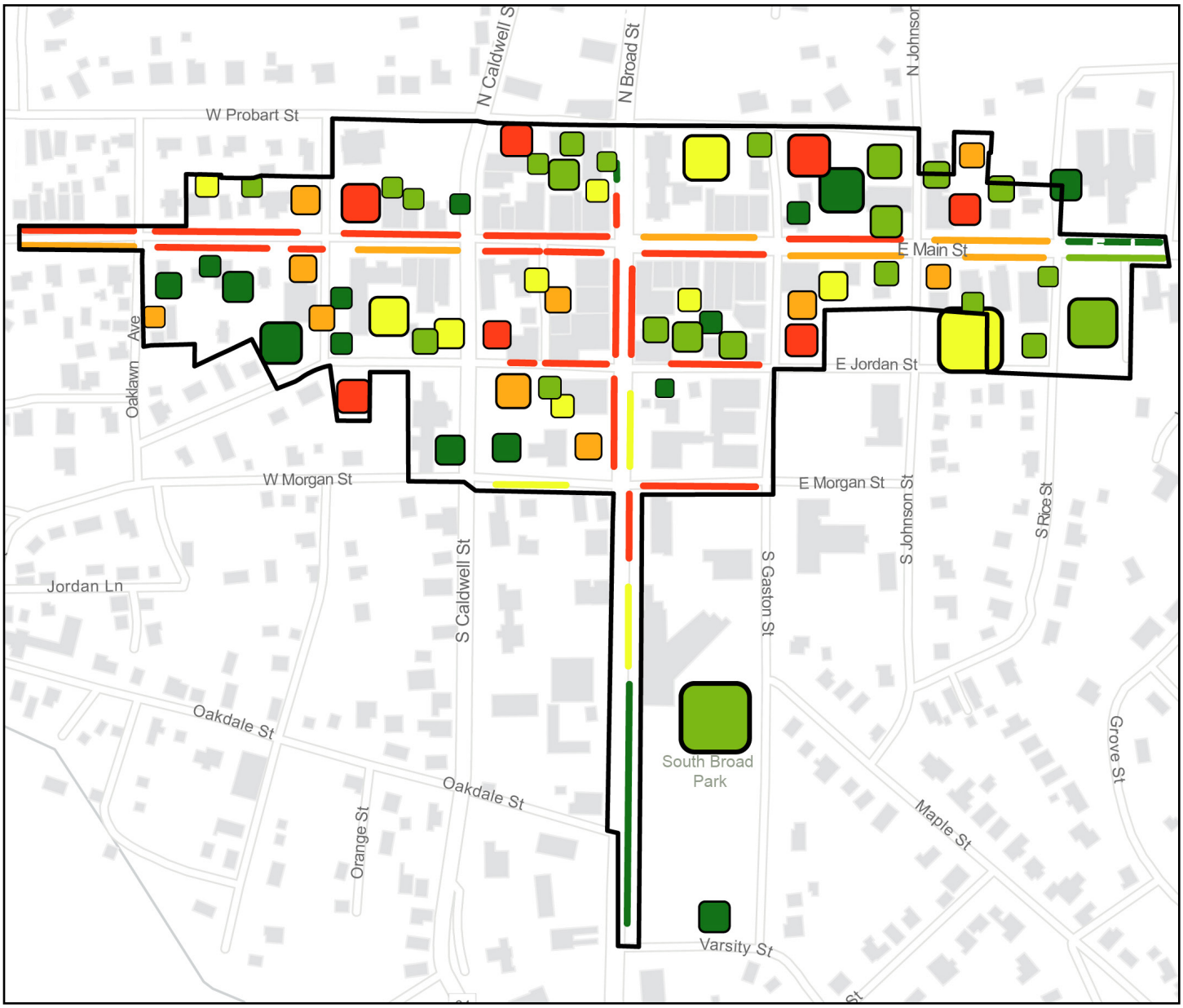
Taken together, the observations point to an uneven distribution of parking demand rather than a uniform shortage throughout downtown and the Lumberyard. They support closer attention to heavily used on-street parking, centrally located off-street parking, signs and wayfinding, and the walking connections between available parking and destinations. The counts identify where parking was most constrained during the periods observed, but they do not establish why particular locations were preferred or whether the same conditions occur during other weekends or times of the year.

DOWNTOWN OCCUPANCY FINDINGS

Downtown reached its highest overall occupancy during the Friday 1:00 – 3:00 p.m. observation in both seasons. Fall occupancy reached 60%, with 744 vehicles occupying 1,235 spaces. Summer occupancy reached 62%, with 766 vehicles occupying 1,231 spaces. Approximately 491 spaces remained unoccupied during the fall peak and 465 remained unoccupied during the summer peak.

Peak Downtown Parking Occupancy - Fall Count

Friday October 10, 2025 1:00 p.m. - 3:00 p.m.



OCCUPANCY MEASURE	FALL 2025
Overall Occupancy	60%
On-Street Occupancy	77%
Publicly Available Off-Street Occupancy	73%
All Off-Street Occupancy	56%

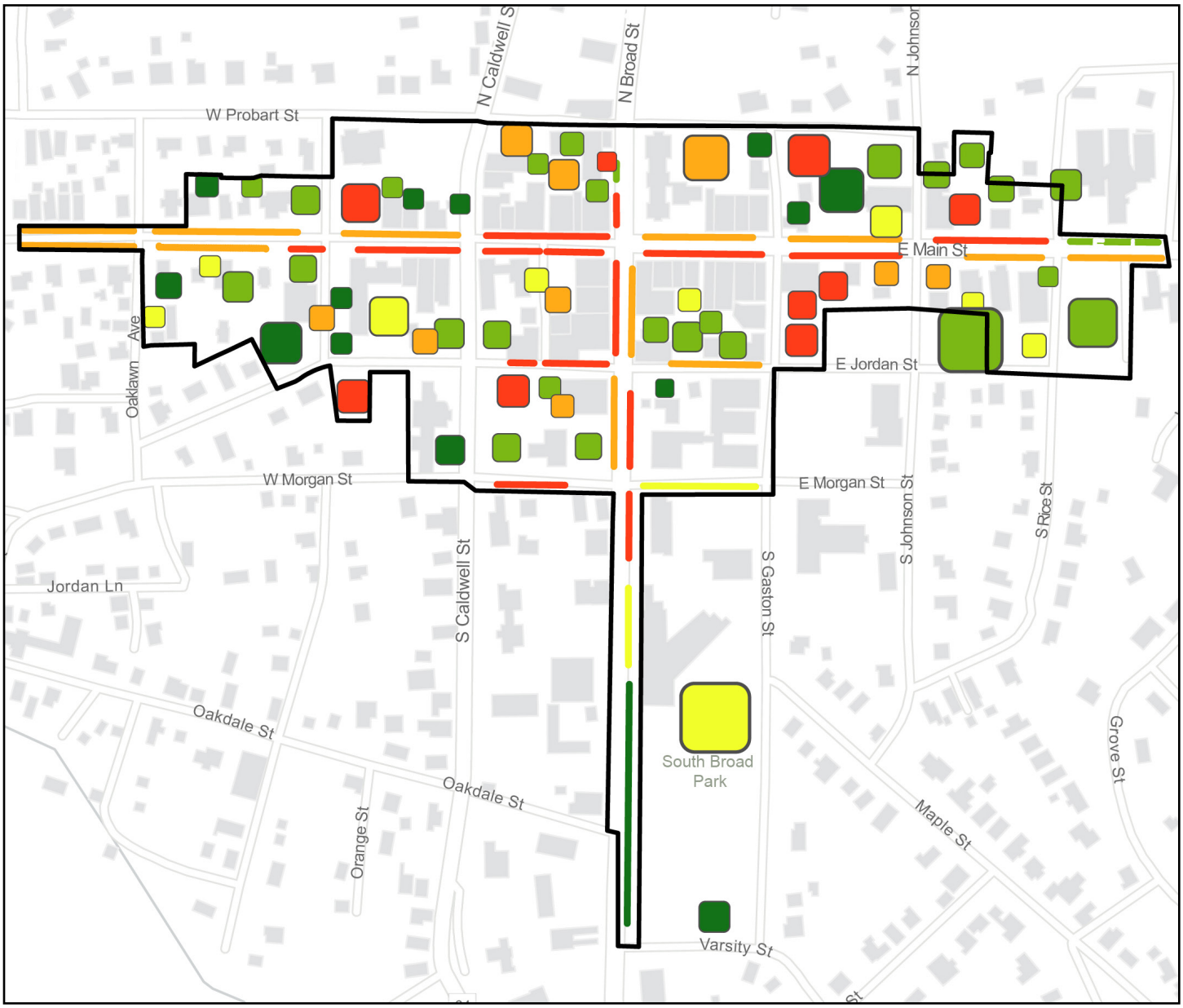
Study Area

Peak Observation Occupancy

- 0 - 20%
- 21 - 50%
- 51 - 70%
- 71 - 90%
- Over 90%

Peak Downtown Parking Occupancy - Summer Count

Friday July 24, 2026 1:00 p.m. - 3:00 p.m.



OCCUPANCY MEASURE	SUMMER 2026
Overall Occupancy	62%
On-Street Occupancy	78%
Publicly Available Off-Street Occupancy	65%
All Off-Street Occupancy	58%

Study Area

Peak Observation Occupancy

- 0 - 20%
- 21 - 50%
- 51 - 70%
- 71 - 90%
- Over 90%

The similarity of these overall percentages does not mean that parking conditions were uniform throughout downtown. During the mapped peak observations, on-street parking was approximately 77% to 78% occupied, while overall off-street occupancy was approximately 56% to 58% occupied. Publicly available off-street parking was 73% occupied during the fall peak and 65% occupied during the summer peak. The maps show how these conditions varied among individual streets and lots, with heavily occupied parking located relatively close to places where additional capacity remained.

The highest on-street occupancy did not always coincide with the highest downtown-wide occupancy. In fall, on-street occupancy reached its maximum during the Saturday 1:00 – 3:00 p.m. observation, when 197 vehicles occupied 238 legal spaces, or 83%. Overall downtown occupancy during that observation was 55%. In summer, on-street occupancy reached 78% during both the Friday and Saturday 1:00 – 3:00 p.m. observations, although overall downtown occupancy was 62% on Friday and 49% on Saturday.

This distinction is important because the complete downtown inventory includes spaces that differ in location, availability, and function. Substantial capacity may remain across downtown while someone seeking on-street parking or parking close to a particular destination encounters fewer choices. Downtown-wide occupancy therefore provides a measure of total capacity, while the on-street results and peak-observation maps provide a clearer indication of where parking demand was concentrated.

Conditions Across the Ten Downtown Observations

The ten observations show that downtown parking demand generally increased from the morning through the early afternoon and then declined. Friday produced the highest overall downtown occupancy in both seasons. Saturday on-street parking remained comparatively well used, however, particularly during the middle of the day.

DOWNTOWN OCCUPANCY BY OBSERVATION

TIME PERIOD	FALL		SUMMER	
	OVERALL	ON-STREET	OVERALL	ON-STREET
Friday, 9:00 - 11:00 a.m.	35%	42%	38%	42%
Friday, 11:00 a.m. - 1:00 p.m.	49%	61%	53%	64%
Friday, 1:00 - 3:00 p.m.	60%	77%	62%	78%
Friday, 3:00 - 5:00 p.m.	54%	65%	50%	61%
Friday, 5:00 - 7:00 p.m.	47%	72%	43%	61%
Saturday, 9:00 - 11:00 a.m.	32%	53%	25%	36%
Saturday, 11:00 a.m. - 1:00 p.m.	47%	72%	43%	66%
Saturday, 1:00 - 3:00 p.m.	55%	83%	49%	78%
Saturday, 3:00 - 5:00 p.m.	45%	74%	43%	66%
Saturday, 5:00 - 7:00 p.m.	41%	70%	39%	64%

60% - 74% Occ. 75% - 84% Occ. Peak Period

The observations show a recurring difference between on-street and overall occupancy. On-street parking remained more heavily occupied than the complete downtown inventory during every observation in both seasons. The counts therefore do not indicate an overall deficit of downtown parking during the periods observed, but they do show that parking demand was concentrated in the spaces most closely associated with downtown streets and destinations. The availability of less-used parking elsewhere may depend in practice on how readily it can be identified and on the convenience, safety, and quality of the walking connection to the intended destination.

LUMBERYARD OCCUPANCY FINDINGS

The Lumberyard study area contains 181 identified parking spaces: 41 on-street spaces, 70 publicly available off-street spaces, and 70 off-street spaces reserved for particular businesses or properties. The publicly available off-street supply includes the 63-space Depot lot, which is physically separated from much of the activity in the Lumberyard.

Fall observations were available for 119 of the 181 identified spaces. The 62 spaces not observed were restricted spaces serving individual businesses. All 181 spaces were observed during the summer count. Because those additional spaces do not generally provide alternatives for people seeking parking elsewhere in the Lumberyard, their inclusion in summer does not materially change the principal finding. It does mean, however, that the overall fall and summer percentages use different observed inventories.

Across the complete observed inventory, Lumberyard occupancy reached 40% in fall, with 48 vehicles occupying the 119 spaces counted during the Saturday 1:00 – 3:00 p.m. observation. Summer occupancy reached 50%, with 91 vehicles occupying the complete 181-space inventory during the Saturday 11:00 a.m. – 1:00 p.m. observation. These broader results do not indicate that every identified parking space in the Lumberyard was approaching full occupancy.

The same general pattern appears when the analysis is limited to parking available to the public, including the Depot lot. The 111 publicly available spaces reached 41% occupancy at the fall peak and 59% at the summer peak. The remaining capacity, however, was not necessarily located near the places experiencing the greatest demand. The Depot lot accounted for 63 of the 70 publicly available off-street spaces and was generally less occupied than parking closer to Lumberyard destinations.

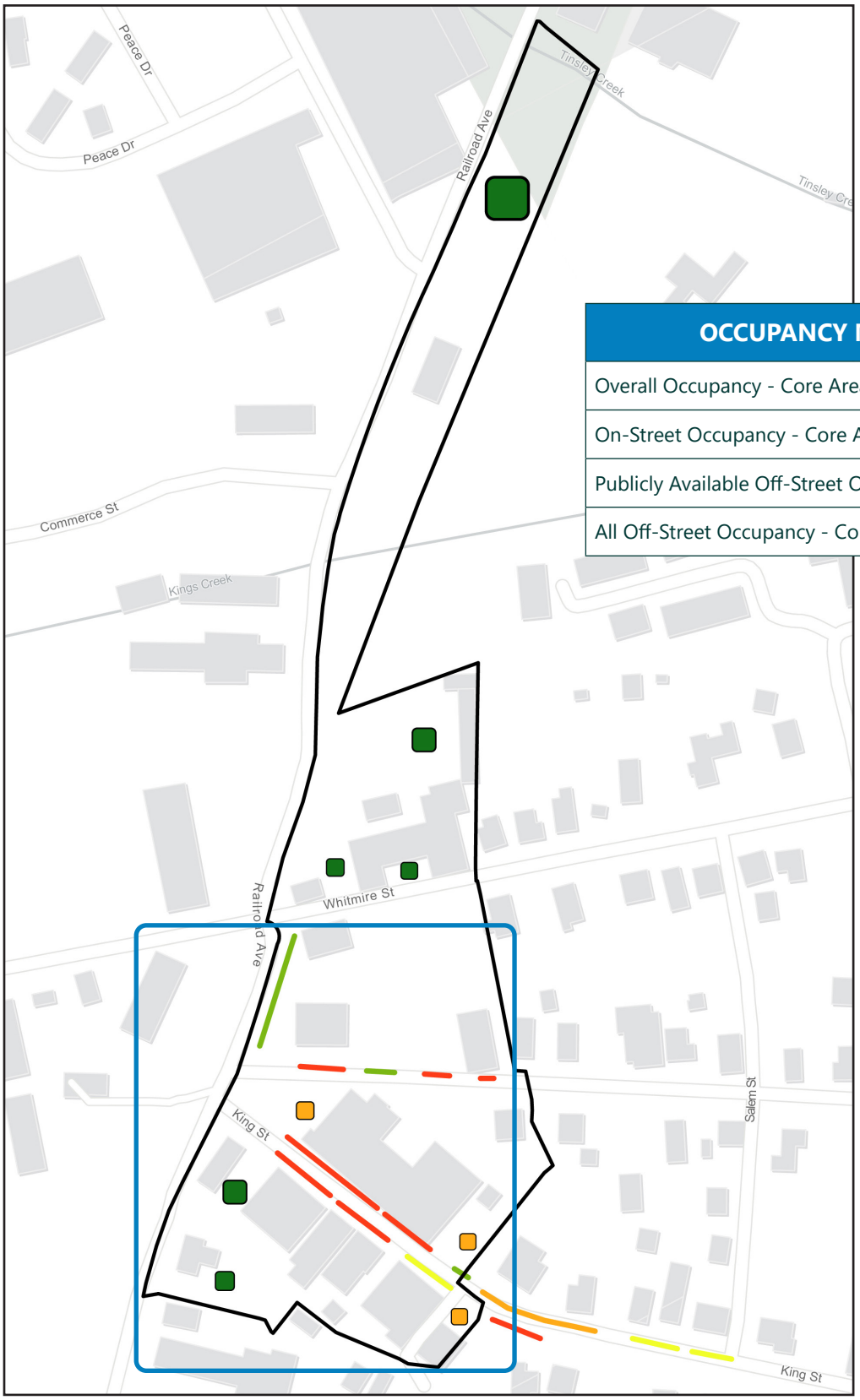
Conditions within the core portion of the Lumberyard were substantially more constrained. This 56-space area includes 41 on-street spaces and 15 spaces in three small off-street lots. The Lumberyard maps show conditions throughout the study area during the observations when occupancy within this active area was highest.

The core area reached 82% occupancy during the fall peak observation, when 46 of the 56 spaces were occupied. In summer, occupancy reached 84% during two observations, with 47 of the 56 spaces occupied. These results show why a Lumberyard-wide percentage that includes the Depot lot and larger property-specific lots does not fully describe parking conditions near the district's principal destinations.

The fall core-area peak occurred Friday from 5:00 – 7:00 p.m. Occupancy reached 82%, leaving 10 of the 56 spaces unoccupied. On-street occupancy was 83%, publicly available off-street occupancy was 86%, and overall off-street occupancy was 80%. Demand was therefore distributed across both on-street and off-street parking during that observation.

Peak Lumberyard Parking Occupancy - Fall Count

Friday October 10, 2025 5:00 p.m. - 7:00 p.m.



OCCUPANCY MEASURE	FALL 2025
Overall Occupancy - Core Area	82%
On-Street Occupancy - Core Area	83%
Publicly Available Off-Street Occupancy - Core Area	86%
All Off-Street Occupancy - Core Area	80%

Study Area

Lumberyard Core

Peak Observation Occupancy

0 - 20%

21 - 50%

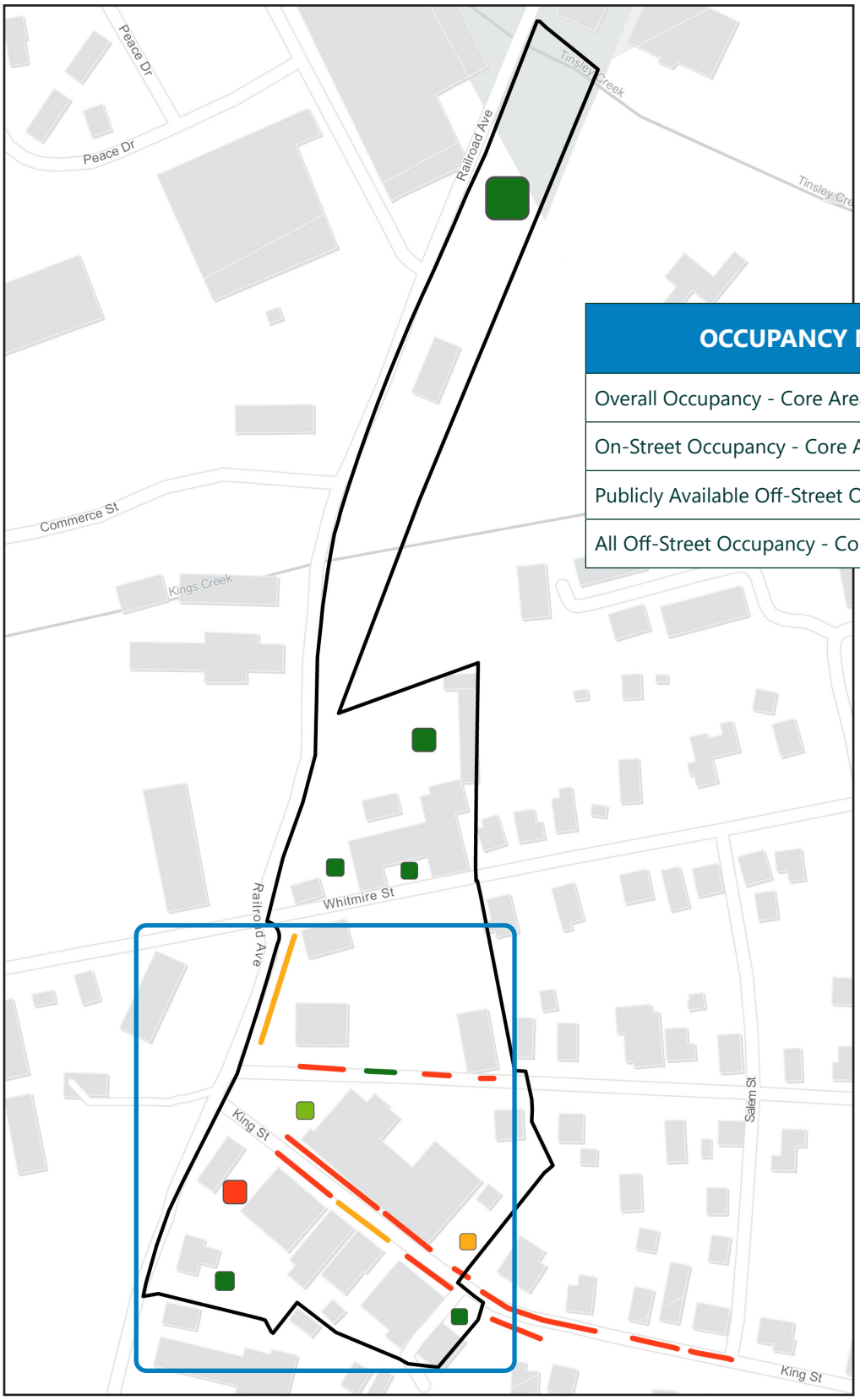
51 - 70%

71 - 90%

Over 90%

Peak Lumberyard Parking Occupancy - Summer Count

Friday July 24, 2026 11:00 a.m. - 1:00 p.m.



OCCUPANCY MEASURE	SUMMER 2026
Overall Occupancy - Core Area	84%
On-Street Occupancy - Core Area	102%
Publicly Available Off-Street Occupancy - Core Area	57%
All Off-Street Occupancy - Core Area	33%

Study Area

Lumberyard Core

Peak Observation Occupancy

0 - 20%

21 - 50%

51 - 70%

71 - 90%

Over 90%

In the summer, the core area reached its peak twice: Friday and Saturday from 11:00 a.m. – 1:00 p.m. Both observations recorded 47 vehicles among the 56 spaces, or 84% occupancy. The Friday observation is mapped because it shows the greatest on-street constraint. Forty-two vehicles were counted among 41 identified legal on-street spaces, producing occupancy of 102%. At the same time, only five of the 15 small off-street spaces were occupied. The Saturday peak reflected a somewhat different distribution, with 39 vehicles occupying the 41 on-street spaces and eight vehicles occupying the 15 off-street spaces.

Conditions Across the Lumberyard Observations

The observation-level results show that high on-street occupancy was not limited to the mapped peak. Fall on-street occupancy reached at least 85% during four observations. Summer on-street occupancy exceeded 90% during four observations, including the count above identified legal capacity.

LUMBERYARD CORE AREA OCCUPANCY BY OBSERVATION

TIME PERIOD	FALL		SUMMER	
	OVERALL	ON-STREET	OVERALL	ON-STREET
Friday, 9:00 - 11:00 a.m.	75%	85%	57%	68%
Friday, 11:00 a.m. - 1:00 p.m.	79%	85%	84%	102%
Friday, 1:00 - 3:00 p.m.	70%	73%	80%	93%
Friday, 3:00 - 5:00 p.m.	68%	71%	57%	63%
Friday, 5:00 - 7:00 p.m.	82%	83%	63%	73%
Saturday, 9:00 - 11:00 a.m.	64%	71%	61%	73%
Saturday, 11:00 a.m. - 1:00 p.m.	75%	85%	84%	95%
Saturday, 1:00 - 3:00 p.m.	77%	85%	80%	90%
Saturday, 3:00 - 5:00 p.m.	75%	78%	50%	59%
Saturday, 5:00 - 7:00 p.m.	57%	61%	45%	54%

60% - 74% Occ. 75% - 84% Occ. 85% + Occ. Peak Period

On-street occupancy exceeded overall core occupancy during every observation in both seasons. The results show a recurring concentration of demand in the Lumberyard's on-street spaces, with fewer choices available during several observation periods. The active area nevertheless contained some unoccupied spaces during each observation, particularly within the small off-street lots during the summer peak.

Taken together, the observations show substantial capacity across the broader Lumberyard inventory but materially different conditions within its active area. The Depot lot provides additional publicly available parking, but its location and comparatively low use limit its ability to relieve demand near some Lumberyard destinations. The counts therefore support a finding of localized parking constraints, particularly among on-street spaces, rather than a shortage encompassing every identified space in the Lumberyard study area.


INDUSTRY
FLOWERS
RECREATION
OPPORTUNITY
ARTS
EDUCATION
BB
BEAUTIFUL
BREVARD
FOUNDED 1863
"THE LAND OF WATERFALLS"

Parking Demand

DOWNTOWN

To provide context for the observed parking conditions, existing land uses within the downtown and Lumberyard study areas were inventoried and compared with the City's parking regulations and national parking benchmarks. These comparisons help describe the scale and mix of activity within each area and provide general reference points for evaluating the parking system. They are not direct measurements or forecasts of parking demand. Current parking use is best understood through the occupancy observations presented in the preceding section, while future demand will depend on the specific uses proposed, their operating characteristics, opportunities for shared parking, and travel behavior.

CURRENT LAND USE

Downtown Brevard contains a diverse mix of commercial, institutional, office, residential, and recreational uses. Retail stores, restaurants, coffee shops, and bars account for a substantial portion of the occupied building space. Offices and professional services—including medical offices, banks, real estate offices, and similar businesses—form another major component. Several larger properties contain government offices or places of worship, while recreation and entertainment uses and lodging establishments make up smaller portions of the study area. Approximately 32 residential units are also located downtown, primarily on the upper floors of mixed-use buildings, and some of these units are operated as short-term rentals. The map on the page to the right shows a generalized version of existing land uses downtown and the table below shows the approximate area of each specific use.

TYPE OF USE	APPROXIMATE AREA / NUMBER OF UNITS
Retail	110,000 sf
Restaurants / Coffee Shops / Bars	70,000 sf
Offices / Professional	110,000 sf
Government Offices	35,000 sf
Medical Uses	25,000 sf
Places of Worship	25,000 sf / 400 Seats
Recreation / Entertainment	20,000 sf
Hotels / Bed and Breakfasts	15 rooms
Residential (upper floor units)	32 (some used as STRs)

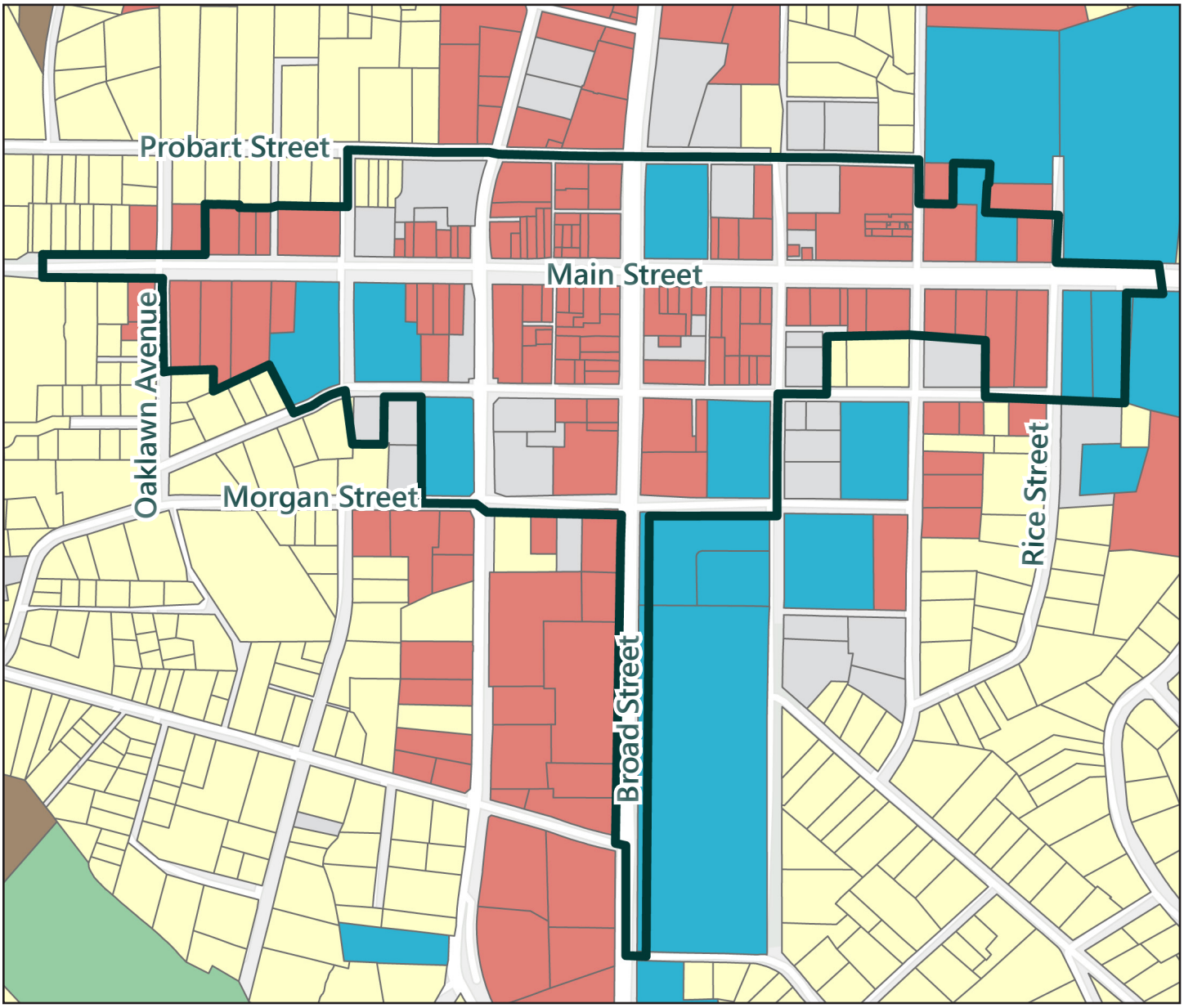
CHANGING USES / NEW DEVELOPMENT

While many downtown buildings and uses are anticipated to remain the same in the near future, a few potential development sites, as well as some uses, are likely to change in the coming years. These will impact overall parking demand, as noted below:

- **The County Courts** will move out of downtown and the historic courthouse will likely be used for County administrative or another government purpose. This will likely have a noticeable effect on downtown weekday parking demand.
- **Harris Ace Hardware** recently closed. It will likely be used as another retail space and includes private parking in the rear.
- A relatively large, undeveloped site exists at the intersection of **Caldwell and Probart Streets**. It is anticipated that the site will be developed in the future with a residential or mixed-use building, potentially with structured parking.
- Just outside of the downtown study area boundary, **a hotel** has been proposed **north of the Courthouse** on Broad Street, and it appears that this previously dormant project is moving forward again. Structured parking will likely be included to accommodate guests.

Generalized Existing Land Use

Downtown



Study Area

Generalized Land Use

- Commercial
- Institutional / Office
- Residential
- Vacant / Undeveloped / Parking
- Industrial / Warehouse
- Park / Recreation

PARKING REQUIREMENTS AND STANDARDS

The City's Unified Development Ordinance (UDO) regulates the amount of off-street parking that may be provided in association with a particular use or development. Most of the downtown study area is zoned Downtown Mixed Use (DMX), which is a Tier 3 parking district. Tier 3 districts do not require a minimum number of parking spaces; instead, they establish maximum parking ratios. A small number of properties along the eastern edge of the study area are zoned Residential Mixed Use (RMX). For a consistent study-area comparison, the calculations presented here apply the DMX maximum ratios to all estimated downtown land uses. The resulting figures represent regulatory maximums, not estimates of actual parking demand.

Two national references were also reviewed: the Urban Land Institute / National Parking Association's Dimensions of Parking and the Institute of Transportation Engineers' Parking Generation Manual, 4th Edition. These references provide generalized ratios derived from observed parking demand in other communities. When applied to downtown Brevard's estimated land uses, they produce planning benchmarks rather than forecasts of actual local parking use. The ratios do not account for shared parking, differences in operating hours, trips serving multiple downtown destinations, non-automobile travel, or differences in parking ownership and public availability.

This distinction is particularly important in a mixed-use downtown. Offices and government facilities generally experience their greatest parking activity during weekday business hours, while restaurants, entertainment venues, places of worship, lodging, and residential uses may generate activity at different times. Consequently, the same parking space may serve several destinations over the course of a day or week. Simply adding the ratios for each use does not capture this interaction and may overstate the number of spaces needed at any one time. The fall and summer occupancy observations provide more direct evidence of how the existing downtown parking system functions.

PARKING RATIOS USED FOR COMPARISON

USE CATEGORY	CITY UDO - DMX (MAX)	ULI & NATIONAL PARKING ASSOCIATION	ITE PARKING GENERATION (4TH ED)
Retail	1 per 300 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf
Restaurants/Coffee Shops/Bars	1 per 200 sf	10.5 spaces per 1,000 sf	5.55 - 10.6 spaces per 1,000 sf
Offices / Professional	1 per 300 sf	0.5 - 3 spaces per 1,000 sf	2.47 spaces per 1,000 sf
Government Offices	1 per 200 sf	2.5-4 spaces per 1,000 sf	4.15 spaces per 1,000 sf
Medical Uses	1 per 300 sf	3-6 spaces per 1,000 sf	3.2 spaces per 1,000 sf
Places of Worship	1 per 2 seats + 1 per 300 sf office	3 - 5 spaces per 1,000 sf	3.79 spaces per 1,000 sf
Recreation	1 per 250 sf	2 - 6 spaces per 1,000 sf	1.15 - 3.2 spaces per 1,000 sf
Hotels / Bed & Breakfasts	1.5 per room (2 per STR)	0.5 - 1 space per room	0.64 spaces / occupied room
Residential (upper floor units)	1.5 - 2 per dwelling unit	0.2 - 2 spaces per unit	1.9 spaces per unit

The table on the following page applies these ratios to the downtown land-use quantities summarized under "Current Land Use." Where a reference provides a range of ratios, the calculated result is presented as a range. Each column represents a separate comparison and should be interpreted independently.

DOWNTOWN PARKING BENCHMARKS BY LAND USE

USE CATEGORY	CITY UDO - DMX DISTRICT MAX.	ULI & NATIONAL PARKING ASSOCIATION	ITE PARKING GENERATION MANUAL
Retail	367	440	330
Restaurants/Coffee Shops/Bars	350	735	389-742
Offices / Professional	367	55-330	272
Government Offices	175	88-140	145
Medical Uses	83	75-150	80
Places of Worship	200	75-125	95
Recreation / Entertainment	80	40-120	23-64
Hotels / Bed & Breakfasts	23	8-15	10
Residential (upper floor units)	64	6-64	61
SUM	**1,709**	**1,522-2,119**	**1,405-1,799**

Applying the City's DMX maximum ratios to the estimated existing land uses produces an aggregate regulatory maximum of 1,709 spaces. Applying the national reference ratios produces benchmark ranges of 1,522 to 2,119 spaces under the ULI and National Parking Association standards and 1,405 to 1,799 spaces under the ITE standards. These figures answer different planning and regulatory questions and should not be combined into a single estimate of parking demand.

The relationship between these benchmarks and the observed parking inventory also requires additional context. The downtown inventory contained 1,235 spaces in fall 2025 and 1,231 spaces in summer 2026, including on-street parking, publicly available off-street parking, and private-use spaces reserved for particular properties, employees, residents, or customers. These categories are not fully interchangeable, and their practical usefulness depends on location, access, signage, restrictions, and proximity to particular destinations. A vacant private-use space does not necessarily increase the supply available to the general public, while a well-located public space may serve several different destinations over the course of a day. The analysis therefore considers both system-wide occupancy and the distribution of parking activity among different types and locations of spaces.

The calculated benchmarks should not be treated as measurements of current parking use or used by themselves to determine whether downtown has a parking surplus or shortage. Observed occupancy provides the more direct measure of current use. During the fall peak, 744 vehicles occupied 1,235 observed spaces, or 60.2 percent. During the summer peak, 766 vehicles occupied 1,231 observed spaces, or 62.2 percent. These observations do not indicate a downtown-wide parking shortage during the periods counted, although demand was concentrated in on-street spaces and certain centrally located, publicly available lots. This concentration can make parking near particular destinations appear limited even when capacity remains available elsewhere in the study area.

LUMBERYARD AREA

CURRENT LAND USE

The Lumberyard contains a mix of commercial, office, recreational, and residential uses, but retail establishments, restaurants, coffee shops, bars, and breweries account for nearly three-quarters of the estimated occupied floor area. Offices, professional services, and medical uses make up a smaller share. Recreation and entertainment uses are also present, including facilities associated with Railroad Depot Park, and two residential properties are located within the study area. Additional residential neighborhoods lie immediately east of the district.

The area's present land-use pattern reflects its industrial history. One industrial use remains along the northern edge of the study area, while larger industrial and manufacturing properties are located immediately to the west. Former industrial buildings within the Lumberyard now accommodate a variety of commercial, entertainment, and service uses. A small undeveloped property is located on Whitmire Street within the study area, and a larger undeveloped property lies just beyond its western boundary.

Parking activity generated by this mix of uses is not uniform throughout the day or week. Offices and service businesses generally operate during conventional business hours, while restaurants, breweries, entertainment venues, and community events may generate greater activity during evenings or particular event periods.

USE CATEGORY	APPROXIMATE AREA / NUMBER OF UNITS
Retail / Stores	22,010 sf
Restaurants / Coffee Shops / Bars	18,360 sf
Offices / Professional	6,899 sf
Medical Uses	4,750 sf
Recreation / Entertainment	3,250 sf
Residential	2

The land-use inventory provides context for the regulatory and national benchmark comparisons presented on the following pages, but observed occupancy provides the more direct measure of existing parking use.

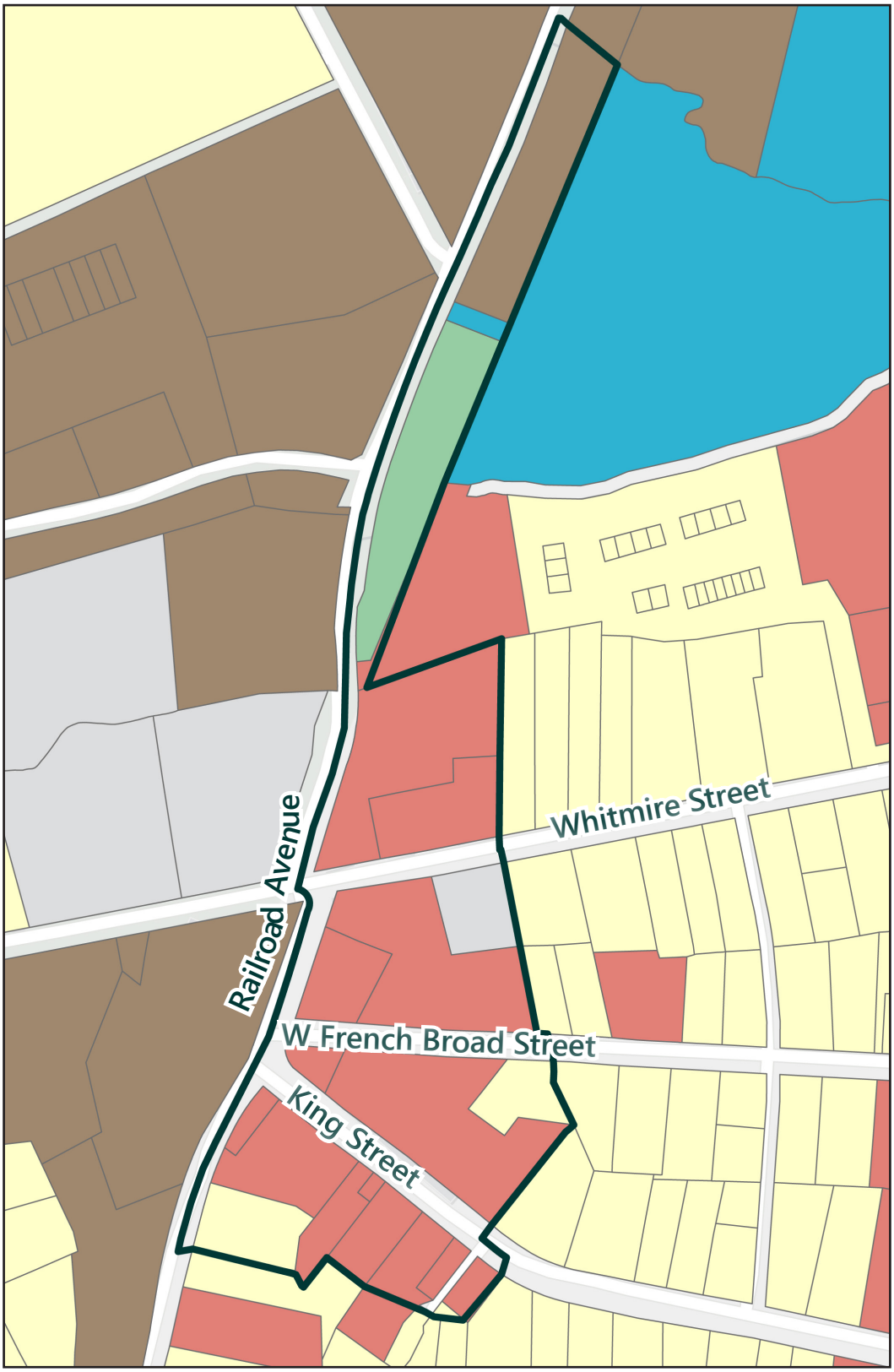
CHANGING USES / NEW DEVELOPMENT

The Lumberyard is distinguished by its transition from a historically industrial district into an arts and entertainment center. Brevard Lumber served as a principal anchor until its closure in 2008, and the area's transformation accelerated following the opening of a music venue on King Street in 2011. The district now serves as an important location for live music, dining, community events, and the arts. Several prominent establishments, including 185 King Street and Lumberyard Brew Hall, operate on schedules that differ from those of conventional daytime businesses and generate attendance concentrated around particular events rather than consistent daily activity. Many buildings also retain their original large-scale industrial configurations, creating opportunities for adaptive reuse or more intensive future occupancy.

- **Trailside Market at the Yard** and adjacent properties have the potential to be redeveloped for mixed-use purposes.
- **A number of large warehouse buildings** may be suitable for adaptive reuse or redevelopment as the district continues to evolve. Future investment could introduce a broader or more intensive mix of commercial, residential, and entertainment uses.
- Just outside of the study area, **Henderson Oil properties** could be redeveloped for mixed-use purposes in the future. With more than three acres along Railroad Avenue, the site could substantially affect future development and parking activity in the Lumberyard.

Generalized Existing Land Use

Lumberyard Area



Study Area

Generalized Land Use

- Commercial
- Institutional / Office
- Residential
- Vacant / Undeveloped
- Industrial / Warehouse
- Park / Recreation

PARKING REQUIREMENTS AND STANDARDS

Most of the Lumberyard study area is zoned Neighborhood Mixed Use (NMX), a Tier 2 parking district that establishes both minimum and maximum parking ratios. Applying those ratios to the estimated existing land uses produces an aggregate regulatory range of 86 to 221 spaces. The 181 spaces identified within the study area fall within that range. Because the UDO standards apply to individual uses and development sites, however, this study-area calculation provides a general comparison rather than a determination of regulatory compliance or actual parking demand.

Applying the national reference ratios produces a benchmark range of 305 to 355 spaces under the ULI and National Parking Association standards and 208 to 307 spaces under the ITE standards. Both ranges exceed the existing inventory, but that comparison does not establish a parking shortage. The national ratios do not account for shared parking, differences in operating hours, event-related fluctuations, non-automobile travel, or whether individual spaces are available to the general public. As with the downtown analysis, the regulatory and national figures should be interpreted as separate reference points rather than combined into a single estimate of parking demand.

LUMBERYARD PARKING BENCHMARKS BY LAND USE

USE CATEGORY	CITY UDO - NMX[1]		ULI & NATIONAL PARKING ASSOCIATION		ITE PARKING GENERATION MANUAL	
	Min	Max	Min	Max	Min	Max
Retail / Stores	37	73	88		66	
Restaurants/Coffee Shops/Bars	24	92	193		102	195
Offices / Professional	11	23	3	21	17	
Medical Uses	8	16	14	29	15	
Recreation / Entertainment	4	13	7	20	4	10
Residential	2	4	0	4	4	
SUM	**86**	**221**	**305**	**355**	**208**	**307**

1. Minimum ratios are shown as part of the regulatory framework in effect when this study was prepared. Under Session Law 2026-39, the City may not enforce minimum off-street parking quantities beginning January 1, 2027.

Observed occupancy provides the more direct evidence of existing parking conditions. The 56-space active core reached 82 percent occupancy during the fall peak and 84 percent during the summer peak. On-street occupancy was consistently higher and exceeded identified legal capacity during one summer observation. Meanwhile, the 63-space Depot lot was essentially vacant during most observations and was not functioning as overflow parking for the active core. These results indicate localized constraints near active destinations rather than a shortage encompassing the entire Lumberyard inventory.

Redevelopment or changes in use could alter parking activity, but future need cannot be quantified without a defined development scenario. Major proposals should be evaluated through project-specific parking analyses that consider the proposed mix and intensity of uses, operating and event schedules, existing public and private parking, opportunities for shared parking, and expected travel behavior. Such an analysis may identify a need for additional spaces, improved access to existing parking, or other management measures; that outcome should be determined by the characteristics of the proposed development rather than assumed in advance.


INDUSTRY
FLOWERS
RECREATION
EDUCATION
ARTS
OPPORTUNITY
BB
BEAUTIFUL
BREVARD
FOUNDED 1863
"THE LAND OF WATERFALLS"

Key Findings

The parking inventory, occupancy observations, public input, and comparisons with national parking ratio benchmarks provide complementary perspectives on parking conditions in downtown Brevard and the Lumberyard. Taken together, they show that the principal parking issues involve the location, availability, identification, and management of existing spaces rather than a uniform shortage across the study area. The findings below distinguish system wide capacity from localized constraints and current observed conditions from potential future demand.

OBSERVATIONS DID NOT SHOW A DOWNTOWN-WIDE SHORTAGE

During the periods observed, the complete downtown parking inventory did not approach full occupancy. The fall peak occurred when 744 vehicles occupied 1,235 observed spaces, or 60.2 percent, leaving 491 spaces unoccupied. The summer peak occurred when 766 vehicles occupied 1,231 spaces, or 62.2 percent, leaving 465 spaces unoccupied. These results do not mean that every remaining space was publicly available, conveniently located, or suitable for every destination, but they do show that substantial capacity remained within the overall downtown inventory.

The observed conditions therefore do not support treating additional downtown-wide parking capacity as an immediate need. Near-term efforts should focus on improving how existing parking is identified, accessed, and managed and on addressing specific locations where demand is concentrated. Major capacity investments should be considered only if continued monitoring or defined development proposals demonstrate a need that cannot reasonably be addressed through better use of the existing supply.

PARKING DEMAND IS CONCENTRATED BY TYPE AND LOCATION

Downtown-wide occupancy does not fully describe the experience of someone seeking parking near a particular destination. On-street parking remained more heavily occupied than the complete downtown inventory during every observation in both seasons. Peak on-street occupancy reached approximately 83 percent in fall and 78 percent in summer. During the mapped downtown peak observations, publicly available off-street parking was also more heavily occupied than the complete off-street inventory. These patterns show that demand was concentrated among on-street spaces and free public off-street parking lots while capacity remained available elsewhere.

The location of the remaining capacity is therefore as important as the number of unoccupied spaces. A space that is difficult to identify, perceived as restricted, poorly connected to a destination, or located beyond the distance someone is willing or able to walk may not function as a practical alternative to a prime on-street space. Topography, lighting, sidewalk conditions, pedestrian crossings, and the visibility of public parking can further affect how drivers evaluate available choices.

These conditions support a management approach that distinguishes premium, highly visible spaces from the broader parking supply. Better identification of public (and publicly available) parking, improved directional signs and pedestrian connections, and measures that encourage appropriate use of the most convenient spaces may address localized constraints without requiring a substantial increase in the total downtown inventory.

THE LUMBERYARD CORE HAS LOCALIZED PARKING CONSTRAINTS

Parking conditions within the Lumberyard differ substantially between the active core and the broader study area. The 56-space core reached 82 percent occupancy during the fall peak and 84 percent during the summer peak. On-street

parking reached approximately 85 percent occupancy in fall and exceeded identified legal capacity during one summer observation, when 42 vehicles were counted among 41 identified legal spaces. Vehicles were also frequently parked outside marked spaces, particularly on French Broad Street, even when marked spaces remained available.

These conditions were not representative of the complete Lumberyard inventory. Fall observations covered 119 spaces and reached a peak occupancy of approximately 40 percent. The summer observations included the complete 181-space inventory and reached a peak occupancy of approximately 50 percent. Sixty-two private, property-specific spaces included in the summer inventory were not observed in fall, so the two percentages should not be interpreted as a direct seasonal comparison.

The 63-space Depot lot was essentially vacant during most observations. Its only notable use occurred during the two summer Saturday morning observations, when cyclists parked their vehicles there before setting out on rides rather than to visit Lumberyard destinations. The lot therefore provides substantial physical capacity, but the counts show that it was not functioning as an overflow area for the active core. Making the lot more useful to Lumberyard visitors will require clearer identification and a more direct, comfortable pedestrian connection.

The Lumberyard therefore does not have a single parking condition. The active core experiences periods of limited on-street availability, particularly when businesses or events draw activity at the same time, while capacity remains elsewhere in the district. Responses should focus on the locations where demand is concentrated and on making existing public capacity more useful. Priorities include event-parking management, shared-parking arrangements, clearer identification of the Depot lot, improved pedestrian crossings and connections, and continued monitoring of the active core and surrounding parking areas.

CONVENIENCE SHAPES THE PARKING EXPERIENCE

The public survey and listening sessions consistently described greater difficulty finding on-street parking than finding parking in off-street lots. Approximately 88 percent of the on-street responses indicated that participants either sometimes had to search for a space or considered on-street parking difficult to find, and approximately 59 percent specifically characterized it as difficult. Participants also raised concerns about walking distance, safety after dark, proximity to destinations, signs, wayfinding, and uncertainty about which lots were available to the public.

These responses should not be framed as a conflict between perception and reality. The occupancy counts confirm that on-street spaces and certain well-located lots were more heavily occupied than the complete parking inventory. A person may therefore have difficulty finding a convenient or clearly identified space even when substantial capacity remains across the broader study area.

At the same time, the survey does not establish a shortage by itself. The respondents were predominantly local. They reported typical parking durations, but the survey did not measure turnover or the occupancy of particular locations when they visited. Public input is most useful for identifying the qualities that affect parking choices and experiences. The appropriate implication is to address the identified problems of information, access, convenience, and management while relying on observed occupancy and future monitoring to determine whether additional capacity is warranted.

PUBLICLY AVAILABLE PARKING IS NOT A FIXED INVENTORY

The usefulness of the parking supply depends on more than physical ownership. Several privately owned lots are available to the public through leases, agreements, or owner permission, while some publicly owned or institutionally associated spaces are restricted to employees, customers, court-related activity, or limited to particular days or times. Other privately owned areas may appear available because restrictions are not clearly posted but are not formally designated as public parking.

These distinctions affect both the quantity and reliability of the practical public parking supply. A privately owned lot made available through a lease may serve an important public function but could be restricted or redeveloped in the future. Conversely, a publicly owned lot reserved for a particular purpose does not necessarily provide an alternative for general downtown parking.

The City should therefore maintain a current record of ownership, restrictions, operating periods, and agreements affecting publicly available parking. Public information and wayfinding should identify spaces that are actually available for general use without implying access to private or restricted facilities. Where privately owned lots are important components of the public supply, the duration and terms of those arrangements should be considered in long-range parking planning.

DEMAND IS SHAPED BY FUNCTION AND OPERATING PATTERNS

The City's parking regulations and the national ratios published by ULI, the National Parking Association, and ITE provide reference points for comparing the scale and mix of existing development. They do not directly measure the number of spaces currently needed in downtown Brevard or the Lumberyard. The ratios were developed for different regulatory and analytical purposes and should not be combined into a single estimate of parking demand.

Generalized ratios do not fully account for the characteristics of a compact mixed-use district. The same trip may serve several destinations, and the same parking space may support offices, restaurants, shops, entertainment venues, places of worship, and residences at different times. Operating schedules, event attendance, non-automobile travel, shared parking, ownership restrictions, and local travel behavior can all cause actual use to differ from a generalized benchmark.

This limitation is demonstrated by the observed conditions. Some benchmark calculations produce totals exceeding the existing inventory even though the fall and summer counts found substantial unoccupied capacity across the downtown and Lumberyard study areas. The benchmark results should therefore remain contextual information rather than being characterized as evidence of an existing shortage.

FUTURE DEVELOPMENT WILL SHAPE PARKING NEEDS

Downtown and the Lumberyard will continue to change as buildings are occupied, reused, expanded, or redeveloped. Those changes may increase, reduce, or redistribute parking activity, but the magnitude, timing, and location of those effects cannot be determined without knowing the uses proposed. Different uses generate different parking patterns even when occupying a site or building of similar size.

Future development should therefore be evaluated using project-specific information. Relevant considerations include the proposed mix and intensity of uses, operating and event schedules, anticipated employees and visitors, existing parking serving the property, opportunities for shared use, access to public parking, pedestrian and bicycle connections, and expected travel behavior. The analysis should also consider whether the development would remove spaces that currently contribute to the public parking supply.

A project-specific analysis may identify a need for additional spaces, improved access to existing parking, shared-parking agreements, transportation alternatives, or other management measures. The appropriate response should be based on the characteristics of the proposed development rather than an assumption that every change in use will necessarily create a parking deficit.

FUTURE PARKING DECISIONS REQUIRE CONTINUED MONITORING

The fall and summer observations provide a useful baseline, but they represent selected Friday and Saturday periods rather than every season, event, or operating condition. The observations also record the number of vehicles present at particular times; they do not measure individual parking duration, turnover, compliance with time limits, or the number of different vehicles using each space over the course of a day. The fall counts occurred during Brevard College Homecoming, while the summer counts coincided with a period of substantial summer-camp turnover.

Future monitoring should focus on the questions relevant to specific policy decisions. Evaluation of revised time limits and paid parking should consider duration, turnover, compliance, revenue, and whether longer-stay parking shifts toward less heavily used spaces. Decisions about new capacity require evidence of recurring high occupancy across the parking supply that would be served by the proposed facility. Monitoring within the Lumberyard should distinguish the active core from the Depot lot and larger property-specific parking areas. Major events and substantial new development may warrant additional counts targeted to the locations and periods most likely to be affected.

Regular monitoring will allow the City to determine whether conditions are changing and whether management measures are improving the use of existing parking. Establishing that process is more reliable than basing long-term investments on a single survey, generalized ratios, or assumptions about future development.

OVERALL FINDINGS

The study does not identify a current parking shortage encompassing downtown Brevard or the complete Lumberyard study area. It does identify meaningful differences in how parking is distributed, recognized, and used. On-street parking and spaces closest to active destinations experience the greatest demand, while other publicly available and property-specific spaces remain less occupied.

The recommended approach should therefore emphasize management of the existing supply, clear identification of public parking, convenient and safe connections between parking and destinations, appropriate use of high-demand spaces, coordination with private parking owners, and continued monitoring. Additional capacity may become appropriate in response to sustained occupancy or defined development needs, but it should be evaluated as a targeted response to documented conditions rather than as the starting assumption.

Management Alternatives

Parking spaces are not interchangeable. A curb space immediately in front of a destination is usually worth more to a driver than a space several blocks away. Proximity, price, time limits, ease of payment, and the likelihood of finding an open space all enter into the decision of where to park. When those differences are not reflected in the parking rules, drivers compete for the best locations even when spaces remain open elsewhere.

No individual count found an overall parking shortage in downtown, but heavy occupancy levels were concentrated in the most convenient on-street spaces and free public lots. Survey and listening session participants also reported greater difficulty finding on-street parking convenient to their destinations than finding an open space elsewhere. Observed demand did not exhaust the complete inventory, although availability and ownership limit how much of that capacity functions as public parking.

HOW PARKING MANAGEMENT AFFECTS PARKING CHOICES

Parking prices and time limits influence where drivers park and how long they stay. Drivers compare the available options based on cost, convenience, and the restrictions attached to each space. Changing the rules in one location can shift demand to nearby streets or lots.

Free parking is simple for the driver, but it provides no financial reason to pass an open on-street space in front of their destination and drive to a lot several blocks away. When convenient and less convenient spaces cost the same, drivers will generally choose the spaces closest to their destinations. If those spaces are occupied, some drivers will continue searching for the most convenient space even when parking is available nearby.

Downtown Brevard's public parking supply includes free on-street spaces, two City-owned lots that charge $3 per hour, and two City-owned lots that are free and allow all-day parking. Under this arrangement, some of the most convenient spaces are free, while less convenient spaces may carry a charge and the free lots can be occupied throughout the day by downtown workers. Charging for the most convenient on-street spaces, lowering the rate in the paid lots, or limiting the free period in the other lots could reduce competition for the most convenient spaces and make better use of the City's off-street supply.

Time limits and parking charges affect behavior in different ways. A time limit determines which visits a space can reasonably accommodate. A two-hour space can serve shopping, lunch breaks, appointments, and other shorter visits, but it is not well suited to an employee or visitor from out of town spending most of the day downtown. Time limits depend on consistent enforcement and can lead drivers to move their vehicles between parking locations during longer visits.

Hourly pricing uses cost rather than a fixed limit to influence how long a driver stays. The longer a vehicle remains parked, the more it costs, leaving the driver to decide whether the convenience of the location is worth the additional expense. Some drivers will continue paying to remain in a convenient space, while others will choose a less expensive lot or a free (or less costly) peripheral space. Hourly pricing can discourage longer stays and improve availability, but it does not require a vehicle to leave within a particular period, which could lead to negative impacts on turnover in high demand locations if there is no time limit.

Using a charge and a time limit together places a firmer emphasis on turnover. The price influences where a driver parks, and the limit controls how long the vehicle may remain. That combination gives the parking manager more control over the use of high-demand spaces, but it also requires more signs and enforcement. Where an hourly charge is combined with a time limit, signs and payment systems should make clear that additional payment does not extend the permitted stay.

Free periods protect certain kinds of trips from a charge. Thirty minutes of free parking can accommodate a quick errand. Four free hours in a City lot would cover most shopping, dining, business, and recreational visits. Payment would begin only for people staying longer, including many employees and other all-day users. A free period usually requires the driver to register the vehicle, and the system must prevent the same vehicle from repeatedly beginning a new free session to avoid entering a paid parking period.

A flat rate is most useful when the objective is to manage demand for a location rather than charge according to the length of each stay. A single charge places a clear premium on the most convenient spaces and gives drivers who place less value on proximity a reason to park elsewhere. When paired with a time limit, each rule serves a different purpose: the charge manages demand for the location, while the time limit determines how long a vehicle may remain. A flat rate is also simple to communicate and gives drivers certainty about the total cost. Its disadvantage is that a 15-minute stop costs the same as a stay lasting the full permitted period, which may shift shorter visits toward nearby free or hourly spaces. An hourly rate is more closely tied to duration and is less costly for a short visit, but it may provide a weaker incentive to avoid a premium space.

The prices also need to make sense in relation to one another. Charging more for an off-street space than for a nearby on-street space encourages drivers to search the street first. Charging more for the most convenient curb spaces and less for the off-street lots gives drivers a reason to sort themselves according to the value they place on location. Some will pay for the closest space. Others will accept a longer walk in exchange for a lower rate or a free period.

Free peripheral parking can serve as the long-stay component of a parking management system. It preserves a no-cost choice for employees, longer-stay visitors, and people who prefer to walk farther rather than pay, while allowing more convenient spaces to be managed for shorter visits or priced to reflect higher demand. Maintaining that choice also allows the City to manage central spaces more actively without charging for parking throughout the public supply. Peripheral spaces will serve that role only if drivers can find them and the walk to downtown destinations is direct, safe, and comfortable.

Drivers also need to know where public parking is located, what it costs, and how long they may stay. Clear signage, directions to City lots, simple payment options, and consistent enforcement all affect where people park. Open spaces in a poorly marked or managed lot will do little to relieve demand elsewhere.

Paid parking produces revenue, but gross collections do not show whether a parking system is working well. A broader paid area may collect more because more people are required to pay. It may also cost more to operate and create more inconvenience for drivers. Availability, turnover, the distribution of demand, free-parking options, user cost, and administrative expense all belong in the comparison.

HOW THE MANAGEMENT ALTERNATIVES ARE STRUCTURED

The five alternatives presented below apply different combinations of prices, free periods, and time limits to defined portions of the City controlled parking supply. Existing conditions are included as the comparison point. Each alternative is described individually before the alternatives are compared, and no preferred alternative is identified. For purposes of modeling and comparison, the 347 spaces included in the analysis are organized into six groups:

- Premium core on-street parking includes 82 public spaces along Main Street from England Street to Gaston Street and along Broad Street from Probart Street to Morgan Street. Six are designated accessible spaces that remain free, leaving 76 potentially chargeable spaces.

- General on-street parking includes 78 public curb spaces outside the premium core and the peripheral areas described below. Five are designated accessible spaces that remain free and exempt from time limits, leaving 73 potentially chargeable spaces.

- Peripheral on-street parking includes 20 spaces on Main Street west of Oaklawn Avenue, 16 spaces on Main Street east of Rice Street, and 41 spaces on South Broad Street south of Morgan Street. These 77 spaces would remain free and would have no time limit under all five alternatives. The 61 spaces west of Oaklawn Avenue and along South Broad Street currently have no time limit; the 16 spaces east of Rice Street currently have a two-hour limit.

- Short-term and special-use on-street parking includes two spaces that remain free and subject to their existing posted restrictions.

- The Jordan Street and Clemson Square lots contain 47 spaces and currently charge $3 per hour. Three designated accessible spaces—two in Jordan Street and one in Clemson Square—remain free. The remaining 44 spaces are chargeable, including four reserved for electric vehicles.

- The City's two free lots near City Hall on West Jordan Street and West Main Street contain 61 spaces combined, including two designated accessible spaces and three 15-minute spaces that would remain free under all five alternatives. The remaining 56 spaces would provide four hours of free parking, followed by a charge of $2 per hour for additional time.

The alternatives vary the prices and time limits applied to the premium core, general on-street parking, and City lots, but they use a common set of operating assumptions. Holding these provisions constant allows the alternatives to be compared on the same basis. The following provisions therefore apply to all five alternatives:

- Peripheral on-street parking remains free without a time limit. Existing two-hour limits within the designated peripheral areas would be removed.

- All 19 designated accessible spaces remain free. The 14 accessible on-street spaces also remain exempt from time limits.

- The two short-term on-street spaces and the three 15-minute spaces in City parking lots remain free and subject to their posted limits.

- Charges would apply Monday through Saturday from 9:00 a.m. to 6:00 p.m., with parking free outside those hours, except that the two currently paid City lots would retain their existing charging schedule under Alternative 1.

- Where an alternative provides a short-stay benefit, a stay of 30 minutes or less is free. A longer stay is charged from the time the vehicle arrived, rather than receiving a credit for the first 30 minutes. Each vehicle may receive one free short stay per zone per day, if the option is provided.

- In the two currently free City lots, the first four hours remain free. Charges apply only to time beyond the four-hour period.

- Hourly charges are modeled in proportion to the length of the billable stay. The model does not assume a one-hour minimum. The final billing increment, payment process, and method for preventing repeated use of a free stay would be determined before implementation.

- At least one payment method would be available that does not require a smartphone.

MANAGEMENT ALTERNATIVES

MAINTAIN CURRENT MANAGEMENT STRUCTURE

Under the current system, on-street parking is free and subject to time limits where posted. Two City lots are also free, while the other two charge $3 per hour and account for all of the system's estimated $80,500 in annual collections. Because curb parking is free and generally more convenient, drivers have little financial incentive to choose a paid public or private facility while a free curb space may be available. This arrangement preserves broad access to free parking but does little to direct longer stays away from the most heavily used spaces.

ALTERNATIVE 1: KEEP ON-STREET PARKING FREE

Under this alternative, all on-street parking would be free, and the eastern and western boundaries of the existing two-hour parking area would be brought closer to the central business blocks. The premium core would form the smaller two-hour area. General on-street spaces outside that core would have a four-hour limit, extending the permitted stay in spaces currently limited to two hours. Peripheral spaces at the outer ends of Main Street and along South Broad Street would be free without a time limit, including spaces currently subject to a two-hour limit. The common provisions for accessible and designated short-term spaces would apply. The two currently paid City lots would continue charging $3 per hour during their existing charging days and hours. The two currently free City lots would provide four hours of free parking, followed by a charge of $2 per hour for additional time.

This alternative would use different time limits to accommodate shorter visits in the central blocks, longer visits on surrounding streets, and all-day parking in peripheral areas. The four-hour free period in the currently free City lots would accommodate most downtown visits while charging for longer stays. Clear signs and consistent enforcement would be necessary to make these distinctions effective. Because on-street parking would be free, drivers would still have little financial incentive to choose a paid lot when a suitable free curb space was available.

ALTERNATIVE 2: PAY BY THE HOUR WITHOUT TIME LIMITS

Under this alternative, premium core on-street spaces would cost $3 per hour with no time limit. For the general on-street spaces, stays of 30 minutes or less would be free. Longer stays would cost $2 per hour from the time the vehicle arrived, with no time limit. Peripheral on-street spaces would be free without a time limit. The two

currently paid City lots would charge $2 per hour. The two currently free City lots would provide four hours of free parking and then charge $2 per hour for additional time.

This alternative would place the highest hourly rate on the most convenient curb spaces. General on-street spaces and the currently paid City lots would have the same hourly rate, while the currently free lots would remain free for the first four hours. This would avoid making a less convenient off-street space more expensive than general curb parking. The short-stay benefit for general on-street parking spaces would accommodate quick stops without a charge. A driver staying longer than 30 minutes would pay for the entire stay rather than receiving a 30-minute credit. Because there would be no time limits in the paid on-street areas, drivers could remain in a space as long as they continued paying. The alternative would use price to influence parking choices without requiring drivers to leave after a fixed period.

ALTERNATIVE 3: PAY BY THE HOUR WITH TIME LIMITS

Under this alternative, premium core on-street spaces would cost $3 per hour and have a two-hour limit. For the general on-street spaces, stays of 30 minutes or less would be free. Longer stays would cost $2 per hour from the time the vehicle arrived, with a four-hour limit. Peripheral on-street spaces would be free without a time limit. The two currently paid City lots would charge $2 per hour. The two currently free City lots would provide four hours of free parking and then charge $2 per hour for additional time.

The prices are the same as those in Alternative 2, but the time limits would place greater emphasis on turnover. The two-hour limit in the premium core would reserve the most convenient curb spaces primarily for shorter visits. The four-hour limit for general on-street spaces would accommodate longer visits while directing employees and other all-day visitors toward the City lots or free peripheral spaces.

ALTERNATIVE 4: FLAT RATE IN THE DOWNTOWN CORE

Under this alternative, premium core on-street spaces would cost a flat $5 for up to two hours and would have a two-hour limit. General on-street spaces would remain free under current time limits. Peripheral on-street spaces would be free without a time limit. The two currently paid City lots would charge $2 per hour. The two currently free City lots would provide four hours of free parking and then charge $2 per hour for additional time.

The flat rate would treat access to a premium core space as a convenience worth paying for rather than charging according to the exact length of the stay. The charge would be simple to understand and would apply only to a limited set of high-demand spaces. The same $5 charge would apply to both short stops and two-hour visits. That could discourage some short visits from using the premium core and shift demand to the free general on-street spaces immediately outside it. This alternative would therefore create a strong distinction between the paid core and the surrounding free curb spaces.

ALTERNATIVE 5: FLAT RATE IN THE CORE AND HOURLY FOR GENERAL SPACES

Under this alternative, premium core on-street spaces would cost a flat $5 for up to two hours and would have a two-hour limit. For the general on-street spaces, stays of 30 minutes or less would be free. Longer stays would cost $2 per hour from the time the vehicle arrived, with a four-hour limit. Peripheral on-street spaces would be free without a time limit. The two currently paid City lots would charge $2 per hour. The two currently free City lots would provide four hours of free parking and then charge $2 per hour for additional time.

This alternative would combine a flat charge in the premium core with an hourly charge in general on-street areas. The premium core would be reserved for drivers willing to pay more for the closest spaces, while quick stops

could still be made without charge outside the core. The City lots would provide less expensive or free options for longer stays, and peripheral curb spaces would remain available at no charge. This alternative would apply paid parking to more on-street spaces than Alternative 4. It would combine prices and time limits to encourage shorter visits in premium and general curb spaces and longer stays in City lots or peripheral parking. Drivers would need to distinguish between flat-rate and hourly parking areas and understand the time limits that apply in each.

COMPARISON OF THE ALTERNATIVES

Alternative	Premium On-Street	General On-Street	Peripheral On-Street	Currently Paid City Lots	Currently Free City Lots
Existing Conditions	Free with 2 hour limit	Free with 2 hour limit	Free with time limits (some unlimited)	$3 per hour - no time limit	Free all day parking
Alternative 1	Free with 2 hour limit	Free with 4 hour limit	Free with no time limit	$3 per hour - no time limit	Four hours free, then $2 per hour
Alternative 2	$3 per hour; no time limit	Stays of 30 minutes or less free; longer stays $2 per hour from arrival; no time limit	Free with no time limit	$2 per hour - no time limit	Four hours free, then $2 per hour
Alternative 3	$3 per hour; two-hour limit	Stays of 30 minutes or less free; longer stays $2 per hour from arrival; four-hour limit	Free with no time limit	$2 per hour - no time limit	Four hours free, then $2 per hour
Alternative 4	$5 flat rate; two-hour limit	Free under current limits	Free with no time limit	$2 per hour - no time limit	Four hours free, then $2 per hour
Alternative 5	$5 flat rate; two-hour limit	Stays of 30 minutes or less free; longer stays $2 per hour from arrival; four-hour limit	Free with no time limit	$2 per hour - no time limit	Four hours free, then $2 per hour

POTENTIAL REVENUE GENERATION

The estimates below show the relative amount of money each alternative could collect. They are planning estimates rather than precise forecasts. Actual collections would depend on parking use, driver responses to pricing, payment methods, enforcement, compliance, operating hours, holidays, and the final rules applied within each parking area. All figures are rounded to the nearest $500. The on-street and City-lot estimates were rounded before calculating the displayed total.

REVENUE ESTIMATES

Alternative	On-Street Revenue	Off-Street Revenue	Total
Existing Conditions	$0	$80,500	$80,500
Alternative 1	$0	$88,000	$88,000
Alternative 2	$318,000	$74,500	$392,500
Alternative 3	$340,500	$73,000	$413,500
Alternative 4	$203,000	$69,500	$272,500
Alternative 5	$344,500	$73,000	$417,500

HOW THE ESTIMATES WERE PREPARED

The estimates for city-owned off-street lots use the City's actual and projected kiosk revenue as a reference, with planning adjustments for the charging hours under each alternative. The model assumes that approximately 85 percent of charges would be collected. Because Brevard does not currently charge for on-street parking, the on-street estimates are more uncertain than the City-lot estimates.

The model holds total parking demand constant and redistributes it among City-controlled spaces based on price, convenience, and time limits, subject to each parking group's capacity and use restrictions. It does not assume that paid parking would increase downtown visits. It also does not predict how many drivers might avoid downtown, shorten their visits, use private parking, or choose another form of transportation in response to parking charges.

Survey respondents were predominantly local, so their reported parking durations may not fully represent visitor behavior during the tourism season. For lower-season days, the model uses the survey distribution: 13 percent of stays under one hour, 46 percent between one and two hours, 30 percent between two and four hours, and 11 percent longer than four hours. For peak-season days, the model assumes somewhat longer visits: 10 percent under one hour, 35 percent between one and two hours, 35 percent between two and four hours, and 20 percent longer than four hours.

The model uses a representative length of stay for each duration category. For alternatives with a free stay of 30 minutes or less, the less-than-one-hour category is represented by a 30-minute stay and treated as free. The available data do not distinguish stays of 30 minutes or less from stays lasting between 31 and 59 minutes. The model may therefore understate collections if some stays in that category would exceed the free period. The data also do not identify repeat visits by the same vehicle, so the model treats each modeled 30-minute stay as eligible for the short-stay benefit.

For the annual estimates, 40 percent of operating days are treated as peak-season days and 60 percent as lower-season days. Other reasonable seasonal divisions were considered, including an even split between peak- and

lower-season days. The resulting changes were small compared with the broader uncertainty of predicting driver behavior, so separate seasonal estimates are not presented.

The estimates represent potential collections before expenses. They do not deduct payment-processing fees, equipment, enforcement, staffing, administration, maintenance, signs, or other operating and capital costs.

POTENTIAL PROGRAM COSTS

For planning purposes, a paid-parking program may involve approximately $120,000 per year in personnel costs, $50,000 per year in operating and maintenance costs, and $20,000 per year in annualized capital costs. These figures are general planning allowances, not a proposed budget or vendor estimate. Actual costs would depend on the size of the paid-parking area, equipment and payment technology, enforcement methods, staffing, maintenance needs, and the alternative selected. The allowances have not been deducted from the potential collection estimates and should not be interpreted as a calculation of net revenue.

USE OF PARKING REVENUE

North Carolina law treats revenue from on-street and off-street parking differently. Under G.S. 160A-301(a), proceeds from parking meters on public streets must be used to defray the cost of enforcing and administering traffic and parking ordinances and regulations. Under G.S. 160A-301(b), revenue from City-owned or City-leased off-street parking facilities may be pledged to repay bonds issued to finance those facilities or used for any other public purpose.

The Revenue Bond Act provides additional authority for financing parking facilities. Subject to the requirements of the Act and the applicable bond documents, G.S. 159-83(a)(7) allows a municipality to pledge all or part of its on-street parking-meter proceeds to the cost of operating, maintaining, and improving on-street or off-street parking facilities and to the principal and interest on revenue bonds or bond anticipation notes issued for those facilities.

The estimates in this chapter do not establish how much revenue would be available for a particular purpose or how much debt the parking system could support. Any proposed use or pledge of parking revenue would need to account for operating expenses, maintenance, reserves, financing terms, and applicable legal requirements.

TESTING A NEW APPROACH

The parking counts provide a useful picture of current conditions, but Brevard has no recent experience with paid on-street parking. Any new approach would therefore begin with uncertainty about how drivers would respond, how much revenue would be collected, where parking might shift, and what level of enforcement would be needed. If the City changes its parking system, the selected alternative or a modified version should first be tested through a pilot program. Before the pilot begins, the City would need to confirm the parking-area boundaries, rates, short-stay rules, time limits, operating hours, treatment of holidays, payment methods, enforcement procedures, administrative responsibilities, and intended uses of the resulting revenue.

The pilot should include both peak-season and lower-season conditions. During the pilot, the City should monitor occupancy, parking duration, turnover, compliance, collections, operating costs, use of accessible and short-term spaces, spillover into nearby areas, and effects on businesses, employees, residents, and visitors.
The results should be compared with conditions observed before implementation. The City could then continue the system, adjust rates or time limits, change the parking-area boundaries, modify payment or enforcement procedures, or return to the existing system.

Recommendations

STRATEGY 1: IMPROVE PARKING SIGNAGE AND AWARENESS

ACTION 1.1: Create a Clear, Coordinated Off-Street Parking Signage System

It should be readily apparent to visitors, residents, and downtown workers where they should park. A clear, coordinated off-street signage system should be developed that conveys whether parking is open to the public, hours of availability, and fees if applicable. Participating lots should use the same coordinated design regardless of ownership or operation.

Many listening session participants referenced this as a reason for people having difficulty finding parking. In addition to improving the visitor experience and ease of finding a place to park, the signage can be incorporated as part of an overall wayfinding system that highlights the City's character. In addition to the uniform design and clarity of parking signage, the placement of signage is critical. It is important that the signs are located in prominent and highly visible locations for motorists. If the City implements an overall wayfinding system, the parking signage should be integrated into the overall wayfinding system plan at strategic locations.

ACTION 1.2: Work with Private Lot Owners to Implement the Coordinated Signage

A coordinated parking-signage system will be most effective if it includes privately owned lots that function as part of the publicly available parking supply. The City should invite private lot owners to participate voluntarily and provide signs that clearly distinguish general public parking, customer- or employee-only parking, shared parking available during specified periods, and paid parking. Participating owners would retain control over their properties, rates, restrictions, and operating hours.

The City can encourage participation by providing a standard sign package, assisting with fabrication or installation costs, and including participating facilities in public parking maps, wayfinding signs, and online information. Before identifying a privately owned lot as publicly available, the City should confirm its hours, fees, restrictions, and any applicable agreement or owner authorization. Implementation may occur in phases, beginning with private lots that provide an important part of the practical public parking supply.

ACTION 1.3: Pursue a Coordinated Downtown Parking Payment System

The City should pursue a coordinated payment system that can be used across publicly and privately operated paid-parking facilities downtown. Participation by private operators would be voluntary, but the City should select a system capable of accommodating multiple operators, rates, time limits, and operating arrangements and should encourage private operators to adopt it. The objective is not to require uniform parking rates or rules, but to reduce the number of different payment systems that residents and visitors must navigate.

The selected system should serve the City's existing paid lots and be capable of expanding to additional City lots and on-street spaces if the City introduces paid parking in those locations. It should accommodate the selected hourly or flat charges, free periods, short-stay exemptions, and time limits. At least one payment method should be available that does not require a smartphone. Where a private operator does not participate, coordinated signs should clearly identify the applicable payment system, rates, hours, and available methods of payment.

Conceptual illustrations of branding, parking information, and signage coordinated with cohesive graphic language. Created with the assistance of Gamma.ai.





Conceptual illustrations of wayfinding signage that integrates with parking signage and can be deployed across the City (with a particular focus and concentration in and around downtown). Implementation of this recommendation should coordinate the colors and branding with online educational tools and City-wide branding templates.

STRATEGY 2: INCREASE THE EFFICIENCY OF EXISTING PARKING

The occupancy observations did not identify a downtown-wide shortage, but they did show that demand is concentrated among on-street spaces and free public off-street parking in and near the downtown core. The following actions are intended to improve the distribution and turnover of existing parking while preserving convenient options for short visits, accessible parking in prime locations, and free longer-term parking outside the core.

ACTION 2.1: Refine the Downtown Public Parking System

The City should evaluate the management alternatives presented in this study against the current system, considering parking availability and turnover, options for longer visits and downtown employees, costs to drivers, operating expenses, and potential funding for parking operations and eligible improvements. The City may select an alternative, combine or modify elements of several, or retain its current management structure.

If changes are determined to be necessary, the City should prepare an operating and financial plan identifying startup funding, recurring costs, staffing and enforcement responsibilities, payment administration, and intended uses of revenue. The plan should distinguish on-street and off-street receipts, account for operating expenses, maintenance, and reserves, and identify funding available for improvements consistent with the revenue requirements described in the Management Alternatives chapter.

Changes should first be tested through a pilot covering peak-season and lower-season conditions. Results should be compared with conditions before implementation, considering parking availability and distribution, user experience, actual revenues and costs, and whether the benefits justify the expense of operating the system. The City could then retain the approach, adjust its boundaries or operating rules, or return to its previous system.

ACTION 2.2: Encourage Increased Utilization of Peripheral Parking

Parking remains available outside the most heavily occupied central blocks, including toward the east and west ends of Main Street and along South Broad Street near and south of the library. These spaces can accommodate longer visits and reduce pressure on the core, but only if drivers can identify them and reach their destinations conveniently.

The City should coordinate signs, public-parking maps, pavement markings, lighting, maintenance, and pedestrian improvements so that peripheral parking functions as a recognizable part of the downtown system. Priority connections should include routes between South Broad Street, the library area, public parking lots, and Main Street. These improvements should complement convenient accessible parking and passenger-loading areas within the core; peripheral parking should not be treated as an equivalent option for every person or destination.

If the City expands paid parking in the downtown core, implementation should include clear information about free peripheral options and priority improvements to the walking routes connecting those spaces with downtown destinations. Additional improvements may be phased as funding becomes available, including parking revenues available for eligible projects.

ACTION 2.3: Develop Practical Employee and Long-Term Parking Options

Employees who arrive before most visitors can occupy free public off-street spaces for much of the day, reducing their availability for customers and visitors. The occupancy observations did not track individual vehicles or establish how long they remained parked, but local experience indicates that employee parking contributes to weekday use of the free City lots. Under the management approach retained or adopted by the City, long-term parking options may include City lots, free unrestricted peripheral spaces, and paid on-street spaces where longer stays are permitted. If the City introduces charges after four free hours in its currently free lots, employees and other long-term users

could continue parking there by paying for additional time. Downtown employers should communicate the available options to their employees and may choose to reimburse parking charges or make other arrangements.

The City should continue working with the Heart of Brevard, downtown employers, Transylvania County, institutions, and private property owners to identify additional shared or employer-sponsored parking opportunities. The existing employee-parking program arranged by the Heart of Brevard has attracted limited participation, partly because of its location, and should not be assumed to substantially change employee behavior by itself. Use of the paid City lots, unrestricted peripheral spaces, and any participating private facilities should be monitored so that the available options can be adjusted as needed.

ACTION 2.4: Establish Event Parking Plans for Downtown and the Lumberyard

Major events can produce parking conditions that differ substantially from an ordinary weekday or weekend. The City should establish a repeatable event-parking framework with event organizers, downtown partners, and Lumberyard businesses. Each plan should identify public and authorized shared lots, temporary directional signs, accessible parking and passenger-loading areas, pedestrian routes, staffing, emergency access, and advance communication with attendees.

Downtown event plans should direct longer-stay visitors toward available peripheral parking while preserving accessible and short-term spaces near principal destinations. Lumberyard plans should direct drivers to the Depot lot and other authorized facilities while protecting business access and discouraging parking outside identified legal spaces. Larger events may warrant a temporary shuttle or golf-cart connection for older adults and other people affected by distance or topography.

ACTION 2.5: Continue Monitoring Parking Conditions and Usage Trends

The fall 2025 and summer 2026 observations establish a baseline for future comparison. The City should repeat representative parking counts periodically to identify changes by season, day, time, location, and parking type. Additional observations should follow major changes such as the relocation of court operations, substantial development or redevelopment, changes to parking regulations, or the addition or removal of important public parking areas. Counts should be conducted during reasonably comparable periods and should document major events or unusual conditions that may affect the results.

Monitoring should consider whether demand is shifting among the downtown core, public off-street lots, peripheral parking areas, and the Lumberyard. A stable downtown-wide occupancy rate can conceal growing pressure within individual blocks or types of parking, so trends should be evaluated at both the system-wide and localized levels. Routine updates may focus on occupancy and remaining availability, while decisions involving time limits, enforcement, or paid parking may require information about duration, turnover, and compliance. Comparing these results over time will help the City identify emerging trends, determine whether management changes are working, and decide whether additional action is warranted.

If the City expands paid parking, ongoing monitoring should also compare actual revenues and operating costs with projections and identify funds available for eligible improvements after accounting for maintenance, reserves, and startup cost recovery. These results should be considered alongside parking availability, turnover, and user feedback when evaluating whether rates, hours, or other operating rules need adjustment.

STRATEGY 3: IMPROVE MOBILITY AND ACCESS TO AND WITHIN DOWNTOWN

Improving downtown access requires both better connections from surrounding neighborhoods and more convenient movement between parking areas and destinations. Walking and bicycling can replace some shorter vehicle trips, while safer crossings, improved signal operations, additional reserved parking for drivers with disabilities, and event-based assistance can make downtown easier to navigate after people arrive. These actions build upon the adopted Brevard Pedestrian and Bicycle Plan while focusing on the mobility and access issues identified through this parking study.

ACTION 3.1: Improve Walking Connections to and Within Downtown

The City should continue implementing pedestrian improvements identified in the adopted Brevard Pedestrian and Bicycle Plan, with particular attention to routes connecting nearby neighborhoods, public parking areas, the Ecusta Trail, downtown destinations, and the Lumberyard. Making these connections safer and more convenient can allow some residents and visitors to reach downtown without driving while also improving the usefulness of parking outside the central blocks.

Parking-related priorities should include maintaining and improving the existing connections between South Broad Street, the library area, and the downtown core, as well as the shared-use paths serving the Depot and the Lumberyard. Potential improvements may include removing or relocating obstructions where they restrict sidewalk width, improving lighting, repairing deteriorated surfaces, upgrading curb ramps, and improving street crossings. Particular attention should be given to the existing rectangular rapid flashing beacon (RRFB) equipped crossing along the Depot-Lumberyard connection and the lack of a convenient crossing at King Street between the path approaching from downtown and the Lumberyard side.

ACTION 3.2: Evaluate Signal Timing on Main Street

During peak periods, drivers traveling on Main Street can encounter red-signal intervals of approximately two minutes at the Broad Street and Caswell Street intersections. Pedestrians can face similarly lengthy waits before receiving a walk indication, making it less convenient to cross between parking areas and downtown destinations. These delays are particularly significant for older adults and people with limited mobility and may encourage both drivers and pedestrians to proceed before receiving the appropriate signal.

The City should coordinate with NCDOT to document signal-cycle lengths, vehicle delay and queues, pedestrian wait times, crossing times, and time-of-day operating plans at both intersections. The evaluation should consider whether changes to timing, coordination, vehicle and pedestrian detection, or crossing intervals could reduce unnecessary delay while maintaining safe movement along the regional routes. Recommended changes should be tested through before-and-after observations.

ACTION 3.3: Evaluate Additional Reserved Parking for Drivers with Disabilities

The City should evaluate opportunities to reserve additional centrally located parking spaces for vehicles displaying disability placards or plates. The review should focus on the high-demand central blocks and locations near civic, commercial, cultural, and other frequently visited destinations. Providing more close-in reserved spaces could reduce walking distances and make downtown more convenient for residents and visitors with mobility limitations.

Potential locations should be evaluated based on demand, proximity to destinations, street grades, sidewalk conditions, crossings, existing reserved spaces, and effects on the general parking supply. Any new spaces should comply with the requirements applicable to their location, but the purpose of this action is to provide more conveniently located reserved parking rather than to imply that every space and connecting route will be fully accessible and meet ADA requirements.

ACTION 3.4: Conduct a Pilot Program for Remote Parking Shuttles During Events

Major events may require some attendees to park farther from their destinations than they would under ordinary conditions. For selected events, the City and its partners should consider piloting a shuttle, golf cart, or similar service between designated peripheral parking areas and event activity. The service should particularly assist older adults and other people for whom distance or topography creates a practical barrier.

Any pilot should identify the responsible operator, route, operating period, accessible boarding locations, insurance and safety requirements, and a clear method of informing attendees. Use, cost, operating reliability, and participant feedback should be documented before a permanent service or major equipment purchase is considered. Event-based assistance should supplement safe walking routes and accessible parking rather than replace them.

ACTION 3.5: Improve Bicycle Connections and Parking

The City should continue implementing planned bicycle connections between downtown, nearby neighborhoods, the Lumberyard, and the Ecusta Trail. Bicycle parking improvements should support anticipated growth in bicycle travel by providing visible, convenient racks near key destinations. Follow-up observations after the trail is completed should guide additional locations and improvements as demand develops.

The City and the Heart of Brevard should work with downtown businesses and organizations such as the Brevard Bike Alliance to explore indoor storage or attended bicycle valet services for riders seeking greater security. Secure storage already offered during downtown events provides a model that business or nonprofit operators could adapt for more regular service, particularly during periods of heavy bicycle traffic.

The City and the Heart of Brevard should also engage businesses where owners regularly observe bicycles parked against storefronts or other objects because no rack is available nearby. A sponsorship, targeted grant, or matching-grant program could help these businesses install publicly available bicycle racks in locations where demand already exists. Grant-supported racks should allow secure frame locking, remain available to the public, avoid obstructing pedestrian routes, and be placed where visibility and nearby activity provide additional security.

STRATEGY 4: PLAN FOR POTENTIAL FUTURE PARKING NEEDS

ACTION 4.1: Identify and Evaluate Potential Parking Structure Locations

The following locations appear to have physical characteristics that could support further evaluation if a future need for structured parking is demonstrated. The conceptual capacities are preliminary estimates intended only to compare the relative potential of the sites. They do not account fully for design requirements, displaced surface parking, reserved spaces, property acquisition, or spaces associated with adjoining development.

Before advancing any location, the City or a development partner should complete a detailed feasibility study addressing ownership, site dimensions, topography, vehicle access, traffic circulation, pedestrian connections, utilities, stormwater, environmental conditions, compatibility with surrounding development, construction and operating costs, and potential funding. The evaluation should also identify the intended users and times of demand so that any future structure can serve complementary daytime, evening, and weekend uses.

Potential Downtown Locations

1. **Parking Lots Behind City Hall:** Two municipal parking lots and the adjoining privately owned Ace Hardware lot form a combined area approximately 120 feet wide and 233 feet deep. A preliminary concept indicates that a three-level structure could provide approximately 230 gross spaces. Development would require participation by the private property owner and careful consideration of access from Jordan Street, Caldwell Street, or both. Any future concept should maintain appropriate access to City Hall and contribute positively to the Main Street and England Street frontages.

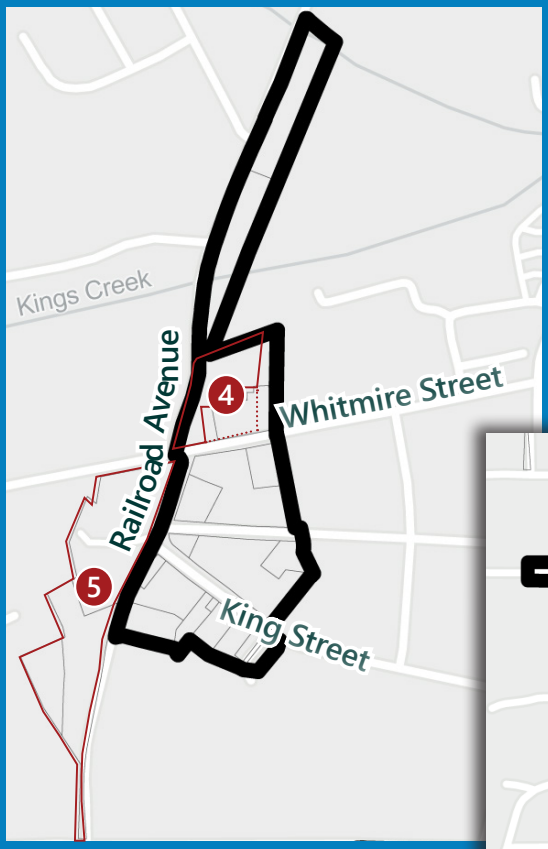
2. **Parking lots Behind the County Courthouse**: The County-owned parking area behind the courthouse could potentially accommodate a three-level structure with approximately 245 gross spaces. Vehicular access would most likely be provided from Probart Street, subject to more detailed design and traffic analysis. The relocation of court operations will change demand at this location and may create new opportunities, but the site should be reassessed after the County determines the future use of the courthouse and adjoining property. Any evaluation would require coordination with Transylvania County and should account for parking reserved for County employees, visitors, or future uses.

3. **Northeast Corner of Gaston and Jordan Streets:** This potential site consists of two parcels forming an area approximately 100 feet wide and 145 feet deep. Based on those dimensions, a conventional three-level parking structure could potentially accommodate approximately 110 gross spaces. A detailed test fit would be required to confirm vehicle access from South Gaston Street, East Jordan Street, or both; accommodate ramps, circulation, stairs, elevators, and structural elements; and determine the net increase after replacing the existing surface parking.

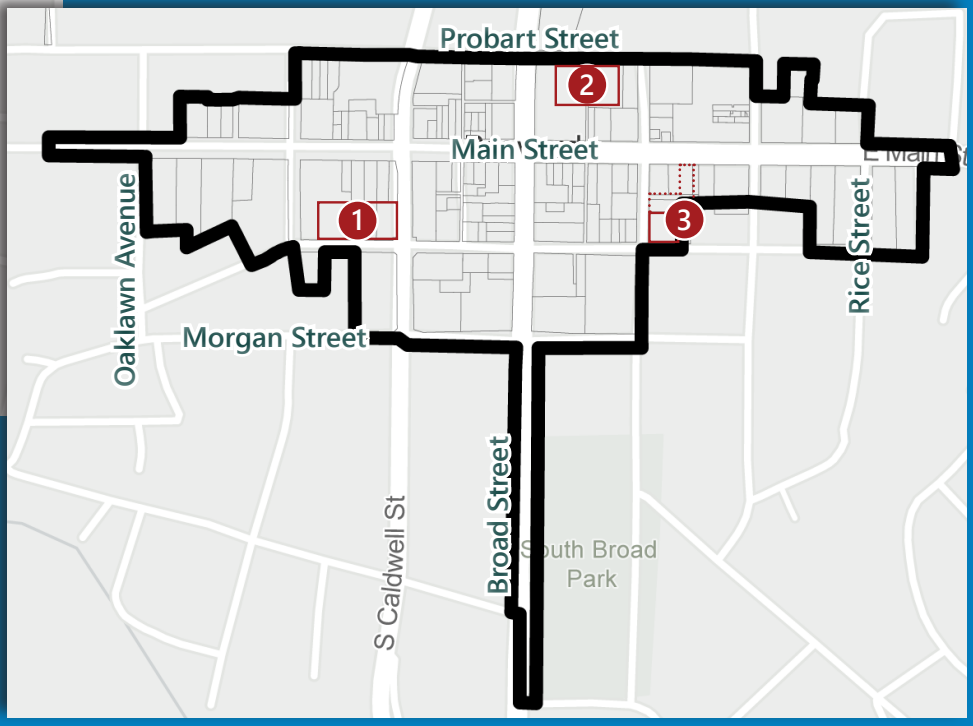
Potential Lumberyard Locations

4 **Parcels north of Whitmire Street and along Railroad Avenue:** One or more parcels in this area could potentially support a parking structure as part of future Lumberyard development. Preliminary concepts indicate a possible capacity of approximately 112 to 170 gross spaces in a three-level structure, depending on the property included and the design of adjoining development. Any structure should be evaluated as part of a coordinated development plan rather than as a stand-alone parking project.

5 **Private lots along Railroad Avenue and the future Ecusta Trail:** Several adjoining parcels under common ownership provide a larger potential development area. A preliminary concept indicates that a structure with more than 500 gross spaces could be incorporated into mixed-use development. The site may require environmental investigation or remediation, and its feasibility would depend on future development plans, property-owner interest, access, and the amount of parking needed to support on-site uses.



The mapped locations are preliminary candidates for further evaluation rather than preferred sites or recommendations for construction. Some locations outside the study area may offer fewer physical constraints, but remote parking would serve downtown effectively only if paired with a dependable pedestrian, shuttle, or other transportation connection. Any future feasibility study should therefore compare both central and peripheral locations based on net parking gained, access, cost, and the users and periods of demand the facility is intended to serve.



Implementation

The recommendations in this study are intended to be implemented incrementally as funding, staff capacity, partnerships, and changing parking conditions allow. The implementation table identifies an anticipated timeframe, potential lead and partner organizations, a practical measure of completion, and the relative cost associated with each action.

Timeframes are classified as short term (one to three years), medium term (three to five years), long term (more than five years), or ongoing. An ongoing action should begin as soon as practical and continue at appropriate intervals. These timeframes are intended to guide priorities and may change as opportunities, funding, development activity, or new parking information emerges.

Relative costs are described as low, moderate, high, or project-dependent rather than as fixed dollar estimates. Low-cost actions primarily involve staff time, policy changes, coordination, or limited materials. Moderate-cost actions may require professional services, equipment, or smaller capital improvements. High-cost actions involve substantial construction or long-term operating commitments. Project-dependent costs vary according to the scope ultimately selected. These classifications are for planning purposes and should be refined before funding is committed.

Implementation should reflect the management approach retained or adopted by the City. If changes are selected, the City should establish startup funding and operating arrangements before launching a pilot. Continued operation should be guided by parking conditions, user experience, and actual revenues and costs. Grants, partnerships, and parking revenues available for eligible projects may support phased improvements, consistent with the revenue requirements described in the Management Alternatives chapter. Event transportation and additional parking capacity should be considered only when conditions warrant and after lower-cost management and access improvements have been evaluated.

IMPLEMENTATION TABLES

STRATEGY 1: IMPROVE PARKING SIGNAGE AND AWARENESS				
ACTION	**TIMEFRAME**	**LEAD / PARTNERS**	**IMPLEMENTATION MEASURE**	**RELATIVE COST**
1.1: Create a Clear, Coordinated Off-Street Parking Signage System	Short term	City / Heart of Brevard	Adopt and install coordinated parking signs.	Moderate
1.2: Work with Private Parking Lot Owners to Implement the Coordinated Signage	Short term / ongoing	City / Lot owners	Add signs at participating private lots.	Moderate
1.3: Pursue a Coordinated Downtown Parking Payment System	Short term	City / Parking operators	Select a City system and seek voluntary private participation.	Moderate

STRATEGY 2: INCREASE THE EFFICIENCY OF EXISTING PARKING				
ACTION	**TIMEFRAME**	**LEAD / PARTNERS**	**IMPLEMENTATION MEASURE**	**RELATIVE COST**
2.1: Refine the Downtown Public Parking System	Short term	City	Evaluate management alternatives and pilot changes if selected.	Moderate
2.2: Encourage Increased Utilization of Peripheral Parking	Short term	City	Improve signs and connections to peripheral parking.	Project-dependent
2.3: Develop Practical Employee and Long-Term Parking Options	Short term / ongoing	City / Heart of Brevard	Establish and monitor long-term parking solutions	Low
2.4: Establish Event Parking Plans for Downtown and the Lumberyard	Short term / ongoing	City / Event organizers	Use parking plans for major events.	Low
2.5: Continue Monitoring Parking Conditions and Usage Trends	Ongoing	City	Repeat comparable counts and review parking and financial performance.	Moderate
STRATEGY 3: IMPROVE MOBILITY AND ACCESS TO AND WITHIN DOWNTOWN				
ACTION	**TIMEFRAME**	**LEAD / PARTNERS**	**IMPLEMENTATION MEASURE**	**RELATIVE COST**
3.1: Improve Walking Connections to and Within Downtown	Ongoing	City / NCDOT	Complete priority walking and crossing improvements.	Project-dependent
3.2: Evaluate Signal Timing on Main Street	Short term	City / NCDOT	Evaluate delays and test signal changes.	Moderate
3.3: Evaluate Additional Reserved Parking for Drivers with Disabilities	Short term	City	Identify suitable centrally located spaces.	Low
3.4: Conduct a Pilot Program for Remote Parking Shuttles During Events	Short to medium term	City / Event organizers	Conduct and evaluate an event shuttle pilot.	Project-dependent
3.5: Improve Bicycle Connections and Parking	Ongoing	City / Heart of Brevard	Advance connections and targeted parking improvements.	Project-dependent
STRATEGY 4: PLAN FOR POTENTIAL FUTURE PARKING NEEDS				
ACTION	**TIMEFRAME**	**LEAD / PARTNERS**	**IMPLEMENTATION MEASURE**	**RELATIVE COST**
4.1: Identify and Evaluate Potential Parking Structure Locations	Long term, if warranted	City / Property owners	Complete feasibility review only if need is demonstrated.	Project-dependent



BENCHMARK

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 6 and 19 - Building Height Regulations
Speaker:	Aaron Bland, Assistant Planning Director
Prepared by:	Emily Brewer, Senior Planner
Approved by:	Paul Ray, Planning Director, Wilson Hooper, City Manager

Background
Building height regulations are a balancing act between protecting community character and scale and promoting appropriate density and development. Building height can have a significant effect on the character of the City's neighborhoods, commercial areas, and downtown, but overly restrictive height standards can also limit housing opportunities, constrain redevelopment, and result in greater site disturbance when development is forced to spread horizontally rather than vertically.

The existing regulations measure building height from the highest adjacent grade to the eave of the roof. This can result in buildings that technically comply with the maximum height standards while still presenting substantial exposed walls, especially on sloping sites. The proposed amendments address this issue by using a combination of story height, overall building height and exposed wall height.

This is a staff-initiated text amendment to revise the City's approach to regulating building height by establishing a more predictable, context-sensitive method that distinguishes between smaller buildings and taller structures. The amendments are intended to address concerns about building scale, visual bulk, and development on sloping sites and improve the procedures for clear and objective application.

At their June meeting, Staff held a work session with Planning Board and discussed different approaches to measuring building height and balancing these competing priorities. Planning Board reviewed the proposed language on August 25, 2026, and recommended in favor of its adoption. In accordance with North Carolina General Statutes, the Planning Board also submits a statement analyzing the consistency and reasonableness of this proposal with regards to existing policies or plans of the City of Brevard.

Discussion
The proposed amendments establish two regulatory approaches based on the number of stories:

- **Buildings of One or Two Stories:** One- and two-story buildings would be regulated primarily through a maximum number of stories and a 14-foot maximum story height. This provides a straightforward standard for smaller-scale

development without requiring applicants to perform the more detailed grade and exposed wall calculations applicable to taller buildings.
- **Buildings of Three or More Stories:** Buildings containing three or more stories would be subject to additional maximum building height and maximum exposed wall height standards. Building height would be calculated from the average finished grade to a defined roof measurement point, and applicants would be required to provide building elevations demonstrating compliance with both standards.

By distinguishing between building types and applying more detailed review only where necessary, the amendment reduces unnecessary complexity for smaller projects while providing stronger oversight for taller buildings where visual and contextual impacts are greater.

For buildings with three or more stories, the measurement points are further defined and better account for the architectural features of a building and the topography of the area. In the current regulations, the reference elevation from which building height is measured was the highest adjacent grade or 10 feet higher than the lowest adjacent grade, whichever is less. The proposed amendments modify that to account for the elevation of the entire building pad by taking an average of the finished grade to determine the reference elevation to measure from. Furthermore, the calculation method is clearly identified in the ordinance language to ensure this is clearly defined and consistently applied. Building height is then measured from the reference elevation to the top of the building. The current ordinance defines this as the roofline — the parapet of a flat roof, the eave of a pitched roof, or the deck line of a mansard roof. This does not account for the impact of different types of roofs on the bulk of a structure. The proposed amendments incorporate the roof into the calculation. Staff has proposed increasing the maximum building height by 5 feet in each zoning district to account for the change in measurement.

Overall, the amendments are a shift from a single-dimensional height limit that can be manipulated to a more comprehensive approach that considers how buildings are perceived in the development context. They balance the need to protect community character and scale with opportunities for housing, redevelopment, and economic growth, especially in downtown and commercial areas. By combining clear measurement standards, topography-sensitive regulations, and targeted controls for taller buildings, the amendments improve predictability for applicants and staff while ensuring that building height and massing better reflect the City’s development goals and the unique conditions of Western North Carolina.

Policy Analysis
These amendments are consistent with the following elements of the Building Brevard 2030 Comprehensive Plan:

- GOAL 2: Encourage a development pattern that respects Brevard's sense of place and prioritizes livable communities.

- LUH-7: Consider the development of a form-based code for Downtown that supports a human-scaled, pedestrian-friendly environment.
- LUH-8: Evaluate current standards for building height downtown.
- LUH-24: Refine zoning districts and slope regulations in constrained areas.

Action
This information is for public hearing only; no action is requested at this time. At the next regular meeting, Council will be asked to take one of the following actions with regards to this proposal:

1. Adoption of the amendment as written;
2. Adoption of the amendment as revised by City Council;
3. Rejection of the amendment;
4. Send the application back to the Planning Board for further study and consideration; or
5. Call for additional public hearings on petitions brought before them.

Attachments:
1. Proposed Amendments
2. Consistency Statement

UNIFIED DEVELOPMENT ORDINANCE

CHAPTER 2. DISTRICTS AND GENERAL PROVISIONS

2.6. Density and dimensional requirements.

2.6.2. Building height and massing.

A. *Purpose*:

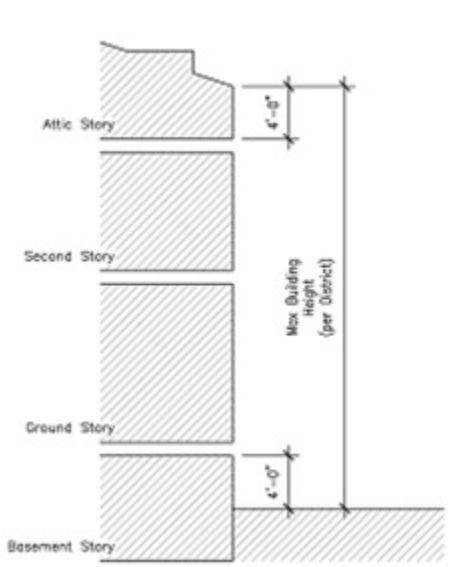
1. The purpose of this section is to regulate building height and massing in a manner that ensures compatibility with surrounding development, limits excessive vertical bulk, encourages variation in building form, and better accommodates development on sloping sites.

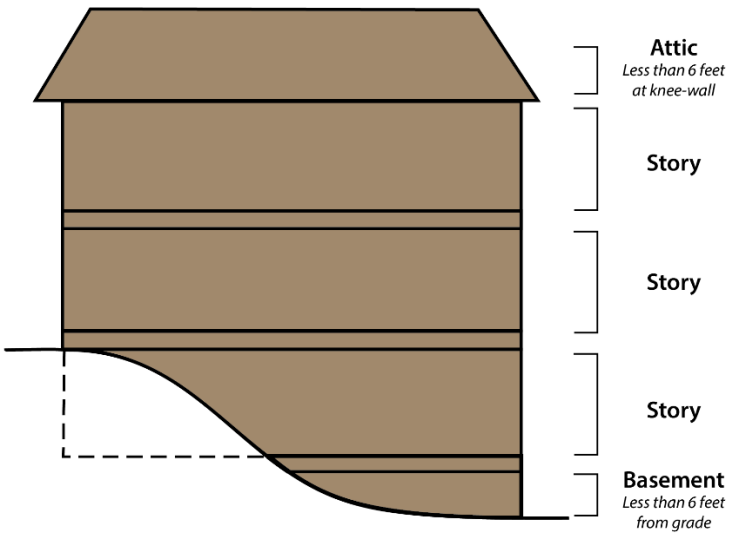
B. *Story Height:*

1. A building story shall not exceed 14 feet in height from finished floor to finished floor.
2. Basements that emerge less than ~~4~~ 6 feet from grade or attics not exceeding ~~4~~ 6 feet at the knee-wall shall not constitute a story.

~~2.~~

~~FIGURE 2.6.2-A: BUILDING HEIGHT MEASUREMENT~~FIGURE 2.6.2-A: NUMBER OF STORIES





C. *Buildings of One or Two Stories:*

1. Buildings containing one or two stories shall be regulated by number of stories and the maximum story height.

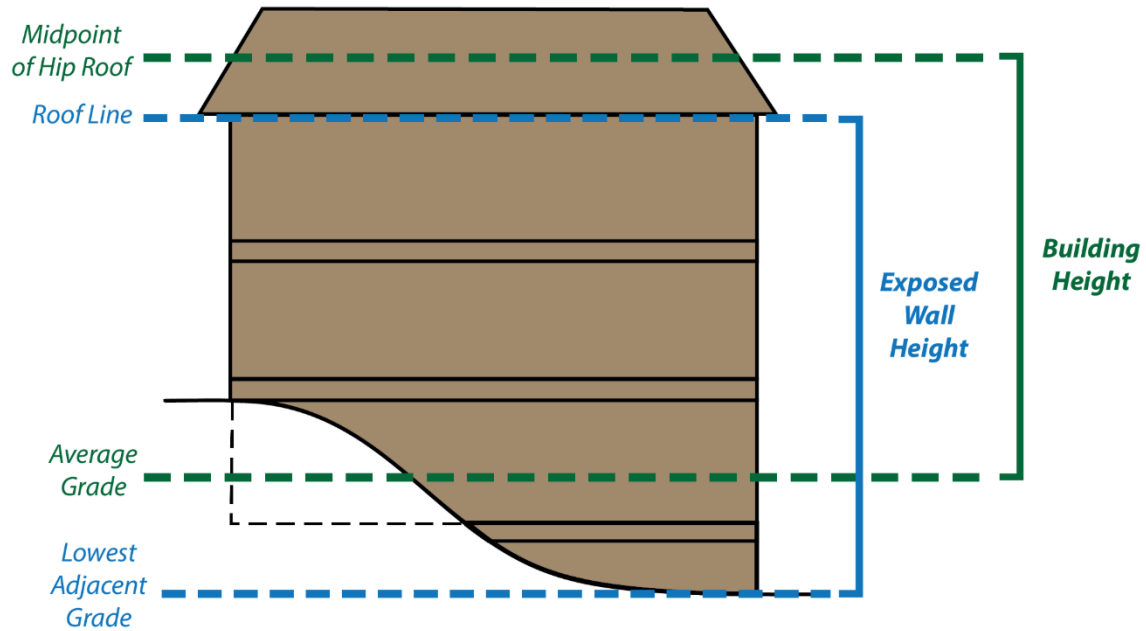
D. *Buildings of Three or More Stories:*

1. Buildings containing three or more stories shall be regulated by the maximum building height and maximum exposed wall height.
2. Building height and massing dimensions vary based on the zoning district.

~~B. ***Maximum building height***. The maximum building height for a structure varies based on zoning district.~~

TABLE 2.6.2-A: MAXIMUM BUILDING HEIGHT BY RIGHT		
District	**Maximum Height by Right**	**Maximum Exposed Wall Height**
GR4	40 feet~~35 feet~~	30 feet
GR8	40 feet~~35 feet~~	35 feet
RMX	40 feet~~35 feet~~	35 feet
NMX	40 feet~~35 feet~~	35 feet
PGX	40 feet~~35 feet~~	35 feet
DMX	55 feet~~50 feet~~	50 feet
CMX	55 feet~~50 feet~~	50 feet
IC	55 feet~~50 feet~~	50 feet
GI	55 feet ~~50 feet~~	50 feet
Note: Projects or development that do not meet the above standards may apply for conditional zoning in accordance with Section 2.1.C.		

FIGURE 2.6.2-B: ILLUSTRATION OF BUILDING HEIGHT AND EXPOSED WALL HEIGHT



3. ~~***Computation of building height:***~~ "Building height~~"~~ is measured as the vertical distance ~~above a reference elevation measured~~ from the average finished grade plane to the applicable building height measurement point, as established below.

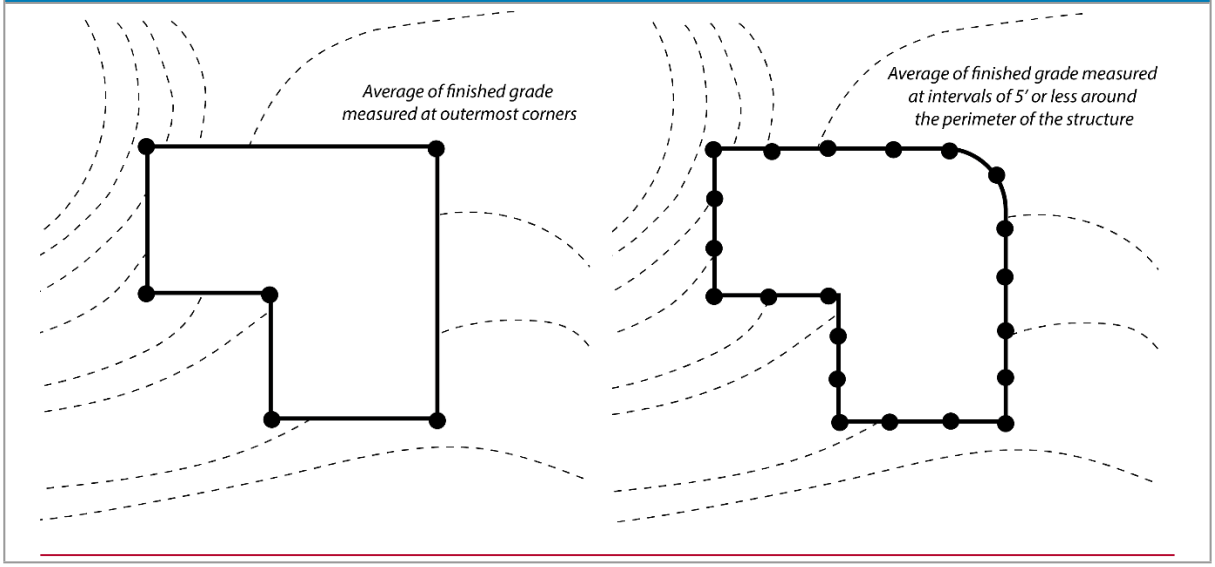
a. The average grade is determined by measuring the grade at the outermost corners of each elevation of the structure and calculating the average. Alternatively, average grade may be determined by measuring the grade at intervals of five feet or less around the perimeter of the structure and calculating the average.

~~1. The reference elevation shall be selected using the greater of either of the following:~~

~~a. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than ten feet above the lowest grade; or,~~

~~An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in subsection B.1, above is more than 10 feet above the lowest grade.~~

FIGURE 2.6.2-C: AVERAGE FINISHED GRADE CALCULATION METHODS



b. The building height measurement point shall be determined based on the type of roof, as follows:

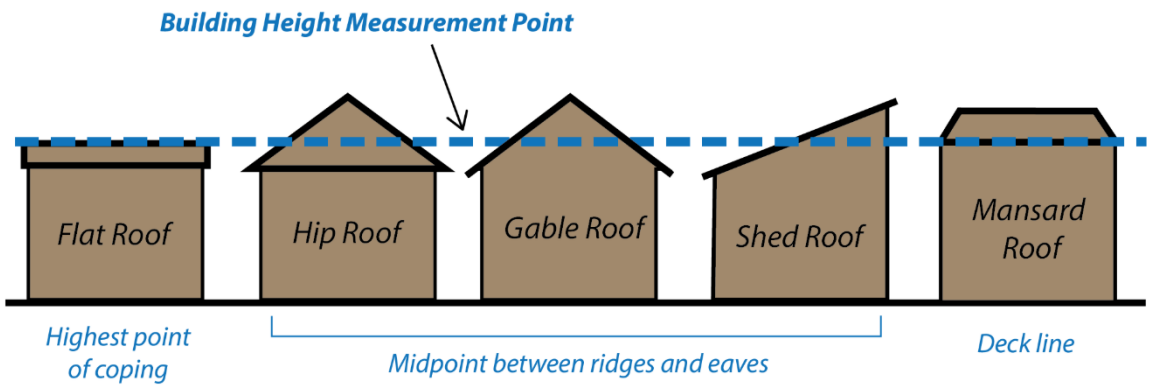
i. ~~to the parapet or roof line of~~ the highest point of the coping or roof deck on a flat roof,

ii. ~~the eave of a pitched roof~~the midpoint between the ridges and eaves on a hip roof, gabled roof, or shed roof, or

iii. the deck line of a mansard roof. ~~The height of a terraced or stepped building is the maximum height of any segment of the building.~~

~~b.~~iv. Where a building incorporates more than one roof form, the applicable measurement point shall be determined for each distinct roof form or building mass. The highest applicable measurement point shall be used to establish the building's overall maximum height.

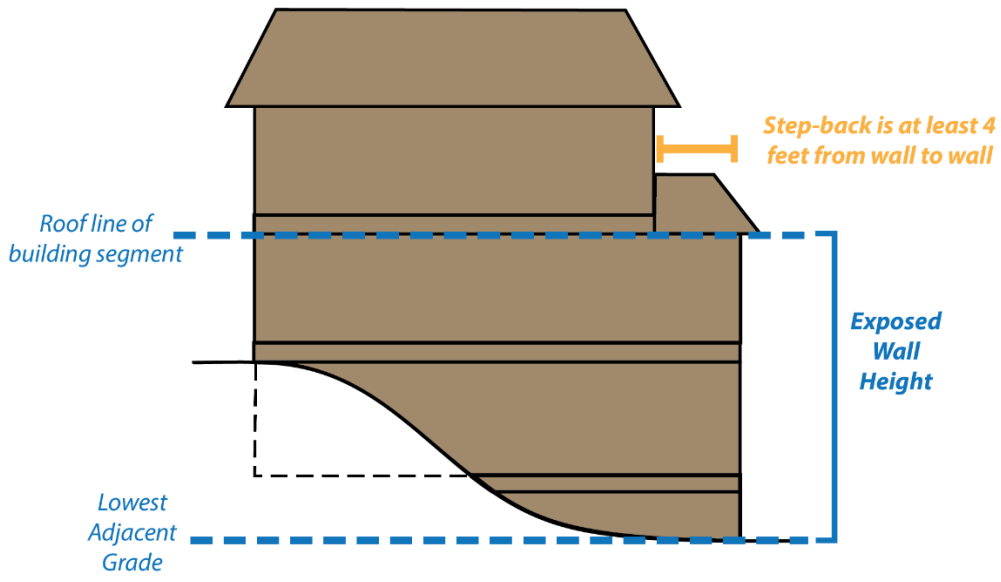
FIGURE 2.6.2-D: DETERMINATION OF BUILDING HEIGHT MEASUREMENT POINT



~~3. *Items not included in calculation*: The height limitations of this section shall not apply to church spires, belfries, cupolas, and domes not intended for human occupancy, monuments, water towers, observation towers, transmission towers, chimneys, smokestacks, conveyors, flagpoles, masts and antennas; provided evidence from appropriate authorities is submitted to the effect that such building or structure will not interfere with any airport zones or flight patterns.~~

4. Exposed wall height shall be measured vertically from the lowest adjacent finished grade of the wall to the roofline directly associated with the wall being measured, as established by this section.
   a. For the purposes of this section, roofline is defined as the parapet of a flat roof, the eave of a pitched roof, or the deck line of a mansard roof.
   b. When a structure is stepped-back or terraced, the measurement may be from the lower roof line if the step-back distance is at least 4 feet from exposed wall to exposed wall.

FIGURE 2.6.2-E: DETERMINATION OF EXPOSED WALL HEIGHT ON STEPPED-BACK STRUCTURE



~~C. *Maximum story height*.~~

~~1. A building story shall not exceed 14 feet in height from finished floor to finished floor.~~

~~2. Basements that emerge less than 4 feet from grade or attics not exceeding 4 feet at the knee wall shall not constitute a story.~~

D. ***Bulk and massing on sloping sites.***

1. Buildings on sloping sites are encouraged to utilize step-back or terraced building approach to reduce the visual bulk of the structure and site grading.
2. Retaining walls, fill, excavation, or other grading shall not be used to manipulate the average grade plane for purposes of circumventing the maximum building height, exposed wall height, or story requirements.

E. ***Exceptions*:** The following shall not be subject to the height and massing provisions of this section:

1. Architectural building extensions, such as towers and cupolas; provided they comply with the applicable provisions of Section 5.9.
2. Cases where the administrator waives the development review process, in accordance with Section 16.3; provided evidence from appropriate authorities is submitted to the effect that such building or structure will not interfere with any airport zones or flight patterns. This includes, but is not limited to, flagpoles, water towers, utility poles, and other similar structures.

(Ord. No. 2024-23, § 1(Exh. A), 6-3-24; Ord. No. 2024-43, § 1(Exh. A), 11-18-24; Ord. No. 2025-04, § 1(Exh. A), 1-21-25; Ord. No. 2025-14, § 1(Exh. A), 4-7-25)

CHAPTER 6. ENVIRONMENTAL PROTECTION

6.4. Steep slope area requirements.

In accordance with G.S. 160D-703(d), the provisions contained in this section shall apply to all areas within the planning jurisdiction of the City of Brevard that are classified as "moderately steep slope areas" and "steep slope areas". These provisions do not limit or negate the effect of other provisions of this ordinance which may apply to steep slope areas.

A. ***Applicability****:*

1. This section shall apply to any land-disturbing activity, building permit, or any other development proposal on a parcel located at or above 2,250 feet in elevation above mean sea level and with an average slope of 25% or greater.
   a. “Moderately steep slope” areas are defined as those areas with a slope of 25% to 34%.
   b. “Steep slope” areas are defined as those areas with a slope of 35% or greater.
   c. A parcel is considered at or above the elevation if any area within the parcel boundaries is at or above the stated elevation.
2. The provisions in this section are intended to encourage a sensitive form of development and to allow for a reasonable use that complements the natural and visual character of the community.

B. ***Determining slope*:** Slope shall be determined in accordance with the methods and procedures contained herein.

1. Prior to commencing any development or land-disturbing activity and prior to issuing any permits and/or other approvals, the calculated slope for the parcel(s) shall be approved by the Planning Department.
    a. Parcels where no portion of the lot is located at or above 2,250 feet in elevation above mean sea level are exempt from this requirement.
    b. Incidental improvements and additions to existing structures, accessory structures less than 1,000 square feet in ground floor area, and interior renovations are exempt from this requirement.
2. Calculations and supporting documentation shall be submitted to the Planning Department for review prior to or in conjunction with the applicable submittals. The administrator shall: (a) request additional information; (b) request revisions to the slope calculation submittal; or (c) issue written concurrence with the determination of slope, as submitted.
    a. Each slope calculation and supporting documentation submitted to the Planning Department for review shall include a scaled map, accurately showing the topography for the entire land tract and the parcel boundaries.
    b. In cases where the applicant or property owner does not agree with the determination made by the administrator, the alternative slope analysis shall be heard and decided on by the Board of Adjustment, following a notice of appeal filed with the City Clerk.
3. Slope shall be determined through use of one of the following methods:
    a. The approved contour interval formula:

FIGURE 6.4-A: SLOPE CONTOUR INTERVAL FORMULA
Slope **(S%)** is equal to the total length **(L)** of contour lines in feet within a given parcel, multiplied by the contour interval **(I)** of said parcel, then multiplied by .0023, divided by the area **(A)** of the parcel. Or, S% = (L x I) .0023 / A
The calculation shall use the smallest contour interval for which maps are available or at a minimum of five-foot intervals. .0023 is the product of two constants, one of which converts feet into acres and one of which converts a decimal fraction into a percentage, the value of .0023 is the percentage of one square foot of one acre.

    b. Analysis conducted and sealed by a professional surveyor, engineer, or landscape architect using recognized, industry-accepted methods.
        i. The administrator may require slope calculations to be sealed by a professional surveyor, engineer, or landscape architect for projects with over an acre of disturbed area.
4. Slope shall be rounded to the nearest whole number and noted on all development plans required by this ordinance.
5. Areas placed in a permanent conservation easement, dedicated to the public for open space, protected as open space by restrictive covenants, or otherwise permanently protected in a natural state with prohibition on vegetation removal and land-disturbing activities may be removed from the calculation of parcel slope.
    a. The applicant shall provide the legal documentation for permanent protection and a closed perimeter line delineating the revised boundaries for calculating slope.

b. Nothing shall limit the ability of moderately steep slope areas, steep slope areas, conservation easements, or other means of permanent land protections to be included in the total parcel area for the means of calculating density.

C. ***Geotechnical analysis:***

1. Development in steep slope areas shall be required to undergo geotechnical analysis by a registered professional engineer to determine the stability of the underlying geology and soils to support the proposed project. The geotechnical analysis report shall be required to be submitted prior to the issuance of a zoning permit.
2. If a geotechnical analysis has been performed for subdivision approval that includes building pad analysis of the individual lots, it is unnecessary to submit a new analysis for each lot, provided the location of structures on each lot does not change by more than 20 feet in any one direction.

D. ***General standards for development projects with moderately steep slope areas and/or steep slope areas:***

1. Development plans shall be designed to minimize disturbance to the natural landform and should not destroy the visual quality and community character.
   a. To the extent possible given topographic and other physical constraints, land disturbance should be confined to portions of the lot not considered to be steep slope areas.
   b. Developers shall make reasonable efforts to preserve and protect existing natural features of the slope, such as trees and other plant materials, and rock outcroppings which may help to stabilize the slope.
   c. Buildings, parking, and other improvements should be clustered on less steep and less sensitive areas of the site to reduce the amount of grading.
   d. Projects are encouraged to demonstrate terrain-adaptive design and construction techniques.
2. Proposed land-disturbing activity shall meet all applicable local and State regulations relating to soil erosion and sedimentation control.
3. Land disturbance shall be limited to the minimum required for building foundations, driveways, stormwater management measures and immediate areas surrounding these elements as required by this ordinance.
   a. With the exception of approved stockpiling or restoration efforts, substantial earth moving beyond that required for the installation or construction of approved buildings, structures, driveways, or stormwater management measures shall not be permitted.
4. When grading is necessary, it should be blended with the natural land form as much as possible. Rigid contouring should be avoided, and contours should be rounded to appear undulating and natural.
5. The approving authority shall have the right to impose such conditions as are necessary to protect public health, safety, and welfare for projects in moderately steep slope or steep slope areas as authorized under the provisions of this section because the minimum standards set forth in this ordinance are insufficient given the exceptional and unique conditions of topography, location, shape, size, drainage or other physical features of the site, or because of the special nature and character of surrounding development.
   a. Such conditions shall be reasonable and shall be limited to the minimum additional improvements necessary to protect the public health, safety or welfare. Such conditions may, without limitation, pertain to the following:
      i. The retention and planting of vegetation;
      ii. Sedimentation and erosion controls;

iii. Cut and fill slope design and stabilization;

iv. The degree of land disturbance;
The location, form and design of proposed structures and driveways so as to minimize land disturbance and ensure structural integrity; and

v. The location, form and design of streets and utilities, so as to minimize land disturbance and ensure structural integrity.

b. The administrator may reduce the required setbacks in accordance with Section 2.7.1 in order to facilitate compliance with this section.

E. ***Conditional zoning districts with steep slope areas:***

1. It is strongly encouraged that any proposed development project containing extensive steep slope areas be considered in accordance with the procedures for conditional zoning districts, which process allows for creative designs that may enhance development potential while achieving the steep slope protection requirements of this section.
2. City Council may allow development on steep slope areas by means of a conditional zoning district. Council may require the clustering of structures and impose any other necessary condition upon the design of the development in order to minimize impacts and uphold the intent of this section.

F. ***Grading extent:***

1. The maximum extent of grading on a property with moderately steep or steep slope areas shall be reduced to support the goals and objectives of this section. This shall be governed by the following table:

TABLE 6.4-A: MAXIMUM GRADING EXTENT BY SLOPE OF PARCEL	
Average Existing Slope	**Maximum Percent of Site Graded**
25% - 29%	70%
30% - 34%	60%
35% - 39%	50%
40% - 44%	35%
45% or greater	20%

2. Additional grading may be awarded to projects on steep slope areas if any of the following conditions are met. The credits may accumulate to equal the total reduction outlined herein.

TABLE 6.4-B: MAXIMUM GRADING EXTENT CREDITS	
Credit	**Conditions**
10%	Buildings and parking areas are properly screened by vegetation to minimize the visual impact from key viewing areas, which include downtown, public parkland and other public recreational areas, and major streets and highways.
10%	The steepest portions and/or most visible portions of the lot are placed in a permanent conservation easement, dedicated to the public for open space, protected as open space by restrictive covenants, or otherwise permanently protected in a natural state with prohibition on vegetation removal and land-disturbing activities.
10%	Exterior colors for new buildings and structures, including roofs, are coordinated with the predominate colors of the surrounding landscape to minimize contrast between the structure and the natural environment.

3. Additional grading may also be permitted as part of a conditional zoning district.

G. ***Density:***

1. Densities of residential development shall be reduced in steep slope areas to support the goals and objectives of this section. This shall be governed by the following table:

TABLE 6.4-C: MAXIMUM RESIDENTIAL DENSITY BY SLOPE OF PARCEL	
Average Existing Slope	**Residential Density**
35% - 39%	20% reduction of underlying zoning district
40% - 44%	50% reduction of underlying zoning district
45% or greater	70% reduction of underlying zoning district

2. Additional density may be awarded to projects on steep slope areas if any of the following conditions are met. The credits may accumulate to equal the total reduction outlined herein.
   a. The maximum residential density shall not exceed the maximum residential density permitted in the underlying zoning district as outlined in Section 2.6, unless such provisions are specified in a conditional zoning district.

TABLE 6.4-D: MAXIMUM RESIDENTIAL DENSITY CREDITS	
Credit	**Conditions**
10%	Grading is limited to 10% of more under the maximum allowed under this section
10%	Buildings and parking areas are properly screened by vegetation to minimize the visual impact from key viewing areas, which include downtown, public parkland and other public recreational areas, and major streets and highways.
10%	The steepest portions and/or most visible portions of the lot are placed in a permanent conservation easement, dedicated to the public for open space, protected as open space by restrictive covenants, or otherwise permanently protected in a natural state with prohibition on vegetation removal and land-disturbing activities.
10%	Exterior colors for new buildings and structures, including roofs, are coordinated with the predominate colors of the surrounding landscape to minimize contrast between the structure and the natural environment.

~~H. *Building height:*~~

~~1. The maximum height of principal structures in steep slope areas shall be limited to 35 feet measured perpendicular from the pre-development grade to the top of the built structure.~~

~~FIGURE 6.4-B: ILLUSTRATION OF MAXIMUM BUILDING HEIGHT IN STEEP SLOPE AREAS~~



~~2. The property owner is encouraged to utilize step-back or terraced building approach to reduce the visual bulk of the structure.~~

~~3. Accessory structures shall not exceed 15 feet in height on any side.~~

~~4. Applicants shall provide architectural plans and building elevations to demonstrate compliance with this section.~~

~~I.~~H. ***Tree and vegetation preservation:***

1. Landscaping / vegetation preservation plans, in accordance with Section 17.9, shall be required for all development projects on steep slopes to ensure compliance with this section.

2. Plant materials should be used that blend with the hillside. Landscape schemes that are rough, natural, and/or subdued in character are encouraged.
3. All trees and other specified vegetation shall be preserved except in the area approved for grading or within 20 feet of the building footprints.
    a. Non-native or invasive species may be removed.
4. ~~In the event a property owner desires to remove trees and other protected vegetation required to be preserved in this section, they may submit an alternative landscape plan for consideration by the Brevard Planning Board.~~
    ~~a. This alternative landscape plan must contain:~~
        ~~i. a tree survey of the property showing which trees and other protected vegetation will be removed and which will remain;~~
        ~~ii. the location of any structures, driveways, and other impervious surfaces; and~~
        ~~iii. an explanation of the reason(s) for removal of required trees and other protected vegetation, including a statement of how the removal of the required trees and other protected vegetation supports the purposes of this section or how such removal can be mitigated consistent with the purposes of this section.~~
    ~~b. The Planning Board may approve, approve with conditions, or deny the alternative landscape plan. If conditions are established, they shall be enforceable in accordance with the provisions of the development permit.~~

~~J.~~ I. ***Infrastructure:***

1. Infrastructure shall be installed in steep slope areas in accordance with the provisions of this section and any other applicable provisions in CHAPTER 13.
2. Roads and driveways created on parcels with steep slopes should follow the natural terrain, unless necessary to accomplish the purpose.
3. The approving authority shall have the authority to modify infrastructure requirements and impose such conditions as are necessary to minimize the disturbance caused by the installation of infrastructure in steep slope areas.
    a. Modifications and conditions shall be intended to minimize disturbance and increase the safety and stability of infrastructure, and shall not be granted or imposed to reduce cost to the developer.
    b. Modifications and conditions may relate but shall not be limited to pavement width, sidewalk width, curb and gutter design and width, and shoulder design. The maximum road grade requirement shall not be modified.
4. *Culs-de-sac:*
    a. The required turnaround on a dead-end street in a steep slope area shall have a roadway diameter of not less than 50 feet.
    b. If the street length does not exceed 300 feet and if construction difficulties will not permit a turnaround, the use of a "Y" or "T" or other turning space of a design such as will allow a vehicle with a wheel base of at least 20 feet to complete a turning movement with a maximum of one backing movement may be permitted.
5. *Grading*:

a. Grading shall not be required for the full right-of-way in steep slope area if the administrator determines that full grading will prevent convenient access to adjoining property or will destroy the natural beauty of the site by excessive cut and fill.

b. Shoulder fill slopes shall not be steeper than 40%.

(Ord. No. 3-07, §§ 2, 3, 2-5-07; Ord. No. 15-08, §§ 17, 18, 12-5-08; Ord. No. 2020-23 , § 1(Exh. A), 10-19-20; Ord. No. 2021-16 , § 1(Exh. A), 4-19-21; Ord. No. 2023-22, § 1(Exh. A), 6-5-23; Ord. No. 2024-23, § 1(Exh. A), 6-3-24)

CHAPTER 19. DEFINITIONS

19.3. Definitions.

Average grade: The average elevation of the finished ground surface points at the points where the building intersects the finished grade.

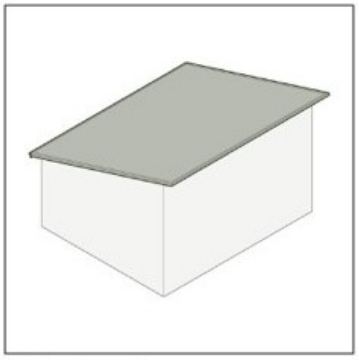
Highest adjacent grade (HAG)*:* The highest natural elevation of the ground surface, prior to construction, immediately next to the proposed walls of the structure.

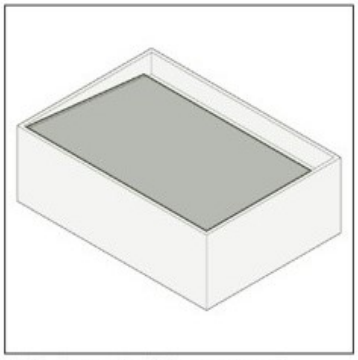
Lowest adjacent grade (LAG)*:* The elevation of the ground, sidewalk or patio slab immediately next to the building or deck support after completion of the building.

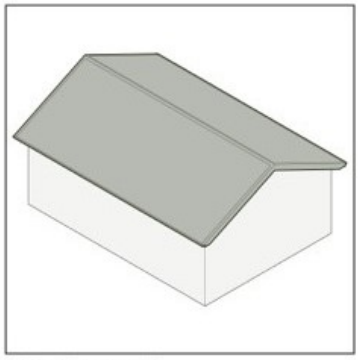
Natural grade*:* The highest elevation where the base of a sign and the ground meet.

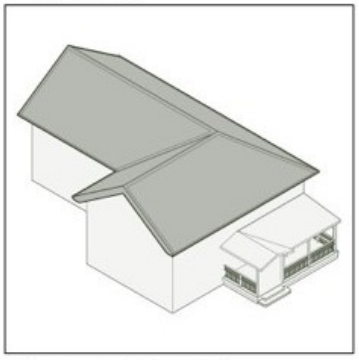
Roof shape: The shape of a building roof, which is highly related to architectural style. Common examples include Gable, Hip, Flat, and Shed.

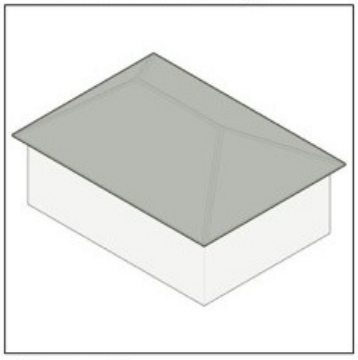
ROOF SHAPE ILLUSTRATIONS

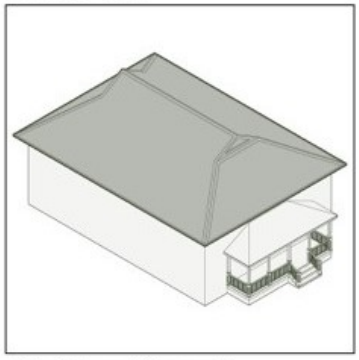

Shed roof

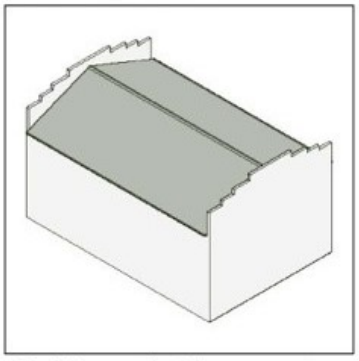

Flat roof with parapet

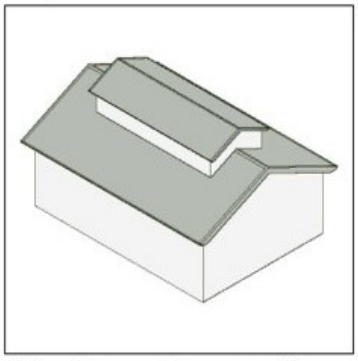

Gable roof

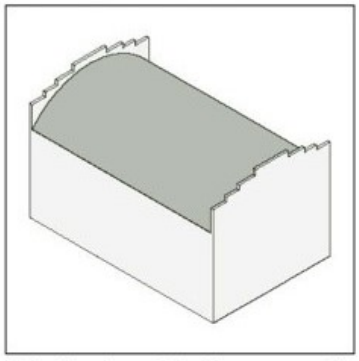

Cross gable roof


Hip roof


Dutch gable roof


Gable roof with parapet


Monitor roof over gable


Vaulted roof (with parapet)

Story: The habitable level of a building, existing from finished floor to finished floor or ceiling.

COMMENT OF CONSISTENCY WITH COMPREHENSIVE PLAN AND ANY OTHER OFFICIALLY ADOPTED APPLICABLE PLANS

NCGS 160D-604 requires that the Planning Board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan prior to consideration by the Governing Board. The Planning Board shall provide a written recommendation to the Governing Board that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the Comprehensive Plan shall not preclude consideration or approval of the proposed amendment by the Governing Board.

The Brevard Planning Board forwards this recommendation to City Council with a finding that the proposed zoning text amendment is **consistent** with the following elements of the City's adopted plans and policies:

Building Brevard 2030 Comprehensive Land Use Plan

- ***GOAL 2:*** *Encourage a development pattern that respects Brevard's sense of place and prioritizes livable communities.*
- ***Land Use & Housing-7:*** *Consider the development of a form-based code for Downtown that supports a human-scaled, pedestrian-friendly environment.*
- ***Land Use & Housing-8:*** *Evaluate current standards for building height downtown.*
- ***Land Use & Housing-24:*** *Refine zoning districts and slope regulations in constrained areas.*

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 8, 10 and 17 - Removal of Off-Street Parking Minimum Requirements
Speaker:	Aaron Bland, Assistant Planning Director
Prepared by:	Emily Brewer, Senior Planner
Approved by:	Paul Ray, Planning Director, Wilson Hooper, City Manager

Background & Discussion
Session Law 2026-39, adopted July 1, 2026, removed the ability for local governments to require a minimum amount of off-street parking for development. In response to these changes, staff recommends removing the City's minimum off-street parking requirements from the Unified Development Ordinance in advance of the law's effective date of January 1, 2027. Eliminating minimum parking requirements will allow the amount of parking provided to be determined by the needs of individual developments and market demand rather than by fixed regulatory ratios. This approach is consistent with the State's direction toward reducing unnecessary regulatory barriers to housing and development while allowing property owners and developers greater flexibility in site design.

In 2023, City Council adopted comprehensive amendments to the City's parking regulations. This included establishing a three-tiered approach to parking requirements that varied based on development character. The intent was to have parking minimums in lower-density areas that are less walkable and don't have available public parking, while establishing maximum parking requirements for dense, heavily commercial zoning districts where development is more likely to provide too much parking rather than too little. This proposal amends the parking structure to have two tiers — one with and one without maximums.

Removal of parking minimums also supports the City's broader goals related to housing affordability, infill development, and efficient use of land. Required parking can increase development costs, consume land that could otherwise support housing or commercial space, and increase impervious surface and associated stormwater impacts. Eliminating minimums does not prohibit or discourage the provision of parking; rather, it allows applicants to determine the appropriate amount and configuration of parking based on the characteristics of the development and its anticipated users. The parking maximums and design standards will help to prevent excessive surface parking and ensure that parking areas are integrated in a manner consistent with the City's land use and development patterns.

Planning Board reviewed this proposal at their August 25th meeting and unanimously recommended in favor of its adoption. In accordance with North Carolina General Statutes, the Board also submits a statement analyzing the consistency and reasonableness of this

proposal with regards to existing policies or plans of the City of Brevard.

Policy Analysis
The Building Brevard 2030 Comprehensive Land Use Plan explicitly calls out parking requirement amendments as an opportunities to better link land use with transportation:

- ATCH – 9: Right-size parking requirements and develop incentives for multimodal access and alternative approaches to meeting parking demand.

Parking affects virtually every aspect of a city's function, including land use, transportation, economic development, community health and wellness, and public safety. As such, this action step supports many of the Plan's overarching goals and objectives:

- GOAL 2: Encourage a development pattern that respects Brevard's sense of place and prioritizes livable communities.
- GOAL 4: Create a built environment that prioritizes a safe, active, multi-modal transportation system and community health and wellness.
- GOAL 7: Support economic vitality and grow the tax base, cultivate local businesses, and attract sustainable industry.

Action
This information is for public hearing only; no action is requested at this time. At the next regular meeting, Council will be asked to take one of the following actions with regards to this proposal:

1. Adoption of the amendment as written;
2. Adoption of the amendment as revised by City Council;
3. Rejection of the amendment;
4. Send the application back to the Planning Board for further study and consideration; or
5. Call for additional public hearings on petitions brought before them.

Attachments:
1. Proposed Amendments
2. State Law
3. Consistency Statement

CHAPTER 2. DISTRICTS AND GENERAL PROVISIONS

2.4. Group development.

2.4.2. Cluster home development.

A. ***Purpose***: A cluster home development allows for small lot residential development in a manner that organizes multiple dwellings around a common open space, designed as a cohesive whole and maintained in shared stewardship by residents.

B. ***Applicability:***

1. Cluster home development may take one of the following forms:
    a. A development may be designed with individual lots with shared stewardship of the common areas.
    b. A development may be designed as a multi-dwelling development, subject to the use limitations below.
2. Cluster home development shall comply with the group development standards established herein and the following standards.

C. ***Use Limitations:***

1. The following housing types are permitted in a cluster home development:
    a. Dwelling - Single-family
    b. Dwelling - Duplex
    c. Dwelling – Multifamily 3-4 units/building
    d. Dwelling – Townhome
2. Accessory dwelling units are prohibited within a cluster home development.

D. ***Density and buildings***:

1. The maximum allowable density of a cluster home development shall be equal to 50% greater than the underlying base zoning district.
2. Cluster home developments shall have a minimum of three detached residential buildings.
3. All principal buildings within the cluster home development shall front on a street or a common open space.
4. Each principal building within the cluster home development is permitted one accessory structure less than 120 SF.
5. A maximum of two accessory structures shall be allowed within a cluster home development project for shared use. This includes any shared community buildings, storage sheds, etc. The maximum ground floor area for accessory structures shall not exceed 50% of the aggregate ground floor area of the principal structures. Gazebos and other structures that are amenities within the common areas are exempt.

E. ***Setbacks:***

1. Individual lots or building sites within the cluster home development are exempt from the base zoning district setback requirements. However, the base zoning district setbacks apply to the cluster home development parcel.

2. Dwelling units oriented towards a common open space area shall provide a six feet minimum setback from the common area. Such setback does not count toward any required common area.

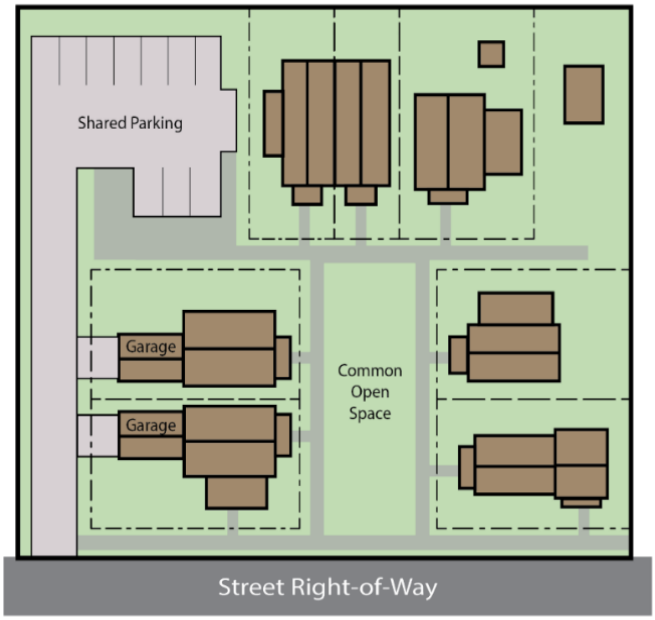
F. ***Common open space***: Common open space areas shall meet the following standards:

1. The common open space shall include a central green, lawn or garden areas, playground, plaza, or other greenspace / feature as a central focal point.
2. The minimum size of the common open space area is 3,000 square feet or 500 square feet per dwelling unit, whichever is greater. This requirement shall replace any open space required in accordance with CHAPTER 7.
3. The common open space area shall maintain a minimum width of 30 feet, shall be contiguous and centrally located, and shall front on a public street.
4. A maximum of 30% of the common open space may be hardscape.

G. ***Parking***: In addition to the parking standards in CHAPTER 10, parking for a cluster home development shall meet the following standards:

1. ~~Required o~~Off-street parking may be provided on individual development sites within the cluster home development or in a shared parking area serving multiple dwellings on site.
2. Parking shall not be located:
   a. between principal structures,
   b. between principal structures and the street,
   c. between principal structures and the required common area, or
   d. within any required common area.

FIGURE 2.4.2-A: ILLUSTRATIVE DIAGRAM OF CLUSTER HOME DEVELOPMENT



(Ord. No. 2024-23, § 1(Exh. A), 6-3-24)

2.4.3. Neighborhood development.

A. ***Applicability***:

1. Neighborhood development standards shall apply to a predominately residential group development designed as individual lots with shared stewardship of common areas and infrastructure.
2. These standards shall apply to any project with 8 or more lots and/or shared infrastructure.
3. Neighborhood development shall comply with the group development standards established herein and the following standards.

B. ***Use limitations:***

1. Neighborhood development shall be predominately residential, subject to the use matrix in Section 2.2.

C. ***Street access***:

1. All lots intended for development are required to front on a road in accordance with the lot requirements of Section 4.2.
2. Roads and driveways shall meet the requirements of CHAPTER 13. If the roads are to be dedicated to the City of Brevard for maintenance, they shall be built in compliance with public road standards.

D. ***Density and buildings:***

1. The maximum allowable density of a neighborhood development shall be equal to the underlying base zoning district.

E. ***Setbacks:***

1. All lots established as part of a neighborhood development shall comply with the setback requirements of the base zoning district.

F. ***Parking***: In addition to the parking standards in CHAPTER 10, parking for a neighborhood development shall meet the following standards:

1. ~~Required o~~Off-street parking may be provided on individual development sites within the neighborhood development or in a shared parking area serving multiple dwellings on site.

(Ord. No. 2024-23, § 1(Exh. A), 6-3-24)

2.4.4. Manufactured home park.

A. ***Applicability***:

1. Manufactured home park standards shall apply to a residential group development with three or more manufactured homes or manufactured home spaces designed as a cohesive whole and maintained either by a single entity or in shared stewardship by residents.
2. Manufactured home park may take one of the following forms:
   a. A development may be designed with individual lots with shared stewardship of the common areas.
   b. A development may be designed as a multi-dwelling development, subject to the use limitations below.
3. Manufactured home parks shall comply with the group development standards established herein and the following standards.

B. ***Use limitations***:

1. The following housing types are permitted in a manufactured home park:

a. Manufactured home.

2. Accessory dwelling units are prohibited within a manufactured home park.

C. ***Density and buildings***:

1. The maximum allowable density of a manufactured home park shall be equal to 50% greater than the underlying base zoning district.
2. All principal buildings within the manufactured home park shall front on a street or interior road.
3. Each principal building within the manufactured home park is permitted one accessory structure less than 120 SF.
4. A maximum of two accessory structures shall be allowed within a manufactured home park for shared use. This includes any shared community buildings, storage sheds, etc. The maximum ground floor area for accessory structures shall not exceed 50% of the aggregate ground floor area of the principal structures. Gazebos and other structures that are amenities within the common areas are exempt.

D. ***Setbacks***:

1. Individual lots or manufactured home sites within the manufactured home park group development are exempt from the base zoning district setback requirements. However, the base zoning district setbacks apply to the manufactured home park parcel.

E. ***Parking***: In addition to the parking standards in CHAPTER 10, parking for a manufactured home park shall meet the following standards:

1. ~~Required o~~Off-street parking may be provided on individual development sites within the manufactured home park or in a shared parking area serving multiple dwellings on site.
2. Parking shall not be located:
   a. between principal structures,
   b. between principal structures and the street,
   c. between principal structures and the required common area, or
   d. within any required common area.

(Ord. No. 2024-23, § 1(Exh. A), 6-3-24)

CHAPTER 8. TREE PROTECTION AND LANDSCAPING

8.4. Buffers and screening.

A. ***Applicability:***

1. These regulations shall apply to the following:
   a. New construction of a principal building or buildings;
   b. Expansion of an existing principal building resulting in an increase in the gross floor area of 25% or greater;
   ~~c. Expansion of an existing principal building resulting in an increase in required off-street parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater; and~~
   ~~d. Change of use or expansion of an existing use resulting in an increase in required off-street parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater; and~~

c. Expansion of an existing off-street parking area by 50% or 10 vehicle parking spaces, whichever is greater; or

~~e.~~d. Any changes to existing buffers and screening. In this case, only the element that is being changed or modified will be subject to these regulations.

2. The administrator may modify landscaping requirements up to ten percent in situations where pre-existing conditions make it impossible to comply with subsections b, c, and d above.

3. Applicants are encouraged to design buffer and other landscape areas in such a way as to satisfy stormwater management requirements as set forth in CHAPTER 6 of this ordinance.

B. ***Buffer yard types:***

1. *Type A buffer yard:*

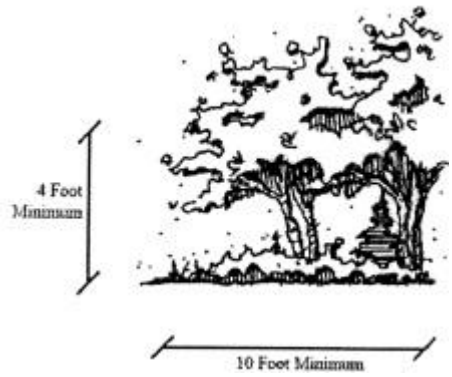
   a. Minimum width: 10 feet.

   b. Minimum height and opacity: Ground to 6 feet—Semi-Opaque Screen.

   c. Maximum horizontal openings: 20 feet.

   d. Performance standard: A buffer which is ten feet in width and contains screening materials which at maturity provide intermittent visual obstruction from the ground to a height of four feet as well as intermittent visual obstruction from a height of four feet up to a height of 30 feet. Vegetative screening materials within intermittent visual obstruction areas shall contain horizontal openings no greater than 20 feet in width upon the plants' maturity.

FIGURE 8.4-A: TYPE A BUFFER YARD



2. *Type B buffer yard:*

   a. Minimum width: 20 feet.

   b. Minimum height and opacity: Ground to 6 feet—Semi-Opaque Screen; 6—30 feet—Intermittent Visual Obstruction.

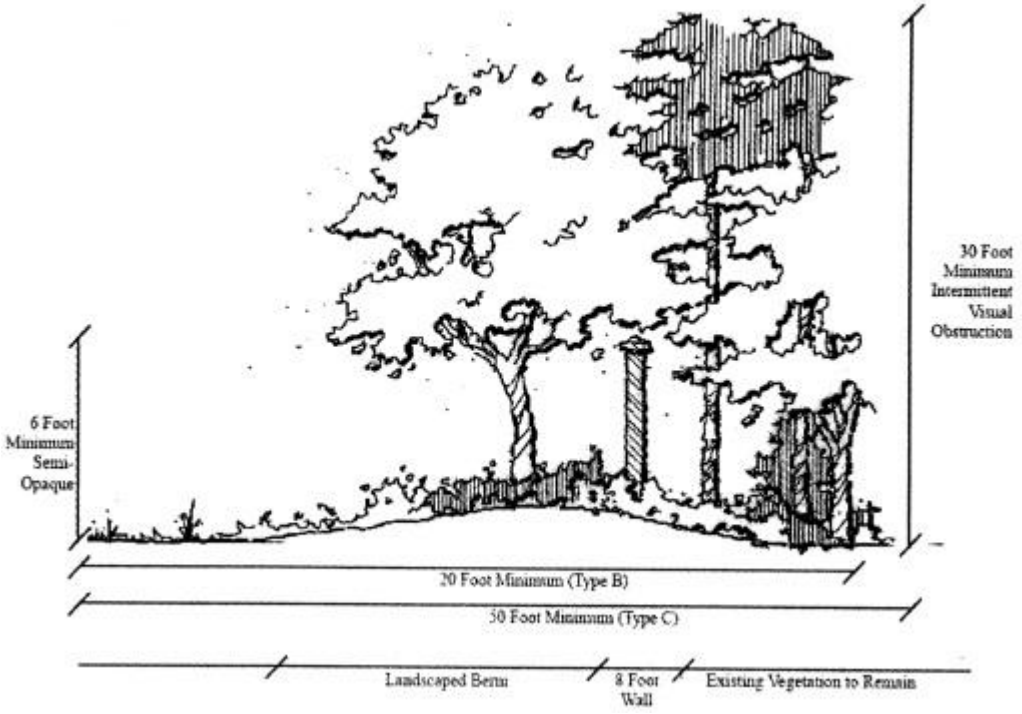
   c. Maximum horizontal openings: 15 feet—Semi-Opaque Screen Areas; 20 feet—Intermittent Visual Obstruction Areas.

   d. Performance standard: A buffer which is 20 feet in width and contains screening materials which at maturity provide semi-opacity from the ground to a height of six feet, and intermittent visual obstruction from a height of six feet up to a height of 30 feet. Vegetative screening materials within intermittent visual obstruction areas shall contain horizontal openings no greater than 20 feet in

width; and vegetative screening materials within semi-opaque areas shall contain horizontal openings no greater than 15 feet in width upon the plants' maturity.

3. *Type C buffer yard:*
   a. Minimum width: 50 feet.
   b. Minimum height and opacity: Ground to 6 feet—Semi-Opaque Screen; 6—30 feet—Intermittent Visual Obstruction.
   c. Maximum horizontal openings: 15 feet—Semi-Opaque Screen Areas; 20 feet—Intermittent Visual Obstruction Areas.
   d. Performance standard: A buffer which is 50 feet in width and contains screening materials which at maturity provides semi-opacity from the ground to a height of six feet, and intermittent visual obstruction from a height of six height up to a height of 30 feet. Vegetative screening materials within intermittent visual obstruction areas shall contain horizontal openings no greater than 20 feet in width; Vegetative screening materials within semi-opaque areas shall contain no horizontal openings greater than 15 feet in width upon the plants' maturity.

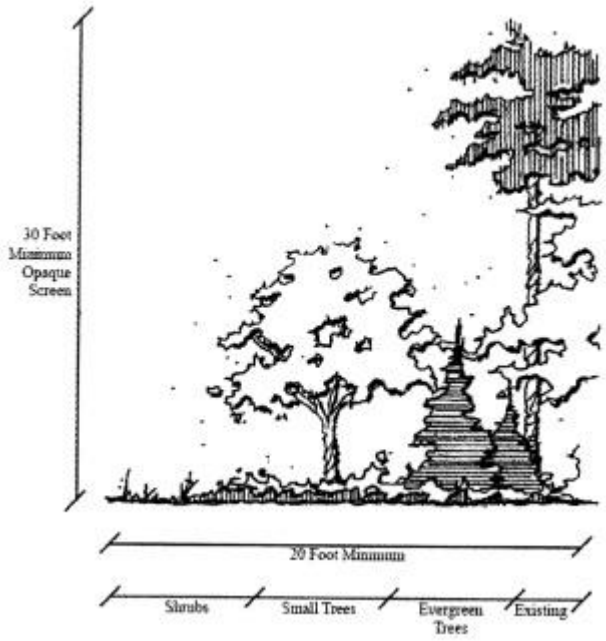
FIGURE 8.4-B: TYPE B AND TYPE C BUFFER YARDS



4. *Type D buffer yard:*
   a. Minimum width: 30 feet.
   b. Minimum height and opacity: Ground to 30 feet—Opaque.
   c. Maximum horizontal openings: None permitted.

d. Performance standard: A buffer which is 30 feet in width and contains screening materials which at maturity provides opacity from the ground to a height of 30 feet. Vegetative screening materials within opaque areas shall contain no horizontal openings upon the plants' maturity.

FIGURE 8.4-C: TYPE D BUFFER YARD



5. *Type E buffer yard.*
   a. Minimum width: 25 feet.
   b. Minimum height and opacity: Ground to 30 feet—Opaque.
   c. Maximum horizontal openings: None permitted.
   d. Performance standard: A buffer which is 25 feet in width and contains screening materials which at maturity provides opacity from the ground to a height of 30 feet. Vegetative screen materials within opaque areas shall contain no horizontal openings upon the plants' maturity.

C. *Fences, walls, and berms:*

1. Fences, walls, or earthen berms may be substituted for all or a portion of the shrub requirement in all buffer types. In addition, existing vegetation within the buffer shall be maintained and may receive partial or total credit towards screening requirements. All berms, if provided, shall not exceed a slope with maximum rise of one foot to a run of two feet (a ratio of 1:2) and a maximum height of four feet. All berms, regardless of size, shall be stabilized with a ground cover or other suitable vegetation or permanent slope retention device. Berms taller than four feet shall be approved by the administrator on a case by case basis.

D. *Required buffer yards:*

1. A buffer yard is intended to give spatial separation and to decrease visual contact between incompatible uses. Buffer yards shall be required in accordance with the tables below when any use is being established

on a property that abuts an existing developed lot or less intense zoning district. More stringent buffer yard requirements may apply to certain specified uses as set forth in CHAPTER 3 of this ordinance.

2. Buffer yards shall be required along the perimeter of proposed projects within certain zoning districts (and associated conditional districts) when such project lies *adjacent* to a zoning district (or conditional district) of lesser intensity:

TABLE 8.4-A: REQUIRED BUFFER YARDS BY ZONING DISTRICT									
		Adjacent District							
		GR	RMX	NMX	PGX	DMX	IC	CMX	GI
District in Which Development is Located	GR	None	None	None	None	None	None	B	D
	RMX	B	None	None	None	None	None	None	D
	NMX	B	A	None	None	None	None	None	D
	PGX	B	A	A	None	None	None	None	D
	DMX	B	A	A	A	None	None	None	D
	IC	B	B	A	A	A	None	None	None
	CMX	D	D	D	D	D	None	None	None
	GI	E	E	E	E	E	E	None	None

3. In addition to the buffer yards required between districts as set forth above, buffer yards shall be required for certain types of development *within* certain zoning districts and associated conditional districts, as follows. This requirement applies regardless of the adjacent district. However, where conflicts occur between 8.4.D.2, above, and this section, the more restrictive requirement shall apply.

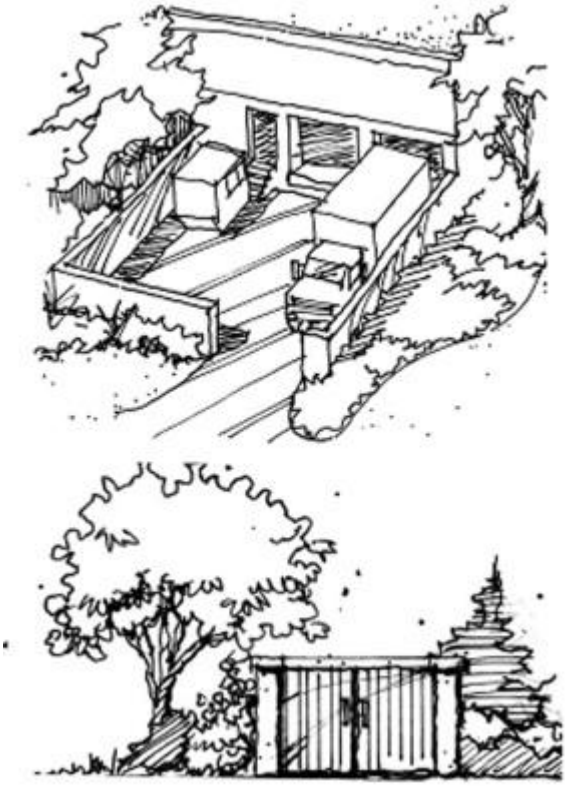
TABLE 8.4-B: REQUIRED BUFFER YARDS BY TYPE OF PROPOSED DEVELOPMENT			
		New Multifamily (more than 4 units/bldg.)	Non-Residential Group Development
District in Which Development is Located	GR	B	B
	RMX	B	B
	NMX	B	B
	PGX	B	B
	DMX	B	B
	CMX	B	D
	IC	B	B
	GI	NA	E

4. The approving authority may require alternative buffers or landscaping, including locations other than those typically required, when a modification to the requirements of this section is warranted in order to meet the intent of the specified standards.
5. Buffer yards are intended to be constructed along the perimeter of the property or project; however, when there are irregular topographic conditions (such as the perimeter of the property is at a lower grade

than the use being screened) the approving authority may require the relocation of the required buffer yard in order to better serve its purpose.

6. Natural vegetation, vegetation required for tree protection, riparian buffer areas, and other forms of existing vegetation may be utilized to satisfy these requirements when such natural and existing vegetation clearly satisfies the purpose of this section.
7. Off-site vegetation:
    a. Existing plant material on adjacent property may be credited toward buffer requirements, provided that such material is in a permanently protected area such as a conservation easement or similarly preserved area.
    b. Plant material, existing or proposed, on an adjacent property may be credited toward buffer requirements through use of a landscape easement.
8. Buffer requirements may be reduced or waived by the approving authority in the following circumstances:
    a. Such requirements would pose a safety hazard.
    b. The plantings or planting area would conflict with utilities, easements, or overhead power lines, or encroach upon city trees, as recommended by the city horticulturalist.
    c. Special use permits based solely upon building height or building ground floor square footage size, where such requirement would serve no useful purpose.
    d. When projects to which these requirements apply exhibit unifying architectural and landscape design characteristics that integrate the project into surrounding development, and when the landscape design of such a project clearly meets and exceeds the goal of these requirements such that these requirements become unnecessary.
9. Fences, walls and berms in buffers
    a. Where walls and berms are built within any required project boundary buffer, they shall meet the following requirements.
        i. Walls and berms within a buffer may be used to permit a reduction in the buffer up to 25 percent of the required width.
        ii. Walls and berms shall not be permitted within surface water protection areas, floodplains, and floodways.
        iii. Walls and berms shall conform to other applicable requirements of this ordinance.
        iv. All walls, when located within a buffer, shall be planted on the face towards the adjacent property with at least one upright shrub for every six feet of wall length.
        v. Berms shall have side slopes of not less than three feet horizontal for each one foot vertical and a minimum crown width of two feet.
        vi. Prior to issuance of the first certificate of compliance, berms shall be planted to ensure coverage by live plant material within three to five years.
        vii. The applicant shall be required to demonstrate provision for access and maintenance of landscaping and the wall, berm, or fence structure at the time of landscape plan approval.
        viii. Chain link and concertina wire fences shall be buffered by a Type A buffer yard on all sides.

FIGURE 8.4-D: ILLUSTRATIONS OF APPROPRIATE SCREENING OF DUMPSTERS AND LOADING AREAS



(Ord. No. 15-08, §§ 22, 23, 25, 12-5-08; Ord. No. 2018-22, § 1(Att. B), 9-17-18; Ord. No. 2020-24 , § 1(Exh. A), 10-19-20; Ord. No. 2021-16 , § 1(Exh. A), 4-19-21; Ord. No. 2021-31 , § 1(Exh. A), 6-21-21; Ord. No. 2024-23, § 1(Exh. A), 6-3-24; Ord. No. 2024-43, § 1(Exh. A), 11-18-24; Ord. No. 2025-04, § 1(Exh. A), 1-21-25; Ord. No. 2025-58, § 1(Exh. A), 12-15-25; Ord. No. 2026-23, § 1(Exh. A), 6-1-26)

8.6. Parking area screening.

A. ***Applicability****:* The provisions of this section shall apply to the perimeter yard of all parking areas visible from the street, except residential developments with six or less off-street vehicle parking spaces, when any of the following occurs:

1. New construction of a principal building or buildings;

~~2.~~ Expansion of an existing off-street parking area by 50% or 10 vehicle parking spaces, whichever is greater; or~~Expansion of an existing principal building resulting in an increase in required off-street vehicle parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater;~~

~~3.~~2. ~~Change of use or expansion of an existing use resulting in an increase in required off-street vehicle parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater; or~~

~~4.~~3. Any new changes to parking area screening. In this case, only the element and/or material that is being changed or modified will be subject to these regulations.

B. ***Minimum planting:*** Semi-opaque screen from the ground to at least a height of three feet for screening of car lights and glare. (Minimum width: Ten feet).

C. ***Performance standard:*** This type functions as a semi-opaque screen around the perimeter of a parking area from the ground to at least three feet for the screening of car lights and glare. This shall only be required along the parking area that fronts the public right-of-way or any side of a parking area that is not protected by a required buffer yard. The location of such yards shall be determined by the administrator upon review. Effective screening devices may include solid decorative brick walls, wood fences, earth berms, tight evergreen hedges which shall reach the required height within two years of planting, or any combination of the above. Plantings which can achieve a mature height exceeding 30 inches shall not be planted in the sight triangle on each side of drives or streets.

D. ***Screening of open storage, above ground utilities, and dumpsters:*** Any open storage of merchandise, equipment, materials or goods other than those on display for retail sales, above ground utilities, and dumpsters areas shall be screened from view from any street right-of-way in accordance with the ratios (but not necessarily the minimum dimension) prescribed for type C buffer yards. Sub-grade dumpsters shall be exempt from the provisions of this section.

(Ord. No. 2021-35 , § 1(Exh. A), 8-16-21; Ord. No. 2023-53, § 1(Exh. A), 11-6-23; Ord. No. 2026-23, § 1(Exh. A), 6-1-26)

8.7. Parking area landscaping.

A. ***Applicability:*** The provisions of this section shall apply to:

1. Interiors of all parking areas with more than 16 parking spaces or more than one tenth (1/10) of an acre in size;
2. Interiors of all new parking areas that bring the total to or exceed 16 spaces or more than one tenth (1/10) of an acre in size. In this case only the new parking area shall be subject to these regulations; and
3. Any new changes to existing parking area landscaping. In this case, only the elements that are being changed or modified will be subject to these regulations.

B. ***Stormwater management requirements:*** Applicants are encouraged to design buffer and other landscape areas in such a way as to satisfy stormwater management requirements as set forth in CHAPTER 6 of this ordinance.

C. ***Minimum plantings:***

1. No parking space shall be more than 50 feet from the base of a canopy tree.
2. One 15-to-18-inch minimum height evergreen or deciduous shrub shall be required per 250 square feet of required landscaped vehicular use area. This rate may be varied by the administrator considering alternate shrub heights, ground covers, or other factors.

D. ***Performance standard:*** This type functions as a tree ceiling over a parking area providing shelter from sun and rain and minimizing the impact of runoff by providing "green" surface area on which to collect. Large maturing canopy trees shall be planted in a manner that provides shade for the entire parking area at maturity. All landscaped areas shall be separated from parking spaces. The use of differing species around the parking area is encouraged to promote diversity in the overall urban tree canopy. The use of existing vegetation to satisfy this requirement is encouraged. Supplemental plantings may be required in addition to native materials.

E. ***Credits for preservation of existing trees in parking areas:*** Trees that are saved in a parking area (other than those in Tier 1 or Tier 2 Tree Save Areas in Section 8.3) can be used towards the interior tree landscape

requirement. Note that each tree preserved will require a minimum pervious area around it equal to its drip line.

(Ord. No. 2023-53, § 1(Exh. A), 11-6-23; Ord. No. 2026-23, § 1(Exh. A), 6-1-26)

CHAPTER 10. PARKING STANDARDS

10.1. Purpose and intent.

Parking areas, loading areas, and similar facilities are necessary elements in the urban environment. However, these facilities have been known to cause the following negative impacts:

A. Increased stormwater volume and velocity;

B. Increased surface pollutants;

C. Increased surface level heat and glare;

D. Reduction in the efficiency of the connecting street system; and,

E. Reduction in the operations of the surrounding pedestrian and bicycle network.

To mitigate these negative impacts, and to provide adequate service, the city has enacted standards to regulate the construction, expansion, and renovation of such facilities.

(Ord. No. 2023-53, § 1(Exh. A), 11-6-23)

10.2. Applicability.

A. This chapter shall apply when any of the following occurs:

1. New construction of a principal building or buildings;

~~1.~~2. Expansion of an existing off-street parking area by 50% or 10 vehicle parking spaces, whichever is greater; or

~~2. Expansion of an existing principal building resulting in an increase in required off-street vehicle parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater;~~

~~3. Change of use or expansion of an existing use resulting in an increase in required off-street vehicle parking spaces equivalent to 50% or 10 vehicle parking spaces, whichever is greater; or~~

~~4.~~3. Any new changes to off-street parking areas, including but not limited to repaving, restriping, or circulation changes. In this case, only the element and/or material that is being changed or modified will be subject to these regulations.

(Ord. No. 2023-53, § 1(Exh. A), 11-6-23; Ord. No. 2026-23, § 1(Exh. A), 6-1-26)

10.3. Off-street vehicle parking requirements.

A. ***~~General o~~Off-street parking requirements:***

1. Off-street parking ~~requirements~~ standards are structured in a ~~three~~two-tier system as follows:

a. **Tier 1:** ~~A minimum number of off-street parking spaces are required.~~ This tier is subject to ~~There are no~~ off-street parking maximums. Generally, zoning districts in this tier are less walkable and do not have available public parking or space for on-street parking.

~~b. **Tier 2:** A minimum number of off-street parking spaces are required. There are also off-street parking space maximums. Generally, zoning districts in this tier contain a mix of lower-density residential and commercial uses. Some off-street parking is necessary to preserve public rights-of-way, but many of these areas are more amenable to alternative modes of transportation.~~

~~c.~~b. **Tier ~~3~~2:** This tier is subject to ~~here is no required number of spaces for off-street parking, but there are~~ off-street parking space maximums. Generally, zoning districts in this tier consist of a mix of uses and are closer to public parking, greenways, and sidewalks. ~~dense, heavily commercial development.~~

2. The tiered parking requirements applies based on the zoning district. In the case of Planned Development Districts or Conditional Zoning Districts, the tier applicable to the base zoning district shall apply, unless otherwise specified in the adopting ordinance.

TABLE 10.3-A: TIERED PARKING REQUIREMENTS	
Parking Requirement Tier	**Zoning Districts**
Tier 1	General Residential (GR) and General Industrial (GI)
Tier 2	Residential Mixed-Use (RMX), Neighborhood Mixed-Use (NMX), Pisgah Gateway Mixed-Use (PGX), ~~and~~ Institutional Campus (IC), Downtown Mixed-Use (DMX) and Corridor Mixed-Use (CMX)
~~**Tier 3**~~	~~Downtown Mixed-Use (DMX) and Corridor Mixed-Use (CMX)~~

B. ***Off-street parking minimum and maximum vehicle parking ratios:***

TABLE 10.3-B: OFF-STREET ~~MINIMUM AND~~ MAXIMUM VEHICLE PARKING RATIOS							
Category	**Land Use**	**Tier 1**		~~**Tier 2**~~		**Tier ~~2~~3**	
		~~**Minimum**~~	**Maximum**	~~**Minimum**~~	~~**Maximum**~~	~~**Minimum**~~	**Maximum**
Residential							
Household Living	All household living uses, except as listed below	~~1.5 / d.u.~~		~~1 / d.u.~~	~~2 / d.u.~~		2 / d.u.
	Dwelling - Single-family	~~2 / d.u.~~		~~1 / d.u.~~	~~2 / d.u.~~		2 / d.u.
	Manufactured Home	~~2 / d.u.~~		~~1 / d.u.~~	~~2 / d.u.~~		2 / d.u.
Group Living	All group living uses, except as listed below	~~1 / d.u. or rooming unit~~		~~1 / d.u. or rooming unit~~	~~3 / d.u. or rooming unit~~		3 / d.u. or rooming unit
	Rooming or Boarding House	~~0.5 / rooming unit~~		~~0.5 / rooming unit~~	~~1.5 / rooming unit + 1 additional space~~		1.5 / rooming unit + 1 additional space

TABLE 10.3-B: OFF-STREET ~~MINIMUM AND~~ MAXIMUM VEHICLE PARKING RATIOS							
Category	**Land Use**	**Tier 1**		~~**Tier 2**~~		**Tier 2~~3~~**	
		~~**Minimum**~~	**Maximum**	~~**Minimum**~~	~~**Maximum**~~	~~**Minimum**~~	**Maximum**
Social Services	Group Care Facility	~~1 / d.u., rooming unit, or bed~~		~~1 / d.u., rooming unit, or bed~~	~~3 / d.u., rooming unit, or bed~~		3 / d.u., rooming unit, or bed
	Shelter	~~2 spaces~~		~~2 spaces~~	~~6 spaces~~		6 spaces
Lodging							
Overnight Accommo-dations	All overnight accommodations, except as listed below	~~1 / room or suite~~		~~0.5 / room or suite~~	~~1.5 / room or suite~~		1.5 / room or suite
	Short-term Rental	~~2 / rental unit~~		~~1 / rental unit~~	~~2 / rental unit~~		2 / rental unit
Camping	Campground / Recreational Vehicle Park	~~0.25 / campsite or RV parking site~~		~~0.2 / campsite or RV parking site~~	~~1 / campsite or RV parking site~~		1 / campsite or RV parking site
	Rental Cottage / Cabins	~~1 / room or suite~~		~~0.5 / room or suite~~	~~1.5 / room or suite~~		1.5 / room or suite
	Seasonal Camp	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
Commercial							
Eating and Drinking Establishments	All restaurants and other eating and drinking establishments	~~1 / 750 SF~~		~~1 / 750 SF~~	~~1 / 200 SF~~		1 / 200 SF
Personal Services	All personal services	~~1 / 500 SF~~		~~1 / 600 SF~~	~~1 / 300 SF~~		1 / 300 SF
Professional Services	All professional services, except as listed below	~~1 / 500 SF~~		~~1 / 600 SF~~	~~1 / 300 SF~~		1 / 300 SF
	Funeral Homes and Services	~~1 / 4 seats in main assembly area + 1 / 500 SF of office space~~		~~1 / 4 seats in main assembly area + 1 / 600 SF of office space~~	~~1 / 2 seats in main assembly area + 1 / 300 SF of office space~~		1 / 2 seats in main assembly area + 1 / 300 SF of office space
Retail	All retail and sales establishments, except as listed below	~~1 / 500 SF~~		~~1 / 600 SF~~	~~1 / 300 SF~~		1 / 300 SF
	Gas Station	~~1 / 500 SF of retail~~		~~1 / 500 SF of retail~~	~~1 / 400 SF of retail~~		1 / 400 SF of retail
Civic / Institutional							

TABLE 10.3-B: OFF-STREET ~~MINIMUM AND~~ MAXIMUM VEHICLE PARKING RATIOS							
Category	Land Use	Tier 1		~~Tier 2~~		Tier ~~2~~3	
		~~Minimum~~	Maximum	~~Minimum~~	~~Maximum~~	~~Minimum~~	Maximum
Educational	All educational uses, except as listed below	~~2 / classroom~~		~~2 / classroom~~	~~None~~		None
	Colleges / Universities	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
	Schools - Vocational / Technical	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
Governmental	All government uses	~~1 / 750 SF~~		~~1 / 1,000 SF~~	~~1 / 200 SF~~		1 / 200 SF
Medical	All medical offices and facilities, except as listed below	~~1 / 500 SF~~		~~1 / 600 SF~~	~~1 / 300 SF~~		1 / 300 SF
	Hospital	~~2.5 / patient room~~		~~2 / patient room~~	~~5 / patient room~~		5 / patient room
Places of Worship	All religious institutions or places or worship	~~1 / 6 seats in main assembly area + 1 / 500 SF of office space~~		~~1 / 6 seats in main assembly area + 1 / 600 SF of office space~~	~~1 / 2 seats in main assembly area + 1 / 300 SF of office space~~		1 / 2 seats in main assembly area + 1 / 300 SF of office space
Entertainment / Recreation							
Indoor Recreation	All indoor recreation facilities, except as listed below	~~1 / 500 SF~~		~~1 / 750 SF~~	~~1 / 250 SF~~		1 / 250 SF
	Cultural or Community Facility	~~1 / 6 seats in main assembly area + 1 / 500 SF of office space~~		~~1 / 6 seats in main assembly area + 1 / 600 SF of office space~~	~~1 / 2 seats in main assembly area + 1 / 300 SF of office space~~		1 / 2 seats in main assembly area + 1 / 300 SF of office space
	Live Performance Theater	~~1 / 8 seats~~		~~1 / 10 seats~~	~~1 / 2 seats~~		1 / 2 seats
	Movie Theater	~~1 / 8 seats~~		~~1 / 10 seats~~	~~1 / 2 seats~~		1 / 2 seats
	Special Event Venue	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
Outdoor Recreation	All outdoor recreation facilities	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
Agriculture							

TABLE 10.3-B: OFF-STREET ~~MINIMUM AND~~ MAXIMUM VEHICLE PARKING RATIOS							
Category	Land Use	Tier 1		~~Tier 2~~		Tier 2~~3~~	
		~~Minimum~~	Maximum	~~Minimum~~	~~Maximum~~	~~Minimum~~	Maximum
Agriculture	All agricultural uses	~~1 / 500 SF of retail or administrative space~~		~~1 / 750 SF or retail or administrative space~~	~~1 / 300 SF of retail or administrative space~~		1 / 300 SF of retail or administrative space
Manufacturing / Wholesale / Storage							
Light Industrial and Manufacturing	All light industrial and manufacturing activities	~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~		~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~	~~1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space~~		1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space
Heavy Manufacturing	All heavy manufacturing activities	~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~		~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~	~~1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space~~		1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space
Storage and Disposal	All storage and disposal activities	~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~		~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~	~~1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space~~		1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space
Wholesaling and Distribution	All wholesaling and distribution activities	~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~		~~1 / 750 SF of office, retail or administrative space + 1 / 4,000 SF of industrial space~~	~~1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space~~		1 / 300 SF of office, retail or administrative space + 1 / 2,000 SF of industrial space
Extractive Industries	All extractive industries	~~Varies, See Section 10.3.D~~		~~Varies, See Section 10.3.D~~	~~Varies, See Section 10.3.D~~		Varies, See Section 10.3.D
Infrastructure							
Utilities	All utilities	~~N/A~~		~~N/A~~	~~N/A~~		N/A

TABLE 10.3-B: OFF-STREET ~~MINIMUM AND~~ MAXIMUM VEHICLE PARKING RATIOS							
Category	Land Use	Tier 1		~~Tier 2~~		Tier ~~2~~3	
		~~Minimum~~	Maximum	~~Minimum~~	~~Maximum~~	~~Minimum~~	Maximum
Telecommuni-cations	All wireless telecommunication facilities	~~N/A~~		~~N/A~~	~~N/A~~		N/A
Transportation	All transportation uses	~~N/A~~		~~N/A~~	~~N/A~~		N/A
Note: All square footage in gross square feet. d.u. = dwelling unit.							

C. ***Calculation of off-street vehicle parking spaces:***

1. Vehicle parking spaces are calculated based on the principal use of the lot. When more than one principal use occupies the same lot, the number of spaces is the sum of separate requirements for each principal use.
2. When measurements of the number of required spaces result in a fractional number, the result is rounded to the nearest whole number.
3. Unless otherwise expressly stated, all area-based (square footage) parking standards must be computed on the basis of gross floor area.

D. ***Uses without ~~minimum and~~ maximum off-street vehicle parking spaces:***

1. Some uses or combination of uses (some types of group developments, mixed-use projects, etc.) have widely varying parking demand characteristics making it impossible to specify a single off-street parking standard. For these uses, the administrator shall determine the appropriate requirements with one of the following methods:
   a. Apply the off-street parking ~~requirement~~ maximum specified for the listed use that is deemed most similar to the proposed use; or
   b. Establish off-street parking ~~requirements~~ maximum based on a parking study prepared by a qualified professional and provided by the applicant.
      i. Such a study must include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the administrator, and should include other reliable data collected from uses or combinations of uses that are the same as, or comparable with, the proposed use.
      ii. Comparability will be determined by density, scale, bulk, area, type of activity, and location.

~~**E.** ***Minimum off-street vehicle parking exceptions:***~~

~~1. Public parking credit:~~

~~a. Public parking facilities located within 1,760 feet (1/3-mile) walking distance of the development site may be credited toward the minimum parking requirement at a rate of 1 space for every 5 public parking spaces.~~

~~b. Signage shall be provided that indicates the location of the public use spaces.~~

~~c. Residential uses are not eligible for this exemption.~~

~~2. Shared / combined parking:~~

~~a. The joint use of shared off-street parking between two uses may be made by contract between two or more adjacent property owners. The administrator may adjust the minimum parking requirements at a rate of 1 space for every 2 shared spaces.~~

~~3. Tree preservation:~~

~~a. The minimum number of spaces required may be adjusted by the administrator when it has been determined that the reductions are necessary to preserve a healthy tree or trees (with a 12-inch or greater diameter) from being damage or removed, and where the site plan provides for the retention of said tree or trees.~~

~~b. The reduction shall not exceed 25% of the total minimum parking spaces required.~~

~~c. Invasive tree species as outlined in Section 8.2 of this ordinance are not eligible for this exemption.~~

~~4. Additional bicycle parking:~~

~~a. Additional bicycle parking spaces above the minimum required bicycle parking may reduce the number of required off-street parking spaces at a rate of 1 parking space for every 2 additional bicycle parking spaces.~~

~~b. The reduction of spaces granted with this exception shall not exceed 25% of the minimum off-street parking requirement.~~

~~5. Electric vehicle parking:~~

~~a. Off-street vehicle parking with EVSE-installed vehicular charging stations shall count toward satisfying the minimum off-street vehicle parking requirements.~~

~~b. All off-street vehicle parking with EVSE-installed vehicular charging stations shall meet the general provisions of Section 10.6.~~

~~6. Payment in lieu of parking spaces:~~

~~a. The minimum number of parking spaces required may, at the administrator's discretion, be reduced by up to 50% with a fee paid to the city in lieu of developing the parking space(s).~~

~~b. Payments in lieu of parking spaces may be approved as part of the development plan.~~

~~c. All payments made in lieu of parking spaces shall be made at the time of construction document approval. Failure to submit the required fee along with such applications will delay approval of such submissions until payment is rendered.~~

~~d. All funds received for payment in lieu of parking spaces shall be used for the acquisition, improvement, development, or redevelopment of public parking spaces within the city.~~

~~7. Upgrading preexisting non-conforming parking facilities:~~

~~a. The minimum number of spaces required may be reduced by up to 25% to allow an existing development to retrofit parking to conform to the existing parking area design and landscaping regulations.~~

~~F.~~E. ***Maximum off-street vehicle parking exceptions:***

1. Spaces reserved for the following are not included in calculating off-street vehicle parking maximums:
   a. Required accessible parking spaces in compliance with City, state and federal standards
   b. Parking spaces with EVSE-installed electric vehicle charging stations
   c. Loading / unloading spaces as required by this ordinance.
2. The administrator may grant exceptions to the maximum off-street parking up to 25% when the following conditions are met:

a. Parking spaces constructed with porous monolithic, pavers, or other pervious paving materials.

i. Pervious paving shall be considered surface improvements such as interlocking concrete paving blocks, brick pavers, grid pavers, or other similar improvements which permit the infiltration of water through the improved surface.

ii. Sub-surface preparation to accommodate the water infiltration allowed through the surface material shall be required.

iii. Gravel and other surfaces that do not meet the surfacing requirements of Section 10.7 shall not be considered a pervious paving surface.

b. Parking spaces located in a parking area that is designed to control for stormwater run-off generated by a 25-year, 24-hour rain event, and in compliance with Section 6.6 of this ordinance.

3. Underground or above-grade parking:

a. The maximum off-street parking may be increased by up to 100% if the additional parking spaces are located underground, on a roof-top, or within a multi-story parking structure.

4. Satellite parking:

a. Additional s~~S~~atellite parking may be permitted, subject to certification by the administrator that the following requirements have been met

i. Satellite parking lots shall only be permitted in zoning districts where parking lots are permitted as a by-right primary use, as established in CHAPTER 2 and CHAPTER 3.

ii. The satellite parking spaces shall be located within 1,760 feet (1/3-mile) walking distance of a public entrance to the structure or lot containing the use for which such spaces are required.

~~ii.~~iii. The walking distance shall be measured along sidewalks, greenways, or other pedestrian facilities. The route must be ~~A~~ safe, direct, attractive, ~~lighted~~ and convenient for pedestrians. ~~route shall exist or be provided between the satellite parking and the use being served.~~

~~iii.~~iv. The continued availability of satellite parking spaces necessary to meet the requirements of this section shall be ensured by an appropriate condition that the continued validity of the zoning compliance or special use permit shall be dependent upon the permit holder's continued ability to provide the requisite number of parking spaces.

~~G.~~F. ***Accessible parking*:**

1. Accessible parking shall be provided in accordance with the North Carolina State Accessibility Code.

~~***H. Compact car parking spaces:***~~

~~1.~~2. ~~For parking areas and structures with 20 or more off-street vehicle parking spaces, up to 25% of required vehicle parking spaces may be designed for compact vehicles and designated with the appropriate signage and/or markings.~~

(Ord. No. 3-07, § 9, 2-5-07; Ord. No. 13-07, § 1, 9-17-07; Ord. No. 2017-08, § 1(Exh. A), 3-20-17; Ord. No. 2018-04, § 1(Att. C), 2-19-18; Ord. No. 2020-12 , § 1(Exh. A), 6-29-20; Ord. No. 2020-27 , § 1(Exh. A), 10-19-20; Ord. No. 2021-44 , § 1(Exh. A), 9-20-21; Ord. No. 2023-53, § 1(Exh. A), 11-6-23; Ord. No. 2023-60, § 1(Exh. A), 12-18-23; Ord. No. 2024-23, § 1(Exh. A), 6-3-24; Ord. No. 2024-43, § 1(Exh. A), 11-18-24; Ord. No. 2025-04, § 1(Exh. A), 1-21-25)

10.4. Off street loading requirements.

A. Off-street loading spaces shall be required for the following uses:

1. A business that is expected to regularly receive or deliver goods;

2. A multi-use building with at least 3 different businesses and/or uses;
3. Manufacturing/Wholesale/Storage uses;
4. Multifamily housing development with 10 or more dwelling units; or
5. Any other use that is expected to regularly receive or deliver goods, as determined by the administrator.

B. Off-street loading spaces shall be required based on the gross floor area of the primary structure or structures on the parcel, according to the following ratios:

TABLE 10.4A: OFF-STREET LOADING RATIOS	
Square Feet	**Number of Spaces**
0—24,999	1
25,000—99,999	2
100,000—159,999	3
160,000—239,999	4
240,000—349,999	5
Additional 100,000 or fraction thereof	1 additional

C. Required loading spaces shall be available for the loading and unloading of vehicles, and shall not be used for the storage of vehicles or materials ~~or to meet off-street parking requirements~~.

D. *Location*:

1. Required off-street loading spaces shall be located to the sides and/or rear of the lot to maximize the street exposure of the primary structure(s). The administrator may grant exceptions to this requirement if deemed impractical or impossible given the layout of the existing structures and vehicular access.
2. Where a loading space is adjacent to a public sidewalk or other public pedestrian way, it shall be so located, arranged and improved with curbs or other barriers, as to provide adequate protection for pedestrians.
3. All off-street loading spaces shall be provided with adequate off-street maneuvering areas so that vehicles do not obstruct traffic during maneuvering.
4. Such space shall have access to an alley or commercial service street or, if there is no alley or service street, to a street.
5. No loading space or bay may intrude into any portion of a required setback, required parking space, parking area aisle, or driveway.
6. An off-street loading space shall have the minimum dimensions of 12 feet by 25 feet and be free and clear of obstruction at all times.

E. *Exceptions to loading space requirements*: The administrator may adjust the minimum loading space requirements in the following instances:

1. The joint use of shared off-street loading spaces between up to 4 uses is made by contract between adjacent property owners.
2. On-street loading spaces are provided for public use within 1,760 feet (1/3-mile) walking distance.

10.5. Off-street bicycle ~~parking~~ storage requirements.

A. *Applicability:* Off-street bicycle ~~parking~~ spaces for the secure storage of bicycles shall be required for the following uses:

1. Multifamily developments containing 8 or more dwelling units;
2. Group developments;
3. All overnight accommodation uses, except short-term rentals;
4. Any other development ~~requiring~~ that has 20 or more off-street vehicle parking spaces.

B. *Minimum amount of bicycle spaces:*

1. Two bicycle spaces shall be provided for every 20 ~~required~~ vehicle parking spaces ~~as determined by Section 10.3~~, with a minimum of one 4-bicycle rack.

C. *General provisions:*

1. Bicycle ~~parking~~ spaces may be provided through various types of facilities, so long as the facility meets the following requirements:
   a. Bicycle racks are securely anchored, and easily usable with both U-locks and cable locks and support a bicycle at 2 points of contact to prevent damage to the bicycle wheels and frame.
   b. Spacing of the racks shall provide clear and maneuverable access.
   c. Where a bicycle can be locked on both sides without conflict, each side can be counted as a required space.
2. Bicycle ~~parking~~ spaces shall remain accessible and not be rendered unusable by fixed or movable objects.

D. *Location:*

1. Bicycle racks are encouraged to be placed in well-lit, visible and convenient locations near building entrances and easily accessible from multi-use paths, if applicable.
2. Bicycle ~~parking locations~~ racks shall not impede pedestrian or motorized vehicle movement or circulation.
3. Bicycle racks may be located in the public right-of-way with approval from the City or the North Carolina Department of Transportation, as applicable, with an encroachment agreement.
4. The administrator may adjust bicycle ~~parking~~ space requirements to account for shared parking, buildings located in close proximity to one another, or the presence of public bicycle racks in close proximity.

(Ord. No. 2023-53, § 1(Exh. A), 11-6-23)

10.6. Off-street electric vehicle parking ~~requirements~~.

A. ***Applicability***: All developments that have 50 or more off-street vehicle parking spaces are required to install ~~Off-street electric vehicle parking spaces installed with~~ electric vehicle supply equipment (EVSE) in accordance with this section. ~~shall be required for developments requiring 50 or more off-street vehicle parking spaces~~.

1. Multifamily developments where at least 25% of the units meet the definition of affordable housing shall be exempt from all electric vehicle parking space requirements.

B. ***Minimum amount of electric vehicle parking spaces:***

1. Two parking spaces shall be equipped with electric vehicle supply equipment ~~electric vehicle parking spaces shall be provided for every~~ out of every 50 ~~required~~ vehicle parking spaces ~~as determined by Section 10.3~~.

C. ***General provisions:***

1. Electric vehicle parking spaces shall be installed outside of the public right-of-way.
2. All ~~required~~ electric vehicle parking spaces shall be equipped with Level 2 or DC Fast Charging. Alternative electric vehicle charging equipment may be considered.
3. Electric vehicle parking spaces and all charging equipment shall be:
   a. Located outside of the public right-of-way;
   b. Placed outside of the critical root zone of any preserved tree; and
   c. Placed at least five feet from a newly planted tree.
4. Electric vehicle parking spaces shall be designated with the appropriate signage and/or markings.
5. Barriers, such as wheel blocks, bollards, and curbs, shall be placed between the electric vehicle parking space and the electric vehicle charging equipment.

(Ord. No. 2023-53, § 1(Exh. A), 11-6-23)

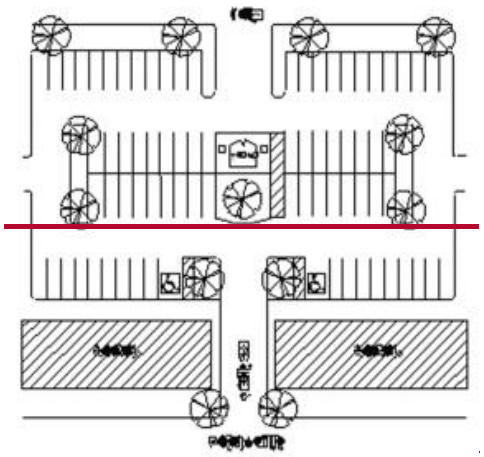
10.7. Off-street parking area design and construction standards.

A. ***Applicability***: The following shall apply to surface off-street parking areas.

B. ***General:*** Internal parking area design and circulation shall be subject to the review and approval of the approving authority, who may impose such conditions as are necessary in order to**:**

1. Ensure the safety of pedestrians and motorists;
2. Allow unobstructed movement into and out of each parking space without interfering with fixed objects or vehicles;
3. Minimize delay and interference with traffic on streets and driveways;
4. Maximize sight distances from parking area exits and access driveways;
5. Facilitate safe and convenient movement of pedestrians from the parking spaces to the principal structure and/or other pedestrian facilities (e.g., sidewalks, multi-use paths, etc.).

~~FIGURE 10.7-A: ILLUSTRATIVE PARKING ARRANGEMENT~~



C. ***Location of off-street parking:***

1. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility, or other structure.
2. For non-residential uses and multi-family development with more than 4 dwelling units, access configurations which require backing directly onto a street from a required off-street vehicle parking space are prohibited. Alleys and commercial service lanes are not considered streets for the purposes of this requirement.
3. Off-street parking shall not be permitted within any front yard setback area and shall not be permitted between a principal structure and the street upon which such structure fronts. Where a structure fronts upon two or more streets, parking may be permitted between the principal structure and the adjacent street of lesser classification when parking cannot reasonably be placed in another location.
    a. The following uses and parking types shall be exempt from this requirement above:
        i. Single-family and duplex residential structures in all zoning districts, except Downtown Mixed-Use (DMX) and Corridor Mixed-Use (CMX) ~~with Tier 1 and Tier 2 off-street parking requirements, according to Section 10.3~~.
        ii. Handicapped parking spaces as required by the North Carolina Accessibility Code or other federal, state, or local regulations.
        iii. Bicycle ~~parking~~ storage spaces required by this ordinance.
        iv. Structures developed as a permitted group development, provided the parking conforms with the relevant subsections of Section 2.4.
        v. ~~Existing non-residential and multi-family development undergoing significant improvement, substantial improvement or change of use~~Redevelopment that does not include the construction of a new principal building, as defined by this ordinance, provided that all newly created parking spaces associated with such redevelopment shall conform with this requirement.
    b. The approving authority, in consultation with the Technical Review Committee, may waive this requirement if it deems that compliance would be impractical due to existing site constraints, provided the development comes into compliance to the greatest extent possible.
4. Off-street parking shall not be permitted within any required open space or common areas.

D. ***Surfacing:*** All off-street vehicle parking area surfacing shall be constructed in accordance with the following specifications:

1. *Hard surface required:* All off-street parking areas including drives connecting such areas with the public street rights-of-way shall be constructed of permanent non-erodible surface treatment as follows:
    a. Poured concrete or asphalt.
    b. Masonry or concrete pavers; or
    c. Porous or semi-porous monolithic or paver materials;
2. The administrator may require the use of porous paving materials in all or a portion of the parking areas. Such instances may pertain to the following, without limitation
    a. To protect the root system of an existing tree or trees from damage
    b. To reduce the amount of impervious surface for stormwater calculation purposes, or
    c. To protect environmentally sensitive areas

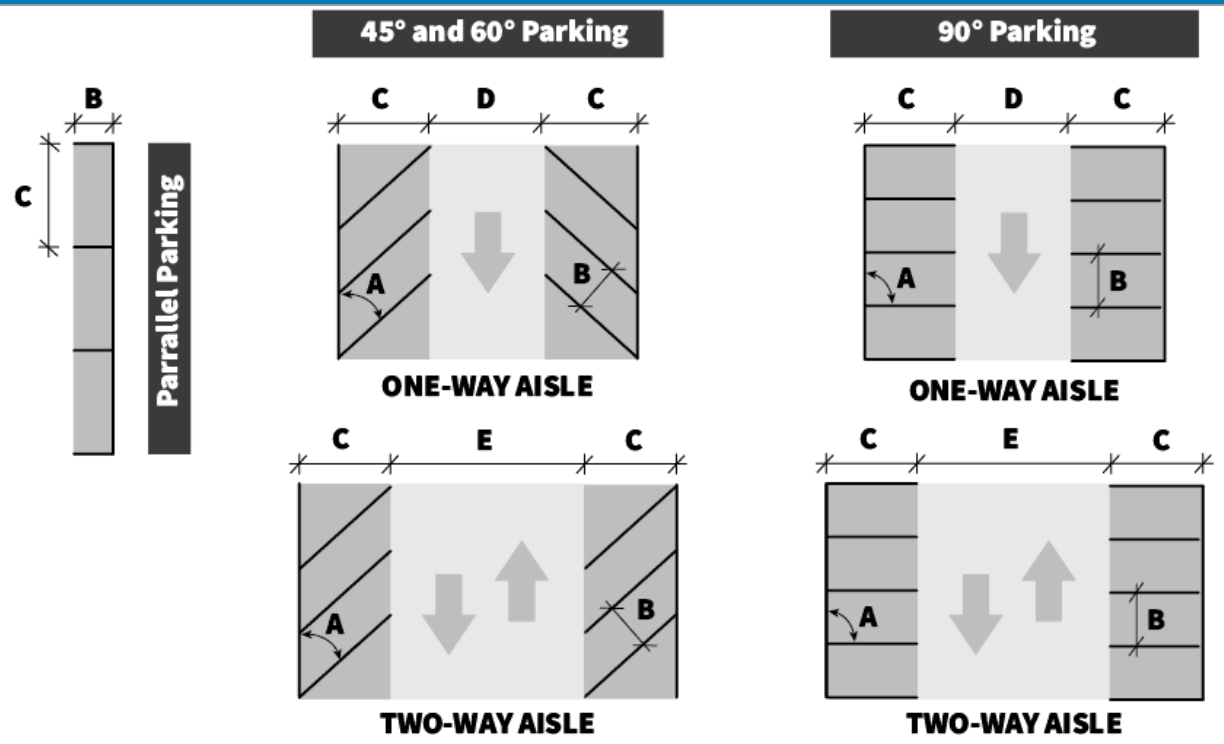
3. *Exceptions to hard surface requirement:* The following situations are exempted from the hard surface requirement.
   a. Parking for a single-family or duplex dwelling in GR districts;
   b. Parking for agricultural uses;
   c. A parking area used only as part of a permitted special event or temporary use permit;
   d. Outdoor recreational facilities that are open to the public;
4. *Non-paved areas:* Whenever an off-street parking area is exempt from the hard surface requirements, the administrator shall require the following:
   a. The non-paved parking areas shall be in compliance with the parking lot landscaping requirements in CHAPTER 8.
   b. Landscape aisles, space markings, or other spatial separations shall be provided to ensure that the parking spaces will be readily identifiable to the users.
   c. The perimeter of off-street parking areas encompassing the parking stalls and the side of any unpaved drive or aisle leading to said stalls, shall be edged with brick, pressure treated timbers, or cast in place concrete, and anchored into place. Alternate borders may be considered on a case-by-case basis.
   d. Landscaping or other measures shall be utilized to prevent the discharge of sediment off-site or into any body of water from an unpaved parking area.

E. ***Parking dimensions:***

1. Parking areas shall meet the following minimum dimensional requirements

TABLE 10.7-A: MINIMUM PARKING STALL AND AISLE DIMENSIONS				
Parking Angle (A)	**Stall Width (B)**	**Stall Depth (C)**	**One-Way Aisle Width (D)**	**Two-Way Aisle Width (E)**
0 / Parallel	8'	22'	N/A	N/A
45	9' (Standard) 8' (Compact)	17'6" (Standard) 16' (Compact)	16'	22'
60	9' (Standard) 8' (Compact)	18' (Standard) 16' (Compact)	18'	22'
90	9' (Standard) 8' (Compact)	18'6" (Standard) 16' (Compact)	22'	24'
Note: Refer to Figure 10.7B below.				

FIGURE 10.7-~~B~~A: PARKING STALL AND AISLE DIMENSIONS DIAGRAM



2. Other parking angles, aisle widths, and traffic flows will be considered on a case-by-case basis by the administrator and/or the Technical Review Committee.

3. *Compact car parking spaces:* For parking areas and structures with 20 or more off-street vehicle parking spaces, up to 25% of ~~required~~ vehicle parking spaces may be designed for compact vehicles and designated with the appropriate signage and/or markings.

~~3.~~4. All parking lots with one-way aisle are required to have the appropriate directional signage, permitted in accordance with Section 12.9, and at least two driveways, permitted in accordance with Section 9.3.

~~4.~~5. Nothing in this section shall be construed as an exemption from local Fire Code access requirements.

~~5.~~6. All parking areas with a hard surface shall delineate parking spaces with paint or other permanent materials. Pavement markings shall be white, at least 4" wide, and maintained in clearly visible condition.

~~6.~~7. *Tandem parking space*: Two spaces stacked (i.e., tandem) may be permitted provided all of the following criteria are met:

vii. The development is a Household Living Use and does not contain more than 4 dwelling units per building.

viii. Both spaces are assigned to one dwelling unit.

ix. The two vehicle parking spaces in tandem must have a combined minimum dimension of 9 feet in width by 36 feet in length.

x. The proposed layout is functional and will not create pedestrian or traffic hazards.

xi. The spaces comply with all other standards in this ordinance.

F. *Curbing required*:

1. All parking areas and circulation drives shall be curbed using a vertical curb with a minimum width of 1'6". Landscape islands and areas shall be similarly curbed to protect vegetation.
2. This requirement may be waived to permit sheet flow drainage into pervious areas as part of an approved engineered stormwater retention system.

G. ***Barriers***:

1. Barriers, such as wheel blocks, bollards, and curbs, shall be located along the perimeter of parking lots, internal sidewalks and pedestrian connections that abut parking spaces or driveways.
2. Such barriers shall be designed and located to prevent parked vehicles from extending beyond designated parking areas.

H. ***Maintenance****:* Parking lots shall be maintained to a reasonable drivable standard with visible pavement markings.

I. ***Landscaping****:* Parking lots shall be subject to the parking lot landscaping standards of Section 8.7.

J. ***Lighting****:* Parking lots shall be subject to the outdoor lighting standards of Section 11.3.

K. ***Stormwater management:***

1. Parking areas are subject to stormwater management requirements set forth in CHAPTER 6 of this ordinance.
2. It is strongly encouraged that parking area landscaping be incorporated into the approved stormwater management system for any project.

L. ***Connectivity:***

1. Adjacent parking areas shall be interconnected. Exceptions may be granted by the administrator in the case of existing natural barriers such as steep slopes, surface water protection areas, etc. between the sites.
2. Each parking area that is interconnected may reduce their minimum parking requirement by 10%.

M. ***Circulation drives:***

1. A circulation drive may be permitted around the front of the building but may not encroach into any required landscape area.
2. If provided, this drive shall be one-way and designed to be the minimal width required (not to exceed 12 feet in width) and shall be constructed using alternative paving treatments such as unit pavers or stamped concrete.

FIGURE 10.7~~C~~B: CIRCULATION DRIVES



Note: Circulation drives, if provided, should be minimized and treated with pedestrian-scaled materials.

N. ***Pedestrian connections:***

1. Off-street parking areas shall be designed to allow pedestrians to safely move from their vehicles to the building. Barrier free access shall be provided across parking areas and between adjacent pedestrian generators such as commercial or public buildings.
2. All structures (other than single-family and duplex structures) shall be connected to the street and, if available, an adjacent public sidewalk, by a sidewalk. Sidewalks shall also connect other phases of the same development, and adjacent developments, as required by the administrator
3. In addition to any required sidewalk, barrier free access shall also include providing ramps at curbs, clear walkways between pre-cast wheel stops, and clearly delineated walkways on the parking area surface across travel lanes.
4. For lots of 36 spaces or greater, no parking space shall be more than 65 feet from a sidewalk that provide access to the entrance of the building or to other sidewalks connecting to the building. Sidewalk corridors a minimum of five feet in width shall be provided within the parking area or along the perimeter to provide safe building access for pedestrians.

FIGURE 10.7-DC: PEDESTRIAN CONNECTIONS



Note: Sidewalks must connect parking areas and streets to principal structures.

(Ord. No. 8-07, § 1(H), 5-21-07; Ord. No. 2015-24, § 01, 9-21-15; Ord. No. 2017-08, § 1(Exh. A), 3-20-17; Ord. No. 2018-04, § 1(Att. C), 2-19-18; Ord. No. 2021-41, § 1(Exh. A), 9-20-21; Ord. No. 2023-53, § 1(Exh. A), 11-6-23; Ord. No. 2024-23, § 1(Exh. A), 6-3-24)

CHAPTER 17. DEVELOPMENT PLAN REQUIREMENTS

17.9. Landscape plan requirements.

A. A landscaping plan and/or vegetation preservation plan shall be required prior to any site disturbance for:

1. All non-residential uses;
2. All multi-family uses in a GR and RMX districts;
3. Any development in steep slope areas, in accordance with Section 6.4; and

4. Any other development where a landscaping plan and/or vegetation preservation plan is deemed necessary by the administrator due to the particulars of the project.

B. The plan shall contain the following information:

1. An accurate drawing of property boundaries.
2. A development summary including the total development acreage, proposed use(s), ~~required parking and provided~~ parking spaces, and total building square footage.
3. The location of proposed buildings, driveways, parking areas, ~~required~~ parking spaces, and traffic patterns.
4. The location of all overhead and underground utilities.
5. Name of the project, name and address of owner, name and address of engineer, scale, date, legend, and north arrow.
6. General location, type and quantity of existing plant materials.
7. Existing plant materials and areas to be left in natural state.
8. Methods and details for protecting the critical root zone (CRZ) of existing plant materials during construction.
9. Locations, size and labels for all proposed plants.
10. Plant lists with common name, botanical name, quantity, and spacing and size of all proposed landscape material at the time of planting.
11. Location and description of other landscape improvements, such as earth berms, walls, fences, screens, sculptures, fountains, lights, courtyards, walks or paved areas. Berms shall have topo.
12. Planting and installation details as necessary to ensure conformance with all required standards as referenced in CHAPTER 9.

(Ord. No. 2023-22, § 1(Exh. A), 6-5-23; Ord. No. 2025-39, § 1 (Exh. A), 8-4-25)

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2025

SESSION LAW 2026-39
HOUSE BILL 162

AN ACT TO RESTRICT LOCAL GOVERNMENTS FROM REGULATING CERTAIN ASPECTS OF OFF-STREET PARKING SPACES AND TO MODIFY THE AUTHORITY OF CERTAIN LOCAL GOVERNMENTS TO REQUIRE STORMWATER CONTROL FOR REDEVELOPED PROPERTY.

The General Assembly of North Carolina enacts:

PART I. PROHIBITING CERTAIN ZONING AND DEVELOPMENT LIMITATIONS RELATED TO OFF-STREET PARKING

SECTION 1.(a) G.S. 160D-702 reads as rewritten:

"**§ 160D-702. Grant of power.**

…

(c) A zoning or other development regulation shall not do any of the following:

(1) Set a minimum square footage of any structures subject to regulation under the North Carolina Residential Code.

(2) Require ~~a~~ an off-street parking space to be larger than 9 feet wide by 20 feet long unless the parking space is designated for handicap, parallel, or diagonal parking.

(2a) Require an off-street parking lot to meet a minimum number of parking spaces per development or structure, regardless of occupancy or use. The limitations of this subdivision shall not, however, apply to local governments located in the coastal area, as those terms are defined under G.S. 113A-103, except with respect to the following properties located in the coastal area:

a. Within the boundaries of a National Register Historic District or a local historic district.

b. That are either (i) individually listed in the National Register of Historic Places or (ii) individually designated as a local historic landmark.

c. Individual properties on the Study List for the National Register of Historic Places as maintained by the North Carolina State Historic Preservation Office or a national or State historic landmark, or properties located within a district on the Study List for the National Register of Historic Places as maintained by the North Carolina State Historic Preservation Office or a national or State historic landmark.

(3) Require additional fire apparatus access roads into developments of one- or two-family dwellings that are not in compliance with the required number of fire apparatus access roads into developments of one- or two-family dwellings set forth in the Fire Code of the North Carolina Residential Code for One- and Two-Family Dwellings.

(4) Establish or require pavement design standards for public roads or private roads that are more stringent than the minimum pavement design standards adopted by the Department of Transportation.

…."

SECTION 1.(b) This section becomes effective January 1, 2027.

PART II. MODIFY THE AUTHORITY OF CERTAIN LOCAL GOVERNMENTS TO REQUIRE STORMWATER CONTROL FOR REDEVELOPED PROPERTY

SECTION 2.(a) G.S. 143-214.7 reads as rewritten:

"**§ 143-214.7. Stormwater runoff rules and programs.**

…

(a1) Definitions. – The following definitions apply in this section:

(1) Built-upon area. – As defined in G.S. 143-214.7D.

(2) Development. – Any land-disturbing activity that increases the amount of built-upon area or that otherwise decreases the infiltration of precipitation into the subsoil. ~~When additional development occurs at a site that has existing development, the built-upon area of the existing development shall not be included in the density calculations for additional stormwater control requirements, and stormwater control requirements cannot be applied retroactively to existing development, unless otherwise required by federal law.~~

~~(2)~~(3) Redevelopment. – Any land-disturbing activity that does not result in a net increase in built-upon area and that provides greater or equal stormwater control to that of the previous development.

…

(b3) Stormwater runoff rules and programs shall not require private property owners to install new or increased stormwater controls for (i) ~~preexisting development~~ existing built-upon area or (ii) redevelopment activities that do not remove or decrease existing stormwater controls. ~~When a preexisting development is redeveloped, either in whole or in part, increased stormwater controls shall only be required for the amount of impervious surface being created that exceeds the amount of impervious surface that existed before the redevelopment, irrespective of whether the impervious surface that existed before the redevelopment is to be demolished or relocated during the development activity.~~ When development or redevelopment occurs at a site that has existing built-upon area, (i) the existing built-upon area shall not be included in the density calculations for additional stormwater control requirements, irrespective of whether the existing built-upon area is to be demolished, relocated, replaced, or remains in place during development activity, (ii) the existing built-upon area at the site is not subject to additional stormwater control requirements under this section, regardless of whether the existing built-upon area is demolished, relocated, replaced, or remains in place during the development activity, (iii) for purposes of determining the size of the area for which stormwater control measures are required for a development or redevelopment, built-upon area that existed before the development or redevelopment shall be applied on a square-foot-for-square-foot basis to reduce the built-upon area for which stormwater control measures are required, and (iv) stormwater control requirements cannot be applied retroactively to existing built-upon area, unless otherwise required by federal law. A property owner may elect to treat the stormwater resulting from the net increase in built-upon area above the ~~preexisting~~ existing built-upon area at the development or redevelopment for the purpose of exceeding allowable density under the applicable water supply watershed rules as provided in G.S. 143-214.5(d3). This subsection applies to all local governments regardless of the source of their regulatory authority. Local governments shall include the requirements of this subsection in their stormwater ordinances.

…

(b8) A local government may offer nonmandatory incentives that waive building, zoning, connection, or other regulations or fees; provide additional tax and financial benefits; or institute

other incentives for development or redevelopment that implements additional stormwater control measures beyond those required by this section and rules adopted thereunder.

…."

SECTION 2.(b) Each local government that implements a stormwater management program shall amend its stormwater ordinance to conform to G.S. 143-214.7(b3), as amended by subsection (a) of this section, within 12 months of the effective date of this section. Any local stormwater ordinance that is inconsistent with G.S. 143-214.7(b3), as amended by subsection (a) of this section, is void and unenforceable on and after that date. A local government may adopt, amend, or repeal ordinance provisions implementing G.S. 143-214.7(b8) at any time after the effective date of this section.

SECTION 2.(c) This section is effective when it becomes law and applies to stormwater rules and stormwater program amendments adopted on or after that date.

PART III. EFFECTIVE DATE

SECTION 3. Except as otherwise provided, this act is effective when it becomes law.

In the General Assembly read three times and ratified this the 1st day of July, 2026.

s/ Rachel Hunt
President of the Senate

s/ Destin Hall
Speaker of the House of Representatives

s/ Josh Stein
Governor

Approved 3:04 p.m. this 6th day of July, 2026

COMMENT OF CONSISTENCY WITH COMPREHENSIVE PLAN AND ANY OTHER OFFICIALLY ADOPTED APPLICABLE PLANS

NCGS 160D-604 requires that the Planning Board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan prior to consideration by the Governing Board. The Planning Board shall provide a written recommendation to the Governing Board that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the Comprehensive Plan shall not preclude consideration or approval of the proposed amendment by the Governing Board.

The Brevard Planning Board forwards this recommendation to City Council with a finding that the proposed zoning text amendment is **consistent** with the following elements of the City's adopted plans and policies:

Building Brevard 2030 Comprehensive Land Use Plan Goals

- ***GOAL 2:*** *Encourage a* ***development pattern*** *that respects Brevard's sense of place and prioritizes* ***livable communities****.*
- ***GOAL 4:*** *Create a built environment that prioritizes a* ***safe, active, multi-modal transportation system*** *and community health and wellness.*
- ***GOAL 7:*** *Support economic vitality and* ***grow the tax base****, cultivate local businesses, and attract sustainable industry.*
- ***GOAL 8:*** *Plan* ***for efficient, equitable, and resilient infrastructure*** *and services that maintain and improve quality of life throughout the city.*

Building Brevard 2030 Comprehensive Land Use Plan Actions

- ***Active Transportation and Community Health - 9:*** *Right-size parking requirements and develop incentives for multimodal access and alternative approaches to meeting parking demand.*

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Tax Settlement Report - August 2026
Speaker:	Dean Luebbe
Prepared by:	Tina Tanner, Tax Collector/Water/Finance
Approved by:	Dean Luebbe, Assistant City Manager/Finance Director

Background

The City collected $4,770,064.36 in property taxes in the month of August, 2026. Payments received prior to August 31 receive a 2% discount which amounted to $97,348.25.

Attachments:
1. Tax Settlement Report August 2026

CITY of BREVARD

The mission of the City of Brevard is to promote a high quality of life, support economic prosperity, and cultivate community while honoring its heritage and culture.

TAX SETTLEMENT REPORT

FOR MONTH ENDED

AUGUST 31, 2026

Tina Tanner

Certified Tax Collector

Finance Department | (828) 885-5600
95 West Main Street | Brevard, North Carolina 28712 | www.cityofbrevard.com

HEART OF BREVARD TAX SETTLEMENT REPORT
MONTH ENDING AUGUST 31, 2026

UPDATED: 09.10.2026

YEAR	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
2026		$ 69,406.45				
2025-2014	$ 42.13	$ -				
2013-PRIOR	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL:	$ 42.13	$ 69,406.45	$ -	$ -	$ -	$ -

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL
2026							$ 69,406.45
2025-2014							$ 42.13
2013-PRIOR	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL:	$ -	$ -	$ -	$ -	$ -	$ -	**$ 69,448.58**

CITY OF BREVARD TAX SETTLEMENT REPORT
MONTH ENDING AUGUST 31, 2026

UPDATED: 09.10.2026

YEAR	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
2026		$ 4,770,064.36				
2025-2014	$ 14,221.11	$ 15,457.22				
2013- PRIOR	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL:	$ 14,221.11	$ 4,785,521.58	$ -	$ -	$ -	$ -

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL
2026							$ 4,770,064.36
2025-2014							$ 29,678.33
2013-PRIOR	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL:	$ -	$ -	$ -	$ -	$ -	$ -	**$ 4,799,742.69**

STAFF REPORT
City Council, Monday, September 21, 2026

Title: Property Tax Releases - August 2026

Speaker: Tina Tanner
Prepared by: Tina Tanner, Tax Collector/Water/Finance
Approved by: Dean Luebbe, Assistant City Manager/Finance Director

Backround:

The City of Brevard has been notified by the Transylvania County Tax Administration of the following releases from the tax scroll of the City of Brevard.
The governing body of the City of Brevard is required by General Statute to approve these releases and instruct the Tax Collector to remove these property values from the city tax records.

> General Statute 105-381
>
> (b) Action of Governing Body.--Upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the taxing unit shall within 90 days after receipt of such request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct tax liability or notify the taxpayer in writing that no release or refund will be made.
>
> A finance officer, manager, or attorney to whom this authority is delegated shall monthly report to the governing body the actions taken by him on requests for release or refund. All actions taken by the governing body or finance officer, manager, or attorney on requests for release or refund shall be recorded in the minutes of the governing body. If a release is granted or refund made, the tax collector shall be credited with the amount released or refunded in his annual settlement.

Release amount for August 2026: $2,749.53

Recommendation:
Approve the resolution to release values from the tax scroll.

Attachments:

1. Resolution Approving Property Tax Releases- August 2026

RESOLUTION 2026-XX

A RESOLUTION APPROVING PROPERTY TAX RELEASES

WHEREAS, The City of Brevard has previously determined to collect property taxes for the City of Brevard and the Heart of Brevard, and it is necessary to release the below shown amount from the city tax records.

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

The Tax Collector is hereby authorized to remove August 2026 property values from the tax scroll in the amount of:

TAX YEAR 2026: 2,749.53

Adopted and approved this the 21st day of September 2026.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC
City Clerk

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Accreditation Grant - Police Department - $60,700
Speaker:	Dean Luebbe
Prepared by:	Dean Luebbe, Assistant City Manager/Finance Director
Approved by:	Wilson Hooper, City Manager

Background
The Police Department requires an additional budget amendment of $60,700 in FY27 to account for the remaining funds from the Police Accreditation Grant. The full amount of the grant ($131,600) was presented as a budget amendment in February of 2026, but only $71,933.56 was expended prior to June 30,2026.

Fiscal Impact
This budget amendment has no effect on fund balance, as the City will receive full reimbursement for all funds expended.

Action
Staff request Council approve budget amendment 27-01 as presented.

Attachments:
1. Budget Amendment Police - Accreditation Grant FY27

ORDINANCE NO. 2026-XX
AN ORDINANCE AMENDING THE FY2026-2027 BUDGET.
BUDGET AMENDMENT NUMBER 27-01

SUBJECT: Budget Amendment to increase General Fund expenditures and revenues by $60,700 for the Police Accreditation Grant.

AGENDA INFORMATION

Agenda Location	**Consent**
Department:	**Finance**
Contact:	**Dean Luebbe, Assistant City Manager and Finance Director**

BRIEF SUMMARY: The City of Brevard Police Department was awarded the FY24 COPS Community Policing Development – Supporting Law Enforcement Agencies Seeking Accreditation Grant in October 2024. Through the period ending June 30, 2026, the City has expended and received reimbursement for $71,933.56. The total eligible amount of the grant is $131,600, and the City expects to expend and receive reimbursement for the remaining $60,700 by December 31, 2026.

This grant supports the Police Department's efforts to strengthen organizational professionalism and effectiveness by advancing accreditation-related initiatives. These initiatives help reduce liability and operational risk, promote consistent adherence to established industry standards and best practices, and enhance the overall efficiency and effectiveness of departmental operations.

Approval of this budget amendment will allow the BPD to fully execute the grant's objectives and position the Police Department to achieve and maintain accreditation.

MOTION FOR CONSIDERATION: To approve Budget Amendment 27-01, as submitted, increasing the budget in expenditure account:

10-5100-3700 – Police Accreditation Expenses	$60,700
TOTAL	**$60,700**

And increasing the budget in the revenue account:

10-3910-1020 Police Accreditation Grant	$60,700
TOTAL	**$60,700**

ATTACHMENTS: None.

MANAGER'S RECOMMENDATION: Adopt as presented.

Approved and adopted this 21st day of September 2026.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC
City Clerk

APPROVED AS TO FORM:

_____
Mack McKeller
City Attorney

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Resolution Authorizing Application for SRF Loan and/or Grant Assistance for Azalea / Rhododendron Sewer Extension
Speaker:	Paul Ray, Planning Director
Prepared by:	Emily Brewer, Senior Planner
Approved by:	Paul Ray, Planning Director, Wilson Hooper, City Manager

Background & Discussion
The City of Brevard is seeking funding to extend sewer utilities to the Azalea / Rhododendron neighborhood, located just outside of the City's corporate limits within Transylvania County. This predominately low-income neighborhood is plagued with failing septic systems that are costly, or in some cases impossible, to repair due. Extending sewer utilities to the 129 residential parcels in this area will address a major public health concern, preserve the naturally occurring affordable housing found in the neighborhood, and create a favorable environment for developers to create new housing opportunities on the vacant parcels.

Because this neighborhood is underserved with respect to utilities, the residents rely on aging septic tank systems that are either failing or rapidly approaching the end of their life spans with no space or proper site conditions for replacements other than municipal sewer. Through two different household surveys (2005 NCDEQ Wastewater Elimination Discharge and 2020 follow-up), more than a quarter of the homes have been identified with failing septic. Furthermore, more than 85% of the septic systems in this area were built before 1977, when the State of North Carolina adopted minimum standards for onsite sewage disposal. The Transylvania County Department of Public Health has determined that repairing or installing new septic systems is impossible in some circumstances due to the high clay content of the soil preventing water absorption, insufficient available space, and other site-specific issues. The choices in these cases are limited to either pumping and hauling the sewage to an approved wastewater treatment facility or abandoning the structure as a residence. Additionally, 17 properties in the Azalea / Rhododendron neighborhood are vacant, with the majority of those vacant parcels are unable to be developed due to the same site conditions described above. The only way for development to occur in this area is with public sewer. Extending sewer infrastructure will improve the production of housing in general and produce indirect improvements in affordability generated through increased supply of market-rate housing.

In addition to addressing a major public health concern, extending sewer along the main trunkline would connect critical infrastructure to a large vacant parcel that the City plans to develop as affordable housing. In 2023, the City of Brevard contracted the Development Finance Initiative (DFI) to support the City in identifying potential sites for large-scale affordable housing projects, conducting a feasibility study on a selected site, and assisting the City in soliciting a development partner. The goal of this project is to reduce the risk

associated with new affordable housing development by conducting predevelopment analysis, public engagement, and preliminary design work for a future development partner. DFI identified the vacant property on Azalea Avenue as a site that (1) has limited topography, (2) could potentially be developed as a multi-family project, and (3) would likely be competitive for funding through the NC Housing Finance Agency's Low-Income Housing Tax Credit Program. In October, the City secured an option to purchase three parcels in the Azalea / Rhododendron neighborhood to assess the feasibility of a large affordable housing project. The due diligence and predevelopment process includes geotechnical assessment of the site, community engagement around public priorities, and conceptual design and site planning. When completed, the City will partner with a developer to construct a multi-family affordable housing development. While the development scenario is being fleshed out as part of the predevelopment work, the City anticipates 45 to 60 new affordable units to be constructed.

Installing new utilities and improving the infrastructure is critical for the development and preservation of affordable housing in this neighborhood. With the high cost of infrastructure and topographic constraints, the financial resources required to extend sewer infrastructure are beyond the capacity of the City. The need to invest in this high-opportunity neighborhood by preparing it for future housing and preserving the existing housing for low-income residents is paramount and cannot be accomplished without outside resources. This project will permanently remove the infrastructure barrier that has stifled development in the neighborhood, improve the community resilience, and facilitate the preservation of affordable housing in an area of opportunity.

Action
City Staff requests approval of the attached resolution authorizing Wilson Hooper, City Manager, and Emily Brewer, Senior Planner, to submit the application to NCDEQ for consideration.

Attachments:
1. SRF Azalea Resolution

RESOLUTION NO. 2026-XX

A RESOLUTION AUTHORIZING CITY STAFF TO APPLY FOR FUNDING OFFERED BY THE NCDEQ DIVISION OF WATER INFRASTRUCTURE STATE REVOLVING FUND

WHEREAS, affordable and workforce housing have long been recognized as a substantial need for residents of the City of Brevard and the surrounding area; and

WHEREAS, the City of Brevard is committed to the expanding housing opportunities for all residents and is pursuing affordable housing initiatives in response; and

WHEREAS, the City of Brevard intends to request State loan and/or grant assistance for the project.

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

Section 01. The City of Brevard, the **Applicant**, will arrange financing for all remaining costs of the project, if approved for a State loan and/or grant award; and

Section 02. That the **Applicant** will provide for efficient operation and maintenance of the project on completion of construction thereof.

Section 03. That the **Applicant** will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.

Section 04. That the governing body of the **Applicant** agrees to include in the loan agreement a provision authorizing the State Treasurer, upon failure of the City of Brevard to make a scheduled repayment of the loan, to withhold from the City of Brevard any State funds that would otherwise be distributed to the local government unit in an amount sufficient to pay all sums then due and payable to the State as a repayment of the loan.

Section 05. That Wilson Hooper, City Manager, and Emily Brewer, Senior Planner, the **Authorized Representatives** and successors so titled, are hereby authorized to execute and file an application on behalf of the **Applicant** with the State of North Carolina for a loan and/or grant to aid in the study of or construction of the project described above.

Section 06. That the **Authorized Representatives**, and successors so titled, are hereby authorized and directed to furnish such information as the appropriate State agency may request in connection with such application or the project: to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.

Section 07. That the **Applicant** has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, ordinances, and funding conditions applicable to the project and to Federal and State grants and loans pertaining thereto.

Adopted and approved this the 21st day of September, 2026.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC
City Clerk

MINUTES
City Council Public Works & Utilities Committee

Wednesday, August 5, 2026 – 3:30 p.m.
City Council Chambers

Members Present:	Lauren Wise, Chair, Council Member Gary Daniel, Vice Chair, Council Member Owen Carson, Citizen Member Mayor Maureen Copelof, Ex-Officio
Staff Present:	Wilson Hooper, City Manager David Todd, Assistant City Manager Cliff Justus, Public Works Operations Manager Dennis Richardson, Water Treatment Plant Supervisor Aaron Winans, Wastewater Treatment Plant Supervisor Denise Hodsdon, City Clerk
Guests:	None
Media:	None

A. Welcome and Call to Order

Committee Chair Lauren Wise called the meeting to order at 3:30 p.m.

B. Certification of Quorum

City Clerk Denise Hodsdon certified that a quorum was present.

C. Approval of Agenda

Mr. Daniel moved, seconded by Mr. Carson to approve the agenda as presented. The motion carried unanimously.

D. Approval of Minutes – July 1, 2026 Meeting

Mr. Carson moved, seconded by Mr. Daniel to approve the minutes of the July 1, 2026 meeting as presented. The motion carried unanimously.

E. Project Updates – Mr. Todd presented the following updates:

1. Public Works Update

Mr. Todd compiled a list of updates on work performed by Public Works employees in the past 30 days, outside of their normal scope of work and day-to-day responsibilities.

Water

Inspections: Bridge at Job Corps – inspected bridge hangers holding 8" water main under bridge crossing; all are in good condition. Bridge at Count ry Club Road and Woodland Terrace – ordered supplies to replace all water main bridge hangers.
Leak Checks, Searches and/or Repairs: 3
Meetings with Contractors: 2
Housekeeping: Weedeated all Pump Stations
Pressure Tests/Checks on Lines: 2
Meter Box Replacement: 1
Meter Check or Repair: 1
Meter Replacement: 1
Hydrant Repair: 1

Sewer

Lift Stations: Checked pump run times, inspected wet wells, pulled and cleaned out pumps, mowed and weed-eated, used new vac truck to suck up all the grease built up inside wet wells, performed weekly inspections of wastewater pump stations and recorded data (hours, condition of wet wells, total gallons, etc.).
Manhole Repair/Rehab: Used jackhammer to uncover manhole LO-174B (12 Chipmunk Court) that had been covered by concrete in driveway. Installed risers to level it with driveway.
Locates: 230 (as of 7/28/26).
Meetings: Met several times with contractors and customers (including meeting with contractors regarding direction of sewer lines for the new courthouse).
Sewer Blockages: Unblocked 60 feet of sewer lines.
Sewer Repairs: Replaced 9 feet of PVC sewer lines (broken and causing blockages), replaced broken sewer caps and lids on clean outs.
Line Cleaning: 1,590 feet (as of 7/28/26). Required Footage for 2026: 31,680 feet; Cleaned to Date: 39,975 feet. Exceeded requirement by 8,295 feet to date.
Video Inspections: 1,245 feet (as of 7/28/26).
Streets Assist: 7 (cardboard, recycling, trash and brush collection, street repairs).
Water Assist: 19 (meter and meter box replacement, leak checks, replacement of service lines, hydrant flushes, water taps, location of water leaks using geophones, installation of backflow preventers, etc.).

Garage

Completed 186 fleet maintenance work orders as of 7/28.

Streets & Sanitation

Utility Strips Mowed: 44
Roads Flail Mowed: 13
Trimming Around Signs: 12
Roads Trimmed by Hand: 27
Concrete: 10 bags
Potholes Patched: 15
Bags of Brush: 50
Loads of Loose Brush: 12
Special Waste Collections (bulk collections): 2
Footage of Curbs Cleaned: 100'
Erect/Remove Banners: 4
Barricades: 7 deployed
No Parking Signs Installed/Removed: 35
Pole Banners: 30
American Flags: 30
Recycle Carts Delivered: 2
Trash Collection: 249.17 tons.
Recycle Collection: Residential = 33.04 tons; Commercial = 31.02 tons.
Cardboard Collection: 19.34 tons.
Water Assist: 2 – repaired water meter and replaced water meter lid and box.
Sewer Assist: 1 – repaired storm drain box.

Building & Grounds

Mowing: Weekly, mowed 36 acres of parks and properties and bike paths.
Sports Complex: Nail and light drag all 6 fields once a week to keep up.
Clemson Plaza: Weekly weed removal.
Bump-outs: Weekly weed removal. Mulched flower beds.
Public Works: Weeded and mulched flower beds. Refinished locker room floors. Replaced all air filters.
Franklin Park: Weeded and mulched flower beds. Installed new faucet in men's restroom. Repaired/replaced loose and rotten timbers.
Police Department: Pressure washed building and grounds.
Hap Simpson Park: Pressure washed fishing deck.
City Hall: Completed ALL work orders (set up for meetings, etc.), replaced all air filters and redid all flower beds behind City Hall.
City Public Parking Lot (across from City Hall): Cleaned flower beds.
MCJCC: Installed new door hardware for men's restroom.
Allison Creek Bike Path: Repaired holes in foot bridge.
Train Depot: Replaced all air filters.
Downtown: Trimmed suckers off trees.
City Public Restrooms and Buildings: Cleaned daily.
Misc. Work Orders: Flags, clogs, etc. all completed.

2. Stormwater Master Plan

McAdams is contracted for the Citywide Stormwater Master Plan and recently completed Phase 1 of the project in June, which focused on Existing Conditions Analysis. This effort is supported by desktop analysis, geodatabase development and management, analysis of existing stormwater systems, preliminary CIP prioritization planning, and UDO updates.

A draft report was submitted to the City at the end of June to complete Phase 1. This included existing conditions hydraulic modeling results, CIP prioritization, the UDO updates, CCTV reports, and a GIS geodatabase compiling stormwater inventory from Land of Sky and McAdams data collection. The report is currently under review by the City.

Below is the schedule:

1. Completed Asset Geodatabase and Dashboard
2. ERU Analysis is underway
    a. McAdams and the City met July 8th to review initial findings and provide feedback. Follow-up occurred today, August 5th.
3. Phase 2 completed in fiscal year 2027 (July 2026 – June 2027)
    a. Schematic Design and Identification of Funding
    b. Kickoff for Phase 2 will proceed after Phase 1 review is completed.

Asset Dashboard:



ERU Impervious Analysis:



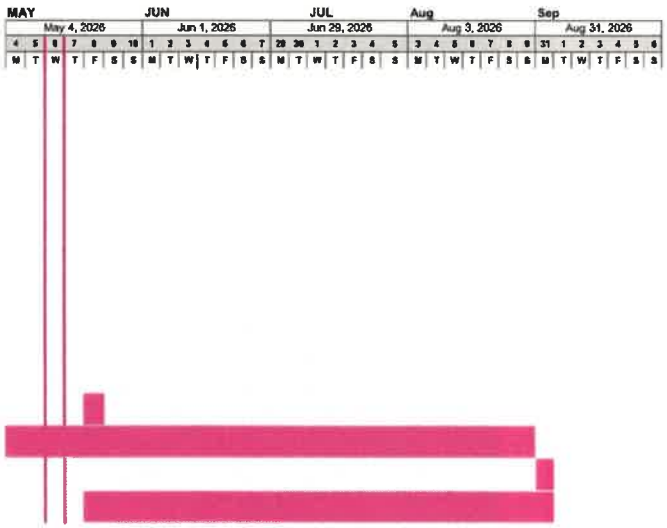
3. Hillview Street Culvert

- The Contractor has begun installation of the culvert but is only able to install the bottom halves due to a conflict with a 4" gas main at the southern end. They are working with Enbridge Gas to try to resolve the conflict, however, initial conversations suggest a significant delay (i.e., > 30 days).
- Another 4" gas main is located at the north end, just north of the edge of the pavement of Hillview Street, and the Contractor has been made aware that they need to coordinate that relocation also.
- The 6" water main in Phase 1 is being lowered this week and will allow additional culvert (bottom halves) to be installed.
- After the 4th bottom section of culvert was set the contractor discovered a waterline that conflicts with the bottom of the culvert. The waterline will need to be relocated to go under the new culvert.
- The Contractor opted to use the originally proposed pump around method, and it is working well.
- Materials are being stockpiled onsite and, in the field, located southwest of the intersection of Hillview Street and Cashiers Valley Road (i.e., South of the Silversteen Park and Mary C. Jenkins Community Center parking area).

Hillview St. Culvert

City of Brevard, NC

TASK	PROGRESS	START	END
Existing Conditions Investigation			
Preliminary Design Phase			
Total	100%	11/9/25	11/24/25
Final Design Phase			
Total	100%	11/24/25	1/12/26
Permitting Services			
Total		11/24/25	2/23/26
Issue for Bidding			
4 week bid period	100%	2/20/26	3/24/26
Construction			
Pre-con Meeting	0%	5/8/26	5/8/26
Construction	0%	5/4/26	8/17/26
Close-out	0%	8/17/26	8/31/26
Total	0%	5/8/26	8/31/26



4. Water Treatment Plant Renovation

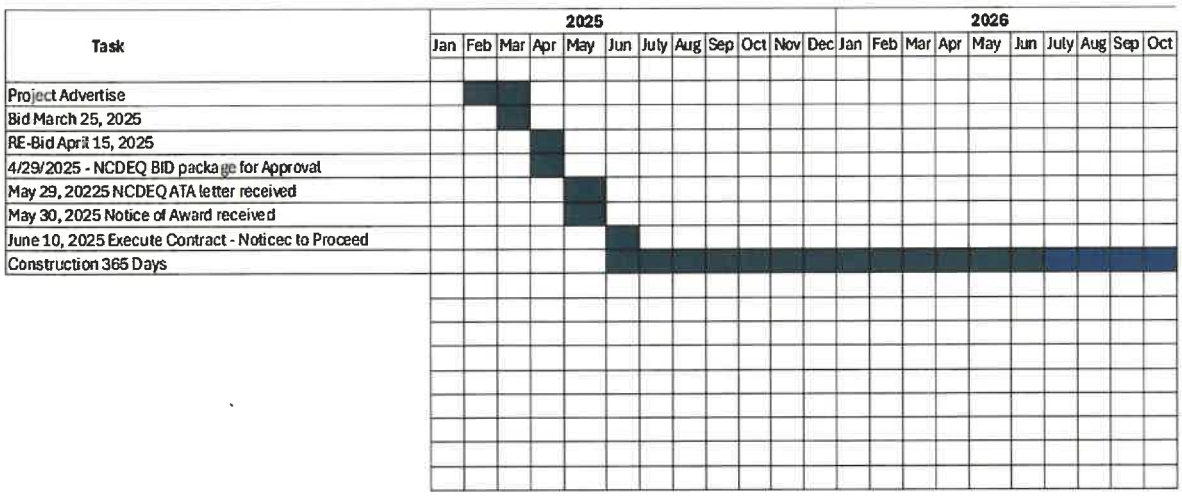
Work to date:

1. Electrical Engineer Approved the Proposed New VFD Drives for the transfer pumps and Raw Water Intake Pumps, waiting on the Final cost for Approvals for Installation.
2. Electrical Engineer Approved the Housekeeping pedestals for the new panels.
3. Electrical Engineer Approved the panel box changes to tie in new Generator.
4. Conduit work and new control panel work continues in the Pump room.
5. New Tank has been partially backfilled; waiting to complete backfilling once the overflow line is installed.
6. The new sludge pump is scheduled to be installed week of August 10th

Upcoming work: Work over the next couple of months

1. Delivery of New Pumps has been, yet again, pushed out. Contractor is working to remedy this. More on this item as we get updates. Pump delivery has been pushed to September 2026.
2. Generator Start up

City of Brevard - Water Treatment Plant Improvements :
NCDEQ SRP-D-ARP-0222
Brown PA - 20042



5. Gallimore Sewer Rehab Update

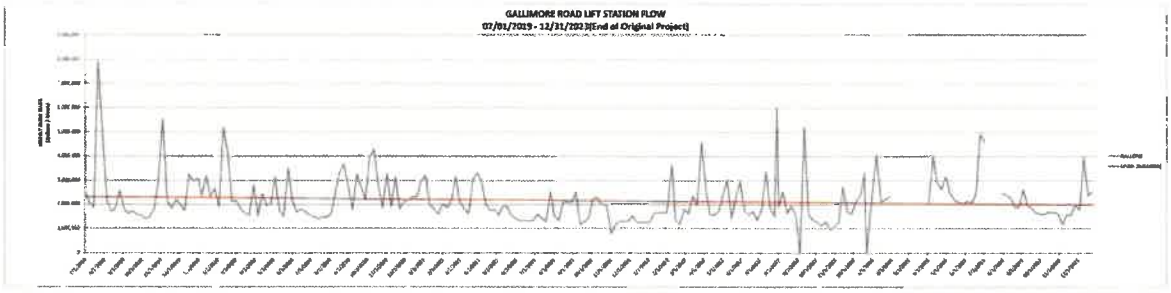
Gallimore Basin Sewer Rehab Change Order #2

As mentioned previously, the original contractor on this project, AM Liner, was purchased by Insituform Technologies. Insituform Technologies assumed the AM Liner contract and completed several of the outstanding closeout items but after months of attempts we have been unable to get them to complete the remaining work which consisted mostly of small spot repairs. Earlier this month, with some pressure from DEQ, and with feedback from our engineer and legal counsel, we basically declared them nonresponsive and have released retainage and payment for work completed to date and closed the contract.

For now, this project is considered complete, but Dean Luebbe is working with DEQ to see if we can redirect any of the remaining funds to another project on our sewer system.

This project resulted in a significant reduction in I&I that was being introduced into our sewer collection system, enough to change the flow analysis for our Wastewater Treatment Plant renovation.

Complete.



6. Sewer Pump Station Rehabilitation Project

Gallimore Road Site

- TP Howard (TPH) has completed conduit installation. Ground cables have been placed but have not yet been connected to ground rods. Concrete placement around the conduit duct bank is underway.

Wilson Road Site

- Generator startup and training were delayed and will be rescheduled in the near future.

Fish Camp Site

- TPH has installed the new valve vault and associated piping and appurtenances within the vault.
- TPH has drained the wet well, installed new piping in preparation for the pumps, and begun grouting the wet well bench.

General

- Shop drawings and submittals are winding down; all major equipment has been approved.

Sewer Pump Station Rehab Project

Task	2025						2026												2027		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Gallimore Pump Station (12/8/25-10/9/26)																					
Fish Camp Pump Station (6/8/26-10/9/26)																					
Wilson Pump Station (3/30/26-7/10/26)																					
Punch Out & Cleanup (10/12/26-11/19/26)																					
ARPA Funding Deadline (12/31/26)																		★			
CO#1-Final Completion Date (2/2/27)																				★	

7. WWTP Renovation and Upgrade Project

KCI is continuing to work with their subconsultants to finalize the plans and specifications, while simultaneously wrapping up the permitting and funding approval process necessary for the bidding of the Phase 1 design over the next

several weeks. The recently awarded $5M supplemental Helene Funding required preparation and submittal of an Engineering Report and Environmental Information Document (ER-EID). This ER-EID was uploaded to the State's electronic permit portal on June 24th for state review and approval. KCI and Brevard Staff received ER-EID review comments from the State on July 17th. KCI is preparing responses to comments and will submit them in August.

KCI is targeting mid-August to submit Construction Plans and Specs to NCDEQ for review and approval.

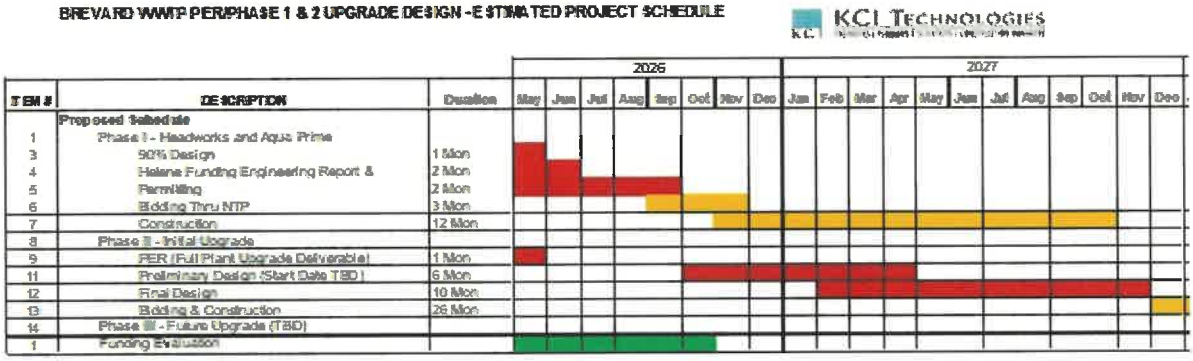
KCI will continue to work with the City staff on pursuing Phase 2 funding.

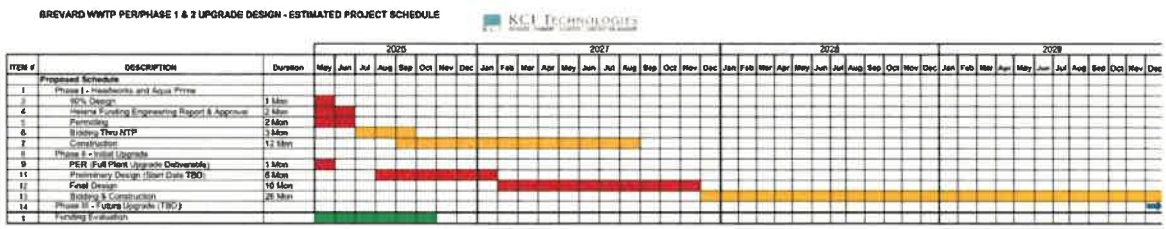
There are continued discussions about a possible intermediate phase that would retrofit the RBC trains to add to plant reliability, small increase in capacity, and buy time to fully fund Phase 2.

Mr. Todd and Mr. Hooper stated that we are likely 3-5 years away from raising the money and starting Phase 2, so retrofitting the RBC trains may be necessary to continue operating for the next 5 years. It can be considered alternative phase 1a. Mr. Winans explained that since replacing an RBC a couple months ago, it has had over 10 cups break off due to it being used and brittle. They are working to reattach used cups with bolts. However, Mr. Winans said that even if the RBCs are still operating for the next few years, they are continuously having to inspect them to ensure they are intact and operating properly and they are likely going to run out of parts/components for them.

Mr. Daniel said not having a backup is a critical problem, but he appreciates the transparency of the conversation. He added that when he first came on to Council, it was not as transparent and we are now in debt paying for repairs that were not effective.

Mr. Hooper suggested inviting KCI to the next meeting to share more about the possible retrofitting. The Committee agreed.





8. Tannery Smokestack

D.H. Griffin has been awarded the contract to remove both the underground vault and smokestack. The contract was revised to include saving 10 pallets of bricks for use on a future project. D.H. Griffin has ordered the needed geotextile materials and are on hold to start work pending approval of the Environmental Management Plan (EMP) by DEQ.

Our engineer has submitted both the EMP for the vault and the smokestack to DEQ and we have received comments back. Our engineer is working on addressing the comments and will be inviting DEQ to the site to review current conditions. We are anticipating sending comments back to DEQ in a couple of weeks pending the DEQ site visit and hopefully final approved EMPs from DEQ by mid- to late September.

Demolition, once started, is estimated to take about a month to complete for the smokestack and a couple of weeks for the vault.

F. Revisit FOG Code Changes

Mr. Todd said that the code sections were given to the Committee for comments after the last meeting and he received some back, which were incorporated. Definitions were added to help clarify some of the language, some edits were made that helped reduce any limiting provisions, and typos were corrected. Mr. Todd said they spent a lot of time focusing on enforcement and the DEQ guidance advises that if someone's sewer is disconnected for FOG violations, then you should also disconnect their water. Mr. Todd said they found out that Hendersonville has never disconnected water service for FOG violations, nor has Union County. Union County advised that they would not want to cut off water because that may prevent a business from generating revenue that would actually allow them to fix the issue.

Mr. Wise asked if Staff got any indication about the number of offenses in the other municipalities. Mr. Winans said no, it varies based on the number of restaurants, but most of it will be minor offenses due to the lack of grease trap maintenance.

Mr. Todd said that someone asked about how the inspections will work with Transylvania County and if the fines are paid to the City or to the Health Department. He said the fines are paid to the City and the intent is to work with the Building Inspector and the Health Inspector to get ahead of the issues. He added that all of the departments will need to work together to help gather information and the

County will act as an extra set of eyes. Mr. Winans said he plans to reach out to the County to introduce the FOG Coordinator, exchange contact information, and discuss the City's plans and how they integrate with the County's work flow.

Mr. Hooper stated that the City plans to do significant outreach before enforcement because it is a big change in our regulatory practices. Mr. Wise recommended reaching out to ensure that all of the restaurants are aware and understand. Mr. Hooper said he can see the County being heavily involved in the outreach to ensure all regulations are covered at the same time.

The Committee advised paring down the presentation when presenting the changes to Council to help get everyone oriented and to provide a redlined version of the code so that everyone can see where changes were made.

Mr. Daniel suggested notifying affected businesses of our regulatory responsibilities and why the City is doing this prior to the matter going to Council. Notification to affected businesses would be more immediate so that they know it is going to Council and would be prior to any outreach efforts related to the larger program.

Mr. Daniel moved, seconded by Mr. Carson to refer the most recent version of the changes to the Fats, Oils, and Grease sections of the Code of Ordinances to the full Council. The motion carried unanimously.

Committee Comments

Mr. Hooper requested a closed session be added to the agenda to discuss security-related matters. Mr. Daniel moved, seconded by Mr. Carson to amend the agenda to add a closed session as Item H.

Mr. Daniel said the contractors working at the intersection of Whitmire St. and Railroad Ave. need to clean up at the end of the day. The contractors have been leaving chunks of concrete on the multi-use path and it is hazardous.

G. Public Comment

No one from the public spoke during public comment.

H. Closed Session – Protect Public Safety from Terrorism: GS § 143 318.11. (a)(9)

At 4:42pm, Mr. Carson moved, seconded by Mr. Daniel to enter into closed session to discuss a matter related to terrorism pursuant to GS § 143 318.11. (a)(9). The motion carried unanimously. City Manager Wilson Hooper, and City Clerk, Denise Hodsdon were authorized to remain for the closed session.

Return to Open Session: At 4:57pm, Mr. Carson moved, seconded by Mr. Daniel to come out of closed session and resume the meeting in open session. The motion carried unanimously.

I. Set Next Meeting – Wednesday, September 2, 2026 at 3:30pm

The next regular meeting of the committee will be on September 2, 2026 at 3:30pm.

J. Adjourn

There being no further business, the meeting was adjourned at 4:57 p.m.

Minutes Approved: September 2, 2026

Lauren Wise, Chair, Council Member
Gary Daniel, Vice Chair, Council Member

Shawnee A Cummings
Shawnee Cummings
Assistant to the City Manager

MINUTES
City Council Downtown Master Plan Committee

Wednesday, August 12, 2026 – 3:30pm
City Hall Council Chambers

Members Present:	Gary Daniel, Chair Council Member Lauren Wise, Vice Chair, Council Member Nicole Bentley, Heart of Brevard Executive Director Dee Dee Perkins, Heart of Brevard Representative Dakota Chapman, Citizen Member Mayor Maureen Copelof, Ex-Officio Member
Members Absent:	Parker Platt, Citizen Member
Staff Present:	Wilson Hooper, City Manager David Todd, Assistant City Manager Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	Abby and Eli Steel, Doug Miller
Media:	Jonathan Rich

A. Welcome & Call to Order

Chairman Gary Daniel called the meeting to order at 3:29pm.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings certified that a quorum was present.

C. Approval of Agenda

Mr. Wise moved, seconded by Ms. Perkins to approve the agenda as presented. The motion carried unanimously.

D. Approval of Minutes

Mr. Wise moved, seconded by Ms. Bentley to approve the minutes of the June 10, 2026 meeting as presented. The motion carried unanimously.

E. Update on Co-Ed Theater

Mr. Hooper said Abby and Eli Steel are present and will participate in the update. He said this was probably not the best time for an update, as they will know more information tomorrow after meeting with the insurance agent to find out what, beyond what we know, will be covered under their insurance. The City is asking Abby and Eli to not only repair what was damaged during the water leak, but to do some additional repairs to the theater before it reopens. There is a possibility that insurance may cover some of it, but if not, then we will have to figure something out. The additional repairs are safety related and include a fire alarm, replacement of loose ceiling tiles, and the City's repair of loose stucco on the building façade.

Ms. Steel said they are in a holding pattern with the insurance company, as it is mainly back-and-forth communications between the restoration company and the insurance company. Ms. Steel added that it is negotiating at this point and there are not a lot of changes to the building itself. Some of the plumbing and electrical work is being subcontracted out and they are waiting for the bids to come in from the subcontractors. Mr. Steel said all of the damaged material has been removed and the building is essentially down to the studs. From here, they are waiting to rebuild.

Mr. Hooper said the repairs mentioned are the short-term plan so that the theater can temporarily reopen until more substantive repairs can be performed. The City commissioned an architect to look at the building and their report identified additional repairs that needed to be made as soon as possible, which are much more expensive and not covered by either party's insurance. Mr. Hooper said Ms. Bentley is going to help us apply for a grant through the NC Department of Commerce that should cover a significant portion of the repairs, but we will need to fundraise for the remainder. The grant requires a 5% match, but the cost of the needed repairs will likely exceed what we are eligible for with the grant, which is why fundraising will be needed. There is no cost estimate yet, but the repairs are structural and the City will likely need to raise $500,000 from the community. In addition to structural repairs, repairs will also include a sprinkler system, replacement of old wiring, and accessibility changes to the theater itself. Mr. Hooper said the aforementioned repairs will keep the theater in operation for 10-15 years, but longer-term repairs have not yet been determined. He said they are trying to get the theater back in service so that Abby and Eli can finish out their contract with the City, but we do not yet have a plan for repairs beyond the next decade.

Mr. Daniel asked if the grant mentioned was the grant previously discussed. Mr. Hooper confirmed. Ms. Perkins asked if the $500,000 estimate is in addition to the potential grant. Mr. Hooper said yes. Mr. Daniel said he thinks this discussion is overdue because it keeps the Committee up to date rather than in the dark and added that we should talk about it every month until there is resolution.

F. Update on Bringing the Ecusta Trail into Downtown

Mr. Hooper said this item was discussed by this Committee and the Parks, Trails, and Recreation Committee (PTRC) to determine the best way to bring the Ecusta

Trail from its intersection with W. Main St. into downtown. With a terminus of either England St. parking lot or Clemson Plaza, numerous options were presented, including bike lanes on both sides of the street and bidirectional bike lanes on one side of the street. Each option had trade-offs, such as safety and loss of parking.

Mr. Hooper said there was a lack of consensus among this Committee and the PTRC about the best option and which location should be the terminus. The issue was tabled until we found out 2 things. The first was the results of the parking study, which are anticipated in September, as there was concern that a loss of additional parking spaces would be detrimental for downtown and the Committee wanted to hear the results of the study. The second was the construction estimate for the trail itself because the bike lanes are likely to be a several hundred-thousand-dollar project. The funding sources that could help with this project are Friends of the Ecusta Trail (FOET) donations and the Tourism Development Authority's (TDA) remaining contribution, but those funding sources are intended to go toward trail construction first and can only be used if they are not needed for the trail. Mr. Hooper said since the issue was tabled, there is not much of an update.

Mr. Daniel said he asked for this item to be on the agenda because he thinks we need to continue the discussion. He realizes we are waiting on the parking study, but he does not know when we will get those results and it has pushed off a critical decision that needs to be made soon. Mr. Daniel said while things take a long time, the Ecusta Trail is coming and it appears that we are not giving much consideration to a high priority. He said we need to determine how to continue the discussion and how the decision process is going to take place given the lack of consensus.

Mr. Wise asked if we determined that both this Committee and the PTRC had agency in terms of recommending a decision to Council. Mr. Wise and Mr. Hooper both said they do not know where we left that. Ms. Perkins asked if it would be valuable to have a joint meeting with both Committees. Mr. Wise said a joint meeting will likely be valuable, as he thinks there should be a discussion between the groups.

Mayor Copelof asked if we expect to receive both the parking study results and a construction estimate in September, to which Mr. Hooper confirmed. She added that the perfect time for the joint meeting might be after we get both of those things.

Mr. Chapman noted that when the Committee did the downtown walkabout, there was discussion about additional options, such as angled parking. He asked if we have those options or if we are waiting to get them. Mr. Hooper said the City's consultant did not recommend moving forward with angled parking, as it would not yield any additional parking spaces due to frequent interruptions by driveways. Mr. Chapman said part of that option was that it would allow for a bidirectional bike lane on one side with parking on the other side, increasing safety for bicyclists. Mr. Todd said he recalls that it was a high-level discussion with the consultant, but Staff did not pursue it because more options would cost more money. Mr. Daniel added that the angled parking may also triggers a sight-line issue, as there would be

limited visibility for people pulling out of their driveways. Mr. Hooper said that is a good point, as the measurements for the angled parking calculations used the old sight triangle dimensions, so he is unsure if it will work with the new dimensions.

Mr. Todd said if there is a way to determine the terminus, that will help better direct resources because we keep producing 2 options for every configuration due to the unknown terminus. If we could decide on a terminus, it would narrow our focus significantly, especially given that the two options are on different sides of the road.

Ms. Perkins said while she knows everyone has varying perspectives, the option that takes bicyclists down Jordan St. and ends at the back side of Clemson Plaza would be safer. Mayor Copelof said it also would not eliminate parking spaces, would avoid conflicts with the Fire Department, and is a place where we have bicycle parking.

Mr. Daniel said he suggests we eliminate the England St. parking lot, as he cannot think of any cyclist who wants to park and leave their bike in a parking lot with cars moving through it. Mr. Wise added that as a terminus of a major trail system and with the starting point being a newly rehabbed visitor center in Hendersonville, a parking lot is anti-climactic end to a trail being used by thousands of people.

Mr. Hooper suggested scheduling the joint meeting with the PTRC in early October so we have the results of the parking study and the Ecusta Trail Advisory Board will have gone over the construction estimates. Mr. Daniel agreed and recommended the joint meeting take the place of both committees' monthly meetings.

G. Pisgah Health Parking Lot

Mr. Hooper said the terms of the deal with Pisgah Health Foundation were that they would give us a strip of land adjacent to the parking lot at the Jordan St. and England St. intersection in exchange for the City paving Pisgah Health's parking lot and building a fence along the new property line. By obtaining the additional piece of land, it increases the size of the lot and allows the City to add approximately 10 more parking spaces. Mr. Hooper said that we accepted the deal and Council allocated funding in the budget to repave the Pisgah Health parking lot. In the last few weeks, the contract was signed and the deed was recorded. Staff is currently working to obtain quotes to remove the shrubs, build a fence, and pave the lot.

Mr. Daniel asked if the area where the shrubs are being removed will be paved. Mr. Hooper said not yet, as we did not budget enough for that, but we will likely put down some gravel, encourage drivers to park further in, and add some temporary lines for the extra row of spaces. He added that it will not look very nice, but we will have to punt that until the next budget cycle or until additional funding is identified.

Ms. Perkins asked what the estimated cost is. Mr. Hooper said to pave the Pisgah Health parking lot and build the fence, we budgeted $20,000. To fix up the City's parking lot, aesthetically and to comply with our parking lot standards, it will be

closer to $85,000. Mayor Copelof asked if there is a way we can create the new spaces with gravel and temporary paint so the public can use the additional parking spaces in the meantime, to which Mr. Hooper said yes. Mr. Daniel said he is excited about it and the potential for it to be an attractive parking area.

Mr. Hooper added that Ms. Bentley will be getting 10 spaces in the City Hall parking lot for her employee parking program. He said it has not been finalized yet, as he thinks we might be able to offer her the row of parking where the trailer for the hardware store used to be. Mr. Daniel asked if the parking program includes residents. Ms. Bentley said yes, it includes residents and employees.

Mayor Copelof said the Pisgah Health parking lot agreement showed great initiative by the Planning Department. She added that Pisgah Health was so cooperative and immediately saw the benefit that additional parking could bring to the community.

Committee Comments

Mr. Daniel said he has started to see the value in changing the Committee's name to the "Downtown Master Plan Implementation Committee." The Committee was originally formed to solidify the Downtown Master Plan and he believes the intention was to see it completed. He wants to ensure the focus stays on seeing the Master Plan implemented and believes changing the name would have an effect. Mr. Daniel said no action is needed today, but he would like to hear any thoughts.

Mayor Copelof asked if we have thought about changing it even more, as the Committee does a lot more than just the Master Plan and having that in the title is somewhat limiting. Mr. Daniel said we are doing those things under the title we currently have and if the intent is to focus on getting the Master Plan implemented, then he would prefer that we just call it that and continue to operate as we do. He added that it would be with the understanding that we are here to see the Master Plan implemented, even though we will continue to address other issues downtown.

Ms. Perkins said when the committee was formed, the implementation of the Master Plan was its intent. Mr. Daniel said given that some people were not here for the history, changing the name makes the intent of the Committee clear. Mr. Wise said he is new to the Committee but does not have any issue with changing the name.

Ms. Perkins said changing the name has been discussed before, but without any referral to Council. She added that if changed, it may carry some action. Ms. Bentley said she agrees with Ms. Perkins in terms of giving it some action, but it is hard because the Committee does a lot that is not in direct relation to the Master Plan.

Ms. Perkins suggested "Downtown Advisory and Master Plan Implementation Committee", so that it continues to serve as an advisory committee and the title covers both aspects without being too narrow. Mr. Daniel asked if that addressed Mayor Copelof's thoughts, to which she confirmed. Mr. Daniel said he agrees

because it keeps the words "Downtown Master Plan Implementation" and he thinks that should be first since it is was Committee's original purpose. Mr. Wise suggested "Downtown Master Plan Implementation and Advisory Committee." Mr. Daniel said "Downtown Advisory Committee" because having two Downtowns in the name gives emphasis to both separately, rather than having them bleed into each other.

Mr. Wise moved, seconded by Ms. Perkins to recommend renaming the "Downtown Master Plan Committee" as the "Downtown Master Plan Implementation and Downtown Advisory Committee" to Council. The motion carried unanimously.

H. Public Comment

Doug Miller asked if the strip of land bordering the pediatrician's office was still an option for the parking lot. Mr. Daniel said it is being left as City-owned property with a City-owned right-of-way through their parking lot and it is not part of the parking lot discussion. Mr. Miller also commended Aundrea Harris' parking enforcement, as he has noticed a difference with vehicle turnover. Mr. Hooper said he is glad to hear that because the City has considered booting and towing, but the laws on it are so arcane that it is hard to figure out how to do locally. He added that it is nice to know that enforcement appears to be working better without having to impound vehicles.

I. Set Date for Next Meeting – Wednesday, September 9, 2026 at 3:30pm

The next meeting was scheduled for Wednesday, September 9, 2026 at 3:30pm.

J. Adjourn

There being no further business, the meeting was adjourned at 4:14pm.

Minutes Approved: September 9, 2026

X _____
Gary Daniel, Committee Chair
Lauren Wise, Committee Vice Chair

X Shawnee A. Cummings
Shawnee Cummings
Assistant to the City Manager

MINUTES
City Council Housing Committee

Tuesday, August 11, 2026 – 3:45 PM
City Hall Council Chambers

Members Present:	Pamela Holder, Chair, City Council Member (via Zoom; arrived 4:30pm) Aaron Baker, Vice Chair, City Council Member Victor Foster, Citizen Member Mayor Maureen Copelof, Ex-Officio (arrived 4:13pm)
Staff Present:	Wilson Hooper, City Manager Dean Luebbe, Assistant City Manager/Finance Director Emily Brewer, Senior Planner Shawnee Cummings, Assistant to the City Manager
Guests:	Harvey Sankey
Media:	David Bradley; Jonathan Rich

A. Welcome and Call to Order

Committee Vice Chair Aaron Baker welcomed everyone and called the meeting to order at 3:45pm.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings certified that a quorum was present.

C. Approval of Agenda

Mr. Foster moved, seconded by Mr. Baker to approve the agenda. The motion carried unanimously.

D. Approval of Minutes – July 14, 2026 Minutes

Mr. Foster moved, seconded by Mr. Baker to approve the minutes of the July 14, 2026 meeting as presented. The motion carried unanimously.

E. Follow-up Discussion on Pro-Housing Application with HAC

Ms. Brewer said the final submittal was a request for $6.3 million. If awarded, HAC will build 26 units on Cashiers Valley Road on the formerly City-owned property given to Housing Assistance Corporation (HAC) as part of the development agreement and provide home repairs to 10 households in the Rosenwald community. They are hoping

it is a competitive application, as they were able to get their leverage amount up to the maximum score possible. Award notifications are to be announced in November. Ms. Brewer added that Land of Sky was not aware of any other applications in our region.

Mr. Baker asked if the dollar amount is determined after the fact for the 10 homes receiving repairs. Ms. Brewer said it is a maximum of $100,000 per home, which is higher than the normal allocation for home repairs. Due to the age of the homes, they will require environmental remediation and assessment for lead and asbestos. If lead or asbestos are found, then remediation is required.

Mr. Baker asked if the sewer extension part of the project would open up any other properties. Mr. Hooper said he does not think so because all the houses on the other side of the street get their sewer from the cul-de-sac behind them. Ms. Brewer said she is not sure about additional properties, but with such a large spine, the sewer extension will create efficiencies in the sewer system. Mr. Foster asked if the funding source for the sewer extension was decided. Mr. Hooper said no, the funding options will be brought to Council when we bring the menu of options for the Rosenwald funding.

F. Habitat for Humanity Project at Railroad and Probart

Mr. Baker said he asked for this item to be on the agenda because there has been a lot of chatter about the site due to its visibility and he thought it would be helpful to hold a public discussion. Mr. Hooper said there will be 9 units developed by Habitat for Humanity and they are currently operating under a grading permit. Habitat does not have their building permit yet, but they will likely be issued soon. He added that he does not know what their schedule is, but it is a promising project.

Mr. Baker said he knows there were some concerns with site access. Ms. Brewer said the site actually does not have any road frontage on Railroad Ave., so the access has to be on Probart St. She added that there is a sliver of property between the Habitat property and Railroad Ave. that belongs to the oil company, so they cannot use a Railroad Ave. access point, as it would cross someone else's parcel.

Mr. Baker asked if there is any other City involvement in that project, to which Mr. Hooper said no. He added that Habitat asked the City to maintain their parking lot, but the City declined, as it is not something the City does, so there is no other involvement.

G. Emerging Possibility for Brevard Davidson River Presbyterian Church Property

Mr. Hooper said a few years ago, the City signed an agreement with Brevard Davidson River Presbyterian Church to lease their property for 3 years and in those 3 years, the City would search for a qualified development partner. If the City found a qualified development partner to build low- to moderate-income (LMI) units on the property, the City had 5 years with a 1-year cure period, for a total of 6 years, to build the units. If the units were built within the time frame, the Church would sell the property to the City and the developer for $1. About 6 months after signing the agreement, the City found

that the soil on the site was not suitable for building a large, multi-family complex, or so it was thought. The City let the agreement slide but the lease is still in effect. If another opportunity came up, then the City would utilize the property.

A developer, Greenway Development, approached the City and the Church and posited that they can develop an LMI complex on the property despite the poor soil condition outlined in the geotechnical report. Greenway has an in-house construction team and intends to build 60 units, making the project more financially feasible than it was with the City's proposed 48 units. Mr. Hooper said the City was surprised but is exploring the possibility. The Church feels called to provide this housing on their property, so they would like to resurrect the agreement made with the City.

The City will do its due diligence on the firm and if they survive the diligence, the City will consider signing a development agreement with them per the terms of the contract. To do this, the contract will need to be amended in two places. First, the dates will need to be amended, as the lease is about to expire and the City cannot do its due diligence in the time that is left. Second, the City would need Council's blessing to deviate from a provision of the contract that requires the City to hold a competitive solicitation process for a development partner. Mr. Hooper said we originally envisioned doing an open solicitation, receiving multiple proposals, and evaluating development partners before selecting one, but since we were approached by Greenway, it did not happen that way. He is not suggesting that we go into business with them without vetting them, but the lease would need to be amended to remove the competitive solicitation requirement.

Mr. Hooper suggested the City hire its advisory firm at DFI to do a third-party review, as it was the review that DFI was planning to do when the City received solicitations. The review would look at the pro forma for the project, check the firm's financials, and conduct a reference check before making a recommendation to the Council on whether the project makes sense and if the City should move forward with a development agreement. Mr. Hooper said Staff would need a recommendation from the Committee to allow Council to amend the lease agreement, including the dates and removal of the competitive solicitation requirement. If Council amends the lease as described above, the City would essentially start over on its original plan with a delayed start.

Mr. Foster asked what the firm is going to do to correct the soil. Mr. Hooper said the geotechnical report gave the solution needed, but it was very expensive, so it was concluded that the project was infeasible given that it was more than the City could afford. The report was clear as to what needed to be done to make the soil solid enough to develop on and Greenway Development claims that they can do it in-house and more affordably than was outlined in the report. Mr. Foster asked if it would cause problems with the foundation sinking later if they did not fix the soil. Mr. Hooper confirmed.

Mr. Baker asked if the removal of the competitive solicitation requirement is because we have to select the lowest bidder or because we already have a leading contender. He also asked even if Greenway Development is the only bidder, why would we not open it up for a competitive process. Mr. Hooper said we have a developer that approached us

and he does not believe their interest is infinite, as they may have other possibilities and if they have to wait or compete, they may move on. He said it was discussed with the Church and they did not have any issue with considering this firm exclusively.

Mr. Baker asked how much we know about the firm. Mr. Hooper said DFI has done some initial digging and found that they are credible with projects in several states. DFI was also surprised by the firm's claim to be able to fix the soil affordably and convert it into a developable site. Ultimately, that is why Staff are proposing the extra diligence.

Mr. Foster asked if he thinks that they will say they can do it affordably and then submit a change order. Mr. Hooper said it would not be the City's responsibility if the firm exceeded their costs. Ms. Brewer added that the firm is still proposing using LIHTC to build the complex, so it would be regulated through that program and the $1 sale comes with a required deed restriction on the property requiring that it be used for affordable housing. If the firm exceeded their costs, they would not be able to pass on any of those costs to the tenants due to the deed restriction and LIHTC requirements. Mr. Baker asked if we know if the firm will be applying for 4% or 9% LIHTC. Ms. Brewer said they talked about applying for 9% LIHTC in 2027. Mr. Hooper said that complicates things because if we do not get 9% LIHTC for the Azaela property this year, then we will also be applying for 9% LIHTC in 2027. Mr. Baker asked if there was still a backup plan for 4% LIHTC on the Azaela Ave. project, to which Ms. Brewer confirmed, but said it heavily depends on the funds that remain after this round of LIHTC. She added that during this round of LIHTC, there were also CDBGDR funds being put forward and she does not know that those funds carry over to the next round of LIHTC, therefore it will be dependent on if there is CDBGDR funding is left and how the funds are allocated.

Mr. Baker asked how the site is zoned. Ms. Brewer said the property would require a rezoning and it is likely to become a conditional zoning district with Residential Mixed Use (RMX) as the base district. The property is currently split zoned as RMX and GR8.

Mr. Baker said because there are many members of the public here, a rezoning is a very public process that will have to go to Council and have a public hearing. Ms. Brewer confirmed and stated that an additional neighborhood compatibility meeting can be held at the discretion of the Planning Director. She added that Staff held some rounds of engagement prior to the adoption of the lease, but Staff got the geotechnical report back prior to engagement events related to the vision for the property, so the events were cancelled because Staff did not know what the next steps were going to be. Mr. Baker said for the Azaela property, he recalls additional rounds, to which Ms. Brewer said there were subsequent rounds of engagement that focus on the development plan. Mr. Baker asked if that type of engagement would be done here given that DFI is involved. Ms. Brewer said it would not because typically it is only done when the City puts together a full developer solicitation with requirements. The engagement is required to put the documents together and is also used to assess competitive solicitations. Ms. Brewer explained that because this process is different, the firm would be required to respond to a list of whatever information is necessary, which is likely to include specific items to respond to without doing full rounds of engagement. Mr. Baker said he is

interested to hear what DFI says about handling this process differently and how they would approach this in general. Ms. Brewer said all DFI proposed was the technical review of the proposal and not doing any additional engagement for this specifically. The rezoning will have its own process with opportunities for public input and entering into a development agreement is also a very public process, so the public will be able to weigh in. Ms. Brewer said the scope of work and quoted fee is to do a third-party review of their assumptions, look at what has worked in the neighborhood, and a technical review of their detailed pro forma before the City enters into any agreement with them.

Mr. Baker said he remembers an issue with access to the site and needing an easement from an adjacent property. Mr. Hooper said the Church owns a property on Appletree Street that would be the access to the larger property behind. He added that an anonymous person approached the Church about buying that property and the Church refused, as they wanted to retain that property to ensure access to the site.

Mr. Foster motioned, seconded by Mr. Baker that the questions related to amending the lease with Brevard Davidson River Presbyterian Church be referred to Council for consideration at the August 17th City Council Meeting. The motion carried unanimously.

Mr. Baker said it would be helpful if a detailed timeline on the next steps is provided when this is brought to Council, including the conditional zoning district. He added that he thinks it would be helpful for the public to know what the milestones are.

H. Follow-up on Possible Property Tax Assistance Options

Mr. Hooper said while this program is unfunded, the plan is to get our program guidelines in place so that when we apply for funding, we have a complete program. Ms. Brewer said the draft program guidelines (Attachment A) are largely the same as what the Committee saw previously, with some minor differences. The program is intended to ease the financial burden of property taxes for low-income households following the 2025 property revaluation and it was previously discussed that an award amount should be tied to income and the percentage increase in their assessed property value. Ms. Brewer said there were different implementation methods discussed at the last meeting and she has proposed 3 different options for the Committee.

The first option is first-come-first-served, in which the application would be continuously open each year until the annual funding is allocated. Ms. Brewer stated that a first-come-first-served model would only work with extensive outreach and significant advanced notice before the application is opened. This model is simpler to administer, easier for applicants to understand, and would allow eligible applicants to receive the money as soon as their application is verified. This method is also transparent and gives clear criteria for applicants.

The second option is application rounds with prioritization based on assessed need. With this model, the program would accept applications during rounds and at the end of each round, Staff would review complete applications and prioritize eligible

applicants based on financial need. Ms. Brewer said this is a great way to limit funding to the households with the greatest demonstration of need. The drawbacks are that the scoring criteria would need to be clearly defined, defensible, and objective to ensure consistency and transparency for applicants, payment is delayed while applicants wait for decisions, and it requires an intensive review process with scoring and weighting.

The third option is a hybrid model. It would include application rounds with priority categories. In each category, the awards would be first-come-first-served. If someone is in the lowest income bracket and has the highest percentage increase in their property valuation, they would be priority 1 and anyone in the priority 1 category would be funded in the order received. If all of category 1 is funded, then it moves to category 2 and category 2 is funded in the order received, and so on. By having priority thresholds, it keeps the process as objective as possible while we are still able to target people with the greatest need. Ms. Brewer said this option would reduce the administrative burden of an intensive review process and reduce the lag time by having application rounds.

Ms. Brewer requested the Committee determine the implementation method so that the program is as complete as possible for grant applications. She said she has searched extensively for funding applications, but has not yet found any opportunities, as it does not fit the criteria for traditional housing grants. Normally, tax assistance programs are administered by counties on a first-come-first-served basis each year and the programs have an annual allocation. Ms. Brewer noted Chatham County and Forsyth County as having robust programs, but she could not find any cities with programs.

Mr. Foster said he likes option 3 and asked if this will just help with the tax amount that is over and above the person's normal tax amount prior to the revaluation. Ms. Brewer said no, there is a maximum amount that a household could receive based on income and the percentage increase in property value due to the revaluation and it could cover up to the full amount of a person's City property tax bill. She added that it was not intended to just cover the difference, but to actually offset some of the impact.

Mr. Baker said he agrees that option 3 strikes a good balance. He asked how the timing of the rounds will work. Ms. Brewer said it will depend on how much money we have. For example, if there is $30,000 and we have a cap of $1,500 per household, that is a large amount of money that could be disbursed across 2 rounds with a lot of engagement. If we have less funding, then we might do 1 round with more extensive engagement, as the funding may be exhausted after the first round. Ms. Brewer said it will require balancing getting the awards out in a timely manner and ensuring we have enough time for outreach. Mr. Baker added that it will also be important to capture the people that did not hear about it during the first round. Ms. Brewer said outreach will be needed prior to the application being open, during, and after, as well as assistance to help applicants obtain the correct documentation and fill out their applications.

Ms. Brewer said she needs some input on the prioritization outlined in the program guidelines (Attachment A), which she currently has in 6 categories based on income and

revaluation impact, but it can be simplified. Mr. Baker said he agrees that prioritization is important, but it should be simple, so he is leaning toward a simplified version.

Mr. Baker asked about next steps. Mr. Hooper said Staff just needed guidance from the Committee and Ms. Brewer will continue to look for potential funding sources. Once we find funding, we will take the program to Council per the Committee's recommendation to request Council approval. Mr. Hooper added that if we do not find external funding, Council could choose to fund the program during the next budget cycle. The Committee agreed on implementation option 3 and simplified prioritization.

I. Public Comment

Art Cole stated that he lives across from the Habitat for Humanity project on Probart and asked if there is a depiction of the proposed site and if it conforms to neighborhood standards. Ms. Brewer said she is not the reviewer of that project, so she does not know. Mr. Cole asked why the Housing Committee or Habitat for Humanity did not poll the residents about what was going in, as the first thing they saw was the clearcutting of the lot. Mr. Cole said in his experience, it is not a good idea to not tell the community what is going on. He asked what the landscape plan is, as there will be 9 units on the lot and how are you going to landscape it. He said the answer is we do not know. Mr. Hooper said we do know, and this property will conform with our zoning codes and with the landscaping requirements in the zoning code. Mr. Hooper said that information is technical and is online, but the property will conform with those requirements.

Nancy Loveland said she lives on Appletree St. and her property abuts 30 feet of the Church's property. She said Appletree St. is a dead-end street with about 7 houses on it and if 60 units are built on that property with 1 or 2 cars each, she asked if there is a roundabout planned for E. French Broad St. and Appletree St. to be able to get everyone out of that neighborhood. She is concerned about being able to get out of her driveway.

Lauren Wolf said she lives on Main St. next to the Church. She asked if the development of that land is included in the Stormwater Master Plan, if there has been consideration of what would happen to all the water, and how it would impact surrounding properties. She added that urban forest and land absorbs a lot of water, and living where she does, she watches the water go downhill. She watched it go downhill during Helene but wonders what would have happened if that land was developed and how the excess water would have affected the culverts and properties downstream.

Harvey Sankey asked if the clearcutting of the property on Probart St. was approved by the City. Mr. Hooper said yes. Mr. Sankey said regarding the Church property, he is wondering why the City is in the real estate business and why not just pull out of the lease and let them handle it themselves. He asked if there is any money involved on the City's part or if it is coming from the Housing Trust Fund. Mr. Hooper said the only money involved will be the third-party review by DFI, which will cost between $10,000-$15,000, and he would recommend that most of that be covered from the Housing Trust Fund balance, but we will likely have to find more in our operating budget since the

Housing Trust Fund does not have the full $15,000. Mr. Sankey said the Housing Trust Fund balance is $3,729 as of July 1, 2026, so he is going to have to find money somewhere else. Mr. Hooper said contributions are made to the fund quarterly and the next contribution will be made at the end of the quarter. Mr. Sankey said he likes the property tax assistance plan and asked how you "find the money." Mr. Baker said we are looking for grants or it could be funded in the next budget cycle.

J. Next Meeting Date – Tuesday, September 15, 2026 at 3:45pm

The next meeting, originally scheduled for Tuesday, September 8, 2026 at 3:45pm, conflicts with a City Council meeting due to the Labor Day holiday on September 7, 2026. The next meeting was rescheduled for Tuesday, September 15, 2026 at 3:45pm.

K. Adjourn

There being no further business, the meeting adjourned at 4:46 pm.

Minutes Approved: September 15, 2026

Pamela Holder, Chair, Council Member
Aaron Baker, Vice Chair, Council Member

Shawnee A. Cummings
Shawnee Cummings
Assistant to the City Manager

CITY OF BREVARD LOW-INCOME HOMEOWNER ASSISTANCE PROGRAM (REVISED AUGUST 2026)

The City of Brevard Low-Income Homeowner Assistance Program is designed to help ease the financial burden of property taxes for low-income households following the 2025 Transylvania County property revaluation. The revaluation resulted in significant changes in assessed property values for many homeowners, which, in many cases, increased their annual property tax obligations.

The purpose of this program is to provide temporary financial assistance to eligible low-income homeowners who have experienced an increase in their property tax burden as a result of the 2025 property revaluation. By providing a property tax rebate, the program strives to help eligible residents remain in their homes and support housing sustainability and long-term community stability.

The program is not intended to provide assistance for property value increases resulting primarily from improvements, additions, or other changes to the property. Instead, the program is intended to address the financial impact of the 2025 countywide revaluation on qualifying low-income homeowners.

Eligibility Requirements

To qualify, applicants must meet the program's income and residency requirements and demonstrate that their property was affected by the 2025 Transylvania County property revaluation. The City of Brevard plans to offer this program to eligible households that meet the following criteria:

- Applicant must be a resident of the City of Brevard
- Applicant must have owned and resided in their home for at least 5 years
- Household income must be at or below 80% of area median income (AMI) of Transylvania County
- Applicant must demonstrate that the assessed value of their property increased as a result of the 2025 Transylvania County property revaluation
- Applicant must provide information necessary for the City to determine whether the change in assessed value was attributable to the 2025 revaluation, property improvements, or a combination of factors
- Applicant must be current on all property taxes*

This program cannot be used to pay unpaid or delinquent property taxes. However, eligible homeowners that are on City of Brevard property tax payments plans may be considered for assistance with the current year's balance, provided they are current on the payments and have paid on time for the past 3 months.

Demonstrating the Impact of the 2025 Revaluation

To be eligible, applicants must have experienced an increase in assessed value as a result of the 2025 property revaluation. The City will use this information, along with County property assessment records, to determine the appropriate assistance level.

The administrator will compare the property's 2024 pre-revaluation assessed value with its 2025 post-revaluation assessed value and review any changes to the property during the same period using available property assessment and tax record information. This review is intended to distinguish increases in assessed value resulting from the countywide revaluation from increases attributable to new construction, additions, renovations, or other improvements.

If the property experienced an increase in square footage or other significant improvements between the 2024 and 2025 tax years, the applicant may still qualify for assistance. However, the applicant's award will be limited to the 0–25% increase category, provided all other eligibility requirements are met. This provision recognizes that some increase in assessed value may be attributable to improvements rather than the 2025 revaluation.

Award Amounts

The award amount is based upon a 3-tired model determined by the household's annual income and the percentage increase in the property's assessed value from the 2024 (pre-revaluation) to 2025 (post-revaluation).

*Eligible Award Amounts Based on Household Income and Property Value Increase**

	25% Increase	50% Increase	100% Increase
80% AMI	$250	$500	$750
50% AMI	$500	$750	$1,000
30% AMI	$750	$1,000	$1,500

**These amounts represent maximums. Award amounts cannot exceed the applicant's annual City property tax bill.*

[OPTION 1] Application and Funding Period

Applications will be accepted beginning on the date established by the City and will remain open until the annual program allocation has been fully committed. Eligible applications will be reviewed and funded in the order they are received. Awards will be made to eligible applicants until available funds are exhausted. Funding for a subsequent program year will be subject to the availability of program funds.

[OPTION 2] Application Rounds and Prioritization.

Applications will be accepted during designated application periods established by the City. Following the close of each application period, the City will review all complete applications received during the round and determine eligibility and award amounts. Eligible applications will be prioritized based on household income, the impact of the 2025 property revaluation, property tax burden, and other adopted measures of financial need. Awards will be made beginning with the highest-priority eligible applicants until the

available funding for the round is exhausted. If funding remains available, the City may conduct additional application rounds during the program year.

[OPTION 3] Application Rounds and Funding Priority.

Applications will be accepted during designated application periods established by the City. Following the close of each application period, the City will review all applications received during the round to determine eligibility and award amounts.

Eligible applicants will be assigned a funding priority based on household income and the documented impact of the 2025 Transylvania County property revaluation. Applicants with the greatest demonstrated need will be prioritized for funding. Within each priority category, eligible applications will be funded on a first-come, first-served basis until available funds are exhausted.

The priority determination will establish the order in which eligible applicants receive funding and will not replace the program's established award schedule. Individual award amounts will continue to be based on household income and the percentage increase in assessed property value attributable to the 2025 property revaluation.

If available funding is insufficient to fund all eligible applicants within a priority category, applications will be funded in the order that complete applications were received. The City may establish a waitlist for eligible applicants who cannot be funded during the applicable application round.

Program Administration

The program will be administered as a joint effort by the **Planning Department** and the **Finance Department**. The payments will be sent directly to the City of Brevard Tax Collector and will be reflected as a credit on the applicant's property tax bill. If the applicant has already paid their property taxes for the current year, a reimbursement check will be mailed to the applicant.

Required Documentation

In order to confirm eligibility, the applicant must provide proof of income for the entire household, proof of age for the older adult, and proof of residency. Acceptable documentation includes the following:

Proof of Income (must be provided for the entire household)

- 2025 federal tax return/1040;
- Benefit verification letter for fixed income, including Social Security, SSDI, or pension income; and
- Other documentation requested by the City to verify household income.

Proof of Residency (must provide at least two forms of documentation demonstrating residency for the applicant)

- Government-issued photo identification;
- Utility bill showing name and current address;
- Benefit verification letter showing name and current address;
- Other official government correspondence showing name and current address; and
- Other documentation requested by the City.

Documentation of Property Revaluation Impact

The City will obtain or verify property assessment information directly through Transylvania County records and may request additional documentation when necessary to determine whether an increase in assessed value was attributable to the 2025 revaluation. Supplementary information may include:

- 2024 property tax bill or County property assessment record;
- 2025 property tax bill or County property assessment record;
- Documentation showing the property's assessed value before and after the revaluation;
- Documentation of additions, renovations, or other improvements made between 2024 and 2025; and
- Documentation showing changes in building square footage.

Implementation Option 1: First-Come, First-Served

Under the first-come, first-served model, the program would remain open continuously during each program year until the annual funding allocation is fully committed. Applications would be accepted beginning on a designated opening date and reviewed in the order they are received. City staff would determine eligibility and the appropriate award amount based on household income, the impact of the 2025 property revaluation, and all other program requirements. Eligible applicants would receive an award until the annual allocation is exhausted. Once all available funds have been committed, the City would close the application period for that program year.

Process

1. Accept applications beginning on the designated opening date.
2. Review applications in the order received.
3. Verify household income, residency, ownership, tax status, and the impact of the 2025 property revaluation.
4. Determine the applicant's award tier.
5. Approve eligible awards until the annual funding allocation is exhausted.
6. Notify applicants when the annual allocation has been fully committed.

Advantages

- Simple to administer and easy for applicants to understand.
- Allows eligible homeowners to receive assistance as soon as their applications are verified.
- Reduces the administrative burden associated with scoring and ranking applications.
- Provides flexibility to continue accepting applications throughout the year.
- Allows the City to fully expend the annual allocation without establishing multiple application deadlines.

Disadvantages

- Households that do not apply quickly may not receive assistance if the annual allocation is exhausted.
- Doesn't necessarily prioritize the households experiencing the greatest financial hardship.

To address these, the City can establish an application opening date and conduct outreach, provide significant advance notice, and maintain a waitlist for eligible applicants who apply after available funds have been committed.

Implementation Option 2: Application Rounds Based on Assessed Need

Under this model, the program would accept applications during designated rounds rather than continuously. Following the close of each round, City staff would review all complete applications and prioritize eligible applicants based on demonstrated financial and housing need. This model allows the City to compare eligible applicants and direct available funding toward households with the greatest demonstrated need.

Application Process

1. Applicants submit applications and required documentation during a defined period.
2. Staff verify income, residency, ownership, tax status, and the impact of the 2025 revaluation.
3. Eligible applications are evaluated using established criteria.
4. Funding is allocated to the highest-priority applicants based on the adopted scoring methodology.
5. Applicants are notified of their award, and payments are processed.
6. Any funds remaining after a round may be carried forward to the next round.

Potential Needs Assessment Criteria

The City would use a point-based system to assign priority points and establish a minimum eligibility threshold. If applications receive the same score, the order that the application was received would be the tiebreaker. The point-based system could use factors such as:

- Household Income (e.g., priority for households earning 30% AMI)
- Property Revaluation Impact (e.g., priority for households that saw their assessed value double in the revaluation)
- Household circumstances (e.g., priority for households with fixed or limited income, households with children)
- Length of homeownership (e.g., priority for households that have been in the home more than 15 years)

Advantages

- Directs limited funds toward households with the greatest demonstrated need.
- Reduces the advantage of applicants who simply apply first.
- Allows the City to consider both income and the magnitude of the revaluation impact.
- Provides a more equitable distribution of limited grant funds.

Disadvantages

- Significant staff time and administrative oversight required
- Scoring criteria need to be clearly defined, defensible, and objective to ensure consistent treatment of applicants and transparency of decisions
- Payment is delayed because applications must be reviewed collectively after the application period closes

Implementation Option 3: Hybrid Application Rounds with Priority Thresholds

Under the hybrid model, the City would establish designated application rounds during each program year while continuing to award funds on a first-come, first-served basis within defined priority groups. This approach combines the administrative simplicity of a first-come, first-served program with the equity of a point-based model. Rather than ranking every applicant using a detailed scoring system, the City would establish clear eligibility and broader priority thresholds based on household income and the demonstrated impact of the 2025 property revaluation.

Application Process

The City would establish two application rounds during each program year. Applications would be accepted during a defined period for each round.

Following the close of each application period, City staff would:

1. Applicants submit applications and required documentation during a defined period.
2. Staff verify income, residency, ownership, tax status, and the impact of the 2025 revaluation.
3. Eligible applicants are assigned to a priority category based on household income and/or the percentage increase in assessed property value.
4. Funding is awarded beginning with the highest-priority applicants, with applications within each priority category funded on a first-come, first-served basis.
5. Continue funding applications until the funds are exhausted.
6. Applicants are notified of their award, and payments are processed.
7. Any funds remaining after a round may be carried forward to the next round.

Priority Categories

The City could establish priority categories that correspond to the existing award structure:

Priority	Household Income	Revaluation Impact
Priority 1	≤30% AMI	75% increase or more
Priority 2	≤30% AMI	Less than 75% increase
Priority 3	31–50% AMI	75% increase or more
Priority 4	31–50% AMI	Less than 75% increase
Priority 5	51–80% AMI	75% increase or more
Priority 6	51–80% AMI	Less than 75% increase

A simplified structure could be:

- **High Priority:** Households at or below 50% AMI and/or households experiencing a significant increase in assessed value due to the 2025 revaluation.

- **Standard Priority:** Households between 51% and 80% AMI that meet all other program requirements.

Within each priority group, applications would be funded in the order they were received.

Advantages

- Balances equity and administrative simplicity.
- Gives greater consideration to households with the lowest incomes and/or greatest revaluation impacts.
- Avoids the need for a complicated points-based scoring system.
- Provides applicants with a clear understanding of how funding priority is determined.
- Retains the efficiency of first-come, first-served processing.
- Allows the City to distribute funds during defined application periods and monitor program demand.
- Provides a transparent method for resolving situations where requests exceed available funding.

Disadvantages

- Priority thresholds need to be clearly defined, defensible, and objective to ensure consistent treatment of applicants and transparency of decisions
- Payment is delayed because applications must be reviewed collectively after the application period closes

MINUTES
City Council Parks, Trails & Recreation Committee

Wednesday, August 19, 2026, at 3:30 PM
City Hall Council Chambers

Members Present:	Aaron Baker, Chair, Council Member (left at 4:40pm) Lauren Wise, Vice Chair, Council Member Shanna Powell, Citizen Member JD Powers, Citizen Member Daniel Jessee, Citizen Member Reba Osborne, Citizen Member
Members Absent:	Jackson Tate, Citizen Member Maureen Copelof, Mayor, Ex-Officio
Staff Present:	Wilson Hooper, City Manager (arrived at 3:39pm) David Todd, Assistant City Manager Paul Ray, Planning Director Aaron Bland, Assistant Planning Director Becky McCann, Communications Coordinator Shawnee Cummings, Assistant to the City Manager
Guests:	None
Media:	David Bradley; Jonathan Rich

A. Welcome and Call to Order

Committee Chair Aaron Baker welcomed everyone and called the meeting to order at 3:30 PM.

B. Certification of Quorum

Assistant to the City Manager Shawnee Cummings certified that a quorum was present.

C. Approval of Agenda

Mr. Wise motioned to approve the agenda as presented. Ms. Osborne seconded, and the motion carried unanimously.

D. Approval of Minutes – July 15, 2026

Mr. Jessee motioned, seconded by Mr. Wise to approve the minutes of the July 15, 2026 meeting. The motion carried unanimously.

E. Introduction of New Committee Member

Mr. Baker welcomed Shanna Powell, a new Committee member, and asked her to introduce herself. Ms. Powell stated she has lived in Brevard since 2019 and has a degree in parks and recreation management with a concentration in adventure sports. She has 2 small businesses. She has owned a bicycle component brand of USA-made parts since 2008 and she has been a full-time mountain bike coach since 2020. She also did some kayaking instruction with Rockbrook Camp this summer. She loves outdoor recreation and prior to moving to Brevard, she lived in Asheville for 15 years.

F. MCJCCC Bathrooms

Ms. Cummings said that the external bathroom hours have been extended and are open 8am-8pm in the summer and 8am-5pm in the winter to match the schedule of the Jimmy Harris Railroad Depot bathrooms. She added that Mr. Griffin was manually locking and unlocking the bathrooms each day, including on the weekends, but it has since been arranged so that Police will be locking the bathrooms in the evening. The external MCJCCC bathrooms are now open in the evenings and on the weekends until 8pm, and Staff have requested a quote for automatic locks from Comporium but have yet to receive that estimate. Mr. Todd said he followed up on that yesterday but has not received an answer back. Mr. Bland added that he got signage made that will be placed at Silversteen Park and indicates where to go and what the hours are. Mr. Baker said he thinks that would be a good thing to advertise on the City's communication platforms. Ms. Cummings also advised that the signage is going to the Rosenwald Community Advisory Board for review tomorrow. Mr. Baker said that is great.

G. Franklin Park Future Needs

Mr. Todd provided a handout (Attachment A) that itemizes the various repairs needed at Franklin Park. The lines highlighted in yellow are initial best guesses, while the lines not highlighted are substantiated with quotes or estimates, but the quotes have not been competitively bid nor have a set of specifications been provided that could change the quote. Mr. Todd explained that he separated the items, with the first group of items being for the buildings and the second group of items being for the park and pool.

Exterior improvements to the pool house, which houses the locker rooms and restrooms, include shingle replacement, repairs to skylights and vents, stucco repair, and painting. Interior improvements to the pool house include accessibility and cosmetic upgrades, painting, and reworking of the plumbing, showers, and bathrooms. Mr. Todd noted that the estimate for interior improvements is really an unknown number because it depends on how substantial we want the upgrades to be. For example, painting the floors will be a very different cost than tiling the floors.

The pump house will also require exterior improvements, which include shingle replacement, stucco repair, and painting. Building-related improvements also include the removal of old trees that pose a fall hazard, restriping the parking lot, the addition of security cameras, and interior renovations to the pool house.

For the park and pool, Mr. Todd said after speaking with the Boys and Girls Club about their new playground, the playground equipment is likely to be around $750,000. The fence between the park and Lakeview Ave. will also need to be replaced, and the Friends of Franklin Park have indicated that they would be willing to pay for it. The interior of the pool will also need repairs, including repairs to the tile, railing, and Gunite finish.

Mr. Baker said it looks like it will be about a million and asked what part of that is eligible for PARTF funding. Mr. Bland and Mr. Ray said PARTF usually covers equipment but excludes bathrooms and parking lots. Mr. Baker said we have a new parks capital fund, but we do not have recurring funding for it. Mr. Hooper confirmed.

Mr. Todd asked if there is anything he missed or forgot. Mr. Wise said keeping in mind the life expectancy with the level of preventative maintenance required, he asked if the life expectancy is less than 5 years for the pool and the bathrooms. Mr. Todd said he feels the same about those as he does about the playground in that they are beyond need of renovation and that we are going to keep limping by. He said he worries about the playground specifically because somebody could get a big splinter from the old wood. Unless we had someone out there every day with a fine-tooth comb, it is hard to find all of those things and Staff is very dependent on parents notifying the City of issues. Staff inspects the playground, but often you do not see these things until you have a kid running their hand along a rail where an adult would not think you would.

Ms. Osborne asked how much money in the general fund has been earmarked for parks. Mr. Hooper said there is $60,000 in the new capital fund but it has been dedicated to the Sports Complex. Ms. Osborne asked if nothing from the general fund can be allocated this fiscal year. Mr. Hooper said it could be if Council wishes to redirect funding from another project, but there is no specific earmark for Franklin Park in this year's budget.

Mr. Baker said we have a long list of needs with the parks and trails, but of all of them, he feels like Franklin Park has the greatest potential to attract private donations. He added that it does come with a lot of management of funds, solicitation of funds, and marketing, which is something the City is not that good at since we do not work off of donations that often. Having dollar amounts will be critical in order to go to donors and the estimates will continue to be refined. Mr. Todd said he feels pretty good about the estimates, but he is least confident in the pool because it will require draining the pool to see what work is required. Depending on what is needed, it could change the scope.

Mr. Baker said Friends of Franklin Park just started and is doing volunteer work but asked if they could graduate to be a fundraising organization. Mr. Todd said he thought that Ron White said that last time. Mr. Wise said it would be a good time to start building the relationship. Mr. Baker said the City can also collect donations, to which Mr. Hooper confirmed and said we can collect donations for a specific purpose and isolate them in a separate account to reassure donors that their money is not getting intermingled, but it is easier to deduct a donation to a 501(c)(3) than it is to a City. He added that we may be able to attract more donations if they went to a separate entity.

Mr. Baker asked what the next steps are. Mr. Hooper said we have to get the summer first because that is when we can really look at the pool and as traffic on the playground decreases, we can start on some of the other deferred maintenance. That will give Staff the ability to get done with the Sports Complex and then turn our attention to Franklin Park. Mr. Baker said now that we have some numbers, it may be worth a follow-up conversation with Friends of Franklin Park to see what they are interested in taking on.

Mr. Wise asked if the picnic pavilions are fairly new. Mr. Todd confirmed. Mr. Todd asked whether we want to pave the sidewalk from the parking lot to the picnic pavilions. He added that there is a small trail that goes around the park, which could be paved like a bike path. Mr. Wise mentioned a small bridge that is connected to the path and is falling apart. Mr. Todd said that was on his draft but it did not get transferred onto this version, so he will add it back on and it will likely cost $10,000. The $10,000 could be applied to either a drainage correction or a replacement of the boardwalk/bridge.

Mr. Hooper said something that is not on here that we should probably add, although it may not be a big burden in these initial phases, is that we still own the girl scout hut. He added that Public Works renovated it about 3 years ago, so we do not have to worry about it now, but it will come back up again in the future for maintenance. Mr. Hooper said we would hope they would contribute to maintenance on that but traditionally the City has performed all of the maintenance. Mr. Baker asked if we could just give it to the Girl Scouts, to which Mr. Hooper said we could if Council wants to. Mr. Todd asked if they would want to because we may not care about the hut itself, but it might require giving them the land. Mr. Baker said he does not know much about it, but he was just throwing that out, as it is an ongoing maintenance expense for the City when it is for one entity. Mr. Hooper said in terms of property disposal methods, he believes the Girl Scouts would be eligible for a donation. Mr. Ray said we could probably subdivide it as a condominium so as to donate the building but not the land.

H. Sports Complex Improvements

Also included on the itemized sheet (Attachment A) are the improvements to the Sports Complex. Mr. Todd said it starts growing as you look at everything that needs to happen, so he also looked at a phased approach.

There are donors who want to donate lights for one baseball field and a scoreboard for another baseball field. Separate from those, there is another donor who wants to provide new bleachers with an ADA section for the soccer field. The bleachers will require a sidewalk, and by code, the number of seats in the bleachers will also trigger a minimum number of bathrooms. Mr. Todd said he previously worked on a soccer stadium in a different role and they were able to determine the number of bathrooms based on typical occupancy numbers, as opposed to maximum occupancy. When you have an influx of people for tournaments, you would have a concrete pad where you could temporarily place porta johns. Mr. Todd asked the folks offering to donate bleachers for help in determining bathroom counts and ADA parking space counts.

Mr. Todd said he brings up the donations because when paving the parking lot, we will need to determine where to put ADA parking spots and how many are needed. The City agreed, as our part of the bleacher contribution, to build the sidewalk from the parking lot to the bleachers. Therefore, when paving the parking lot, it makes the most sense to include the cost of the sidewalks, ADA parking, tree requirements, and stormwater collection. He said that $500,000 is a reasonable estimate for that.

Mr. Todd said he and Mr. Ray looked at the number of seats for the soccer fields and doubled the initial restroom counts. Initial estimates were to have 1 men's, 1 women's, and 1 family restroom, but they have doubled that to be 2 men's, 2 women's, and 1 family restroom. The estimate for the prefabricated restrooms is $500,000.

Mr. Todd said if we improve the programming at the Sports Complex, one of the concerns is that the Ecusta Trail is at the front of the parking lot, there is a big pedestrian and car conflict. One idea is to move the Ecusta Trail crossing to the back of the parking lot and have it go around the soccer field to set it up for a future crossing over Ecusta Rd. when the Morris Rd. and Ecusta Rd. intersection gets redone. Mr. Todd added that the idea has not been vetted, but the estimate is included on the list. Mr. Baker asked if it would go between the skate park and soccer fields or around the skate park. Mr. Todd said they were thinking behind the skate park, but there is a grade challenge between the skate park and Morris Rd., so they are unsure if it will work. Mr. Ray said Staff asked McAdams to provide some options.

Mr. Todd said McAdams' proposal is about $60,000 to do the design work for the Sports Complex, but a few things have been added. Normally, it would be part of a project, but they decided to get that work done and decided on before bidding it. The cost to design certain items may dictate whether they are included in the design, given that funding allocated for design is limited. Mr. Todd added that it would be wise to vet the ideas so that we do not perform work that will be impacted by other potential projects later.

Mr. Baker said he wonders if there are other treatments that could be done to the entrance of the parking lot, even if the trail stays in its current location, to make it safer. Mr. Ray said there is and that will be one of the options they look at.

Mr. Baker asked what the next steps are on design. Mr. Hooper said if McAdams' revised scope comes in at or close to budget, then we will sign and give the go ahead. If the scope comes back as a much bigger number, then we may have McAdams start on certain pieces and wait on other pieces until we have some answers. Staff would then bring it back to the Committee for discussion on whether we want to proceed with a more expensive scope. Mr. Ray said it was projected to take about 6 months for the design, but it may take a little longer with a broader scope. Mr. Baker asked if the proposal still included the ability to enlarge the parking lot. Mr. Ray confirmed.

Mr. Jessee suggested maintaining the gravel in the parking lot, as it has some benefits. He said gravel, or a lighter color alternative to asphalt, will generate less heat and gravel also forces people to slow down. He knows there is an issue with maximizing parking with gravel because there are not clearly defined spots, but he is not sure how to fix

that. He added that gravel also helps with drainage. He also said if the bike path is relocated, he does not want to lose the other bike path, as it is an added amenity and there are not many loops at our parks. Mr. Baker said those are great points, especially if we can find a way to improve the safety of the existing trail crossing.

Mr. Hooper said we will have a status on the McAdams proposal by the next Committee meeting and we will continue our conversations with the donors to make sure that the projects they are working on do not conflict with the City's improvements. Mr. Baker asked if McAdams plans to meet with the little league and TYSA, to which Mr. Ray said yes, there are several stakeholder meetings included in their scope.

Mr. Jessee said Biltmore Church used chewed up asphalt with glue to hold it together for their parking lot addition and they painted lines on it that have stayed for over a year. Mr. Baker said with the Stormwater Master Plan in mind, he is guessing that permeable surfaces would be much more expensive. Mr. Ray confirmed. Mr. Hooper said he wonders if we have a parking lot with curbing that delineates parking areas if we really need to pave it. If there are curbs, it would not allow for the overcrowding we have now. Mr. Todd said he worked on semi-permeable pavement in the past and they delineated spots with tick marks on the curb or concrete curb stops. Mr. Ray said it would be difficult for ADA compliance, but Mr. Powers suggested a paved crossing through the parking lot to help people get to ADA spots without having to go into the gravel.

I. Naming Conventions for City Trails

Mr. Baker said with the Ecusta Trail coming all the way to Main St. and the Estatoe Trail being the traditional name for the City's multi-use path, it presents a question as to whether all the City trails are still the Estatoe with the Ecusta trail overlapping in certain sections or we need to rethink the names of our trails. He added that even though the Committee talks about the Estatoe a lot, the average person does not know what it is and if they think they do, they are thinking of the gravel path that enters Pisgah National Forest, not the City's multi-use path. Mr. Bland said the gravel path into the forest has been the Estatoe since 2009, and nothing else was called the Estatoe until 2015-2020 when it turned into the whole thing. Mr. Baker asked how that happened and if Council made that decision. Mr. Bland said no, the only action taken by Council was to designate everything as "BATS" for Brevard Area Trail System.

Ms. Osborne asked if the Estatoe Trail is a historic path. Mr. Bland said the section near the entrance of the forest is. Ms. Osborne asked if it comes all the way into the City. Mr. Baker said we do not know exactly where the historical trail was, but it was a trading route that connected the higher elevation areas around Brevard to South Carolina.

Mr. Bland said on the map (Attachment B), the Estatoe Trail is in black, which is the City's paved greenway, and the Ecusta Trail is in yellow. The Ecusta Trail's connection to Main St. has already been designated as the Ecusta Trail, which is why there is overlap. The questions are whether the trails are coinciding, if the connection to Main St. is only the Ecusta Trail, and what to call the section on the other side of Main St.

Mr. Baker said there has been some talk about whether the overlap could be both the Estatoe Trail and the Ecusta Trail, and the examples that are referenced are highways. For example, Asheville Hwy is NC-280, US-64, and US 276. Mr. Todd also noted the Mountains to Sea Trail or the Appalachian Trail, which both overlap with other trails. Mr. Baker said while it is an option and works in some cases, he thinks in practice, people end up calling it one thing. Mr. Baker said the two names could cause confusion, given that both trails have names that start with "E" and are Cherokee in origin. His thoughts are that we maintain the Estatoe from where it starts to overlap with the Ecusta Trail, where the T intersection is in between the Ninja Park and the hospital, all the way to Pisgah National Forest (the black section of the trail above the yellow line), and the Ecusta Trail goes from the same intersection all the way to Main St (yellow line). He added that the next question is what is everything past Main St. called? Mr. Wise said since the Ecusta Trail is coming from outside the county and is a rails-to-trail, it has to maintain a strong identity. Mr. Todd said he thinks they could overlap based on the way other trails do, but you would have to brand it in a way so as not to confuse anyone.

Mr. Hooper said this bleeds into the next agenda item, but he asked Mr. Bland what the long-term aspirations are for the trail. Mr. Bland said the segments that are next in line are from Silversteen Park to Bracken Preserve and Greenville Hwy to Hap Simpson.

Mr. Baker said he asked to discuss this because it keeps coming up in different venues and there needs to be a decision so we can move on and have a clear direction forward.

There was additional discussion as to whether color-coded segments would be a way of delineating certain sections. For example, the whole system could be referred to as BATS, with different spokes having different colors, similar to a transit system. Mr. Bland noted that the BATS acronym is actually supposed to apply to the greenways, Bracken Preserve, the French Broad Paddle Trail, and even sidewalks. It was decided that it would be strange if one segment of the trail is named, while other segments are colors.

Ms. Osborne asked if Mac Morrow and other historians would be opposed to shortening the Estatoe to a smaller section and if any history would be lost. Mr. Baker said we do not have any documentation that indicates that the City's trail system was actually called the Estatoe Trail, and if anything, this would make the official Estatoe Trail longer.

Mr. Jessee motioned, seconded by Mr. Powers to recommend that Council decide that the Estatoe Trail is from the T intersection near Oskar Blues to the campground in Pisgah National Forest and that the Ecusta Trail is from the T intersection near Oskar Blues to Main St. The motion carried unanimously.

The Committee decided that the section past Main St., "the fish hook," would remain unnamed for now.

J. Visioning for Next Phases of City Multi-Use Path

Mr. Bland gave a presentation (Attachment C) that covered what has been built as part of the multi-use path so far, future phases, how it interacts with the pedestrian and

bicycle plan, and how some NCDOT projects are related. Mr. Bland gave a history of the multi-use path, beginning with its first segment in 2003 and the last segment in 2023.

There are 3 future phases that are currently underway:

- Main St. to Mary C. Jenkins Community Center is under design. Construction is unfunded.
- Mary C. Jenkins Community Center to Silversteen Dr., also referred to as Tannery North, has construction set to begin this fall.
- Rosman Hwy to Country Club Rd. is under design. Construction is unfunded.

As previously mentioned, other future phases that have not been prioritized include Silversteen Park to Bracken Preserve and Gallimore Rd. to Hap Simpson Park.

Mr. Bland said we have a Pedestrian and Bicycle Plan that has a lot of recommendations for shared use paths (SUP) and greenways, which are indicated by dotted green lines on the map. Many suggested paths are on State roads to take advantage of their Complete Streets Policy, which requires that if the path is in our locally adopted plan and the State does a modernization project on that road, then they build the path. Mr. Bland also showed a snapshot of the project rankings, which heavily prioritized the Estatoe Trail phases, but other highly ranked sections include Osborne Rd., Neely Rd., and Ecusta Rd., given their proximity to transportation corridors. The projects are loosely prioritized, as it is not a rigorous scoring system, and we are not required to complete projects in order.

Mr. Bland said we have 3 greenways in the current State Transportation Improvement Program (STIP) under NCDOT. One has already been built, which is the Davidson River Pedestrian Bridge, and one is about to begin construction, which is Tannery North. The last project is the Ecusta Trail, which was a back-up plan for construction before the City was awarded its grant. The City is submitting several potential greenway projects as part of Prioritization 8.0 and if they score high enough, they will get put in the STIP. Once the projects are scored based on safety and other criteria, the City will add points locally to boost scores even higher, which will happen in October or November of this year. We will find out what got prioritized at the end of the year and then they will put the STIP out in 2027. Mr. Bland said to keep in mind that this is a very long-term list and if done through the STIP, it could take decades before some of it gets built. It is the long-term vision being submitted to Raleigh to hopefully get funded using the State's money.

Mr. Wise said he is curious about the end of the fish hook as it is now, since it really is an artificial terminus. Mr. Bland said the Boys and Girls Club will build a little bit of the greenway along their frontage on Greenville Hwy. Mr. Wise asked if people want to try to make a loop on the trail, have we thought about how that might happen or where it might connect back. Mr. Bland said the only thing on anyone's list right now is an upgrade and SUP on Neely Rd., but no one has really looked at creating a loop.
Mr. Hooper said this crosses over with our other Committees where we talk about the STIP more, but for folks who are not familiar, Neely Rd. has been run through the formula a couple of times in the last few years and it never scores well. He added that it surprises him because anyone who has driven that road knows that it is not great in its

current configuration. Mr. Ray said Neely Rd. does not score well because it is put through a formula where the ratio does not pencil out because it is not that big of a road, but it would be very expensive due to the topography and utilities.

Mr. Jessee said he does not know how we would do it, but it would be helpful to create better bike access into downtown from the east side given that the roads are so wide. He added that a lot of people want to ride on paths that are completely separate from traffic and there are neighborhoods near Franklin Park that do not have a clear way to ride into downtown. Mr. Bland said that one of the projects being submitted to NCDOT is a SUP from the elementary school to Franklin St., so that gets you halfway there.

Mr. Hooper said he thinks you need to extend the trail across the Davidson River, through the R5799 roundabout, and towards the Pisgah Mixed Use zoning areas. Mr. Bland asked if he means down Hendersonville Hwy. Mr. Hooper said that way and along the other arm, as it would expand transportation networks into the presumed growth areas for the City. He added that we are fortunate that we will have the Ecusta Trail running by the Ecusta site already, as well as the hospital and other big employment centers, and if we are looking out onto the horizon, we are probably going to need to connect our existing trail into those areas. Mr. Jessee asked if he is considering a crossing in addition to the Davidson River Pedestrian Bridge. Mr. Hooper confirmed. Mr. Jessee said he thinks that would make a lot of sense and help a lot of people.

Mr. Hooper said since Mr. Baker left early and wanted to participate in this discussion, we should have this on the next agenda as well. The Committee agreed.

Ms. Cummings asked if we already covered a section along Kings Creek. Mr. Bland said that is another section that has been in the Pedestrian and Bike Plan for a while. He added that it would go from Railroad Ave., behind Food Lion, and then through Brevard College to connect to Neely Rd. Mr. Ray said he thinks we have most of the easements for that section. Mr. Bland said we have the easements for the section behind Food Lion to Asheville Hwy and he thinks a greenway through the campus is on the college's master plan so they are tentatively on board.

Mr. Wise said we can pick this up at the next meeting when Mr. Baker is here. Mr. Bland said he would put the different ideas on a map for reference.

K. Public Comment

A member of the public asked about the section of greenway behind Arby's and McDonalds. Mr. Hooper said we are waiting to hear from the Federal Government on the status of our FLAP grant. We were awarded the grant to realign the trail, but after notification of the award, we learned that that funding is in dispute at the congressional level. If it is passed in the congressional budget, we will get the award. We are waiting for the dispute to resolve at the congressional level before we know if we will get the funding. Whether we get the grant or not, the upcoming State project to widen that road will improve the bicycle and pedestrian infrastructure significantly from what it is now.

Another member of the public asked what is going on at Wilson Rd. Mr. Hooper said the State is going to widen the road and make it more flood resilient. The current alignment is unsafe because of its turns and it is flood prone in some areas, so DOT is going to straighten and raise the road from Greenville Hwy to Old Hendersonville Hwy. DOT has started to take down trees in areas where they are going to straighten the road, acquired the necessary real estate at the Wilson Rd. and Old Hendersonville Hwy intersection, and began utility relocation – all preliminary work required before you significantly realign a road. Construction for the new alignment is a few years out, and the road will be wider, but it will only widen the shoulders. The road will still be 1 lane in each direction.

L. Set Date for Next Meeting – Wednesday, September 16, 2026, at 3:30 PM

Committee members set the date for the next meeting on September 16, 2026, at 3:30 PM. Additionally, this Committee's October meeting will occur jointly with the Downtown Master Plan Implementation and Downtown Advisory Committee on October 14, 2026 and that meeting will take the place of both Committees' monthly meetings.

M. Adjourn

There being no further business, Ms. Osborne motioned to adjourn, Mr. Jessee seconded, the motion passed unanimously, and the meeting was adjourned at 5:02 PM.

Approved: September 16, 2026

Aaron Baker, Chair, Council Member, or
Lauren Wise, Vice Chair, Council Member

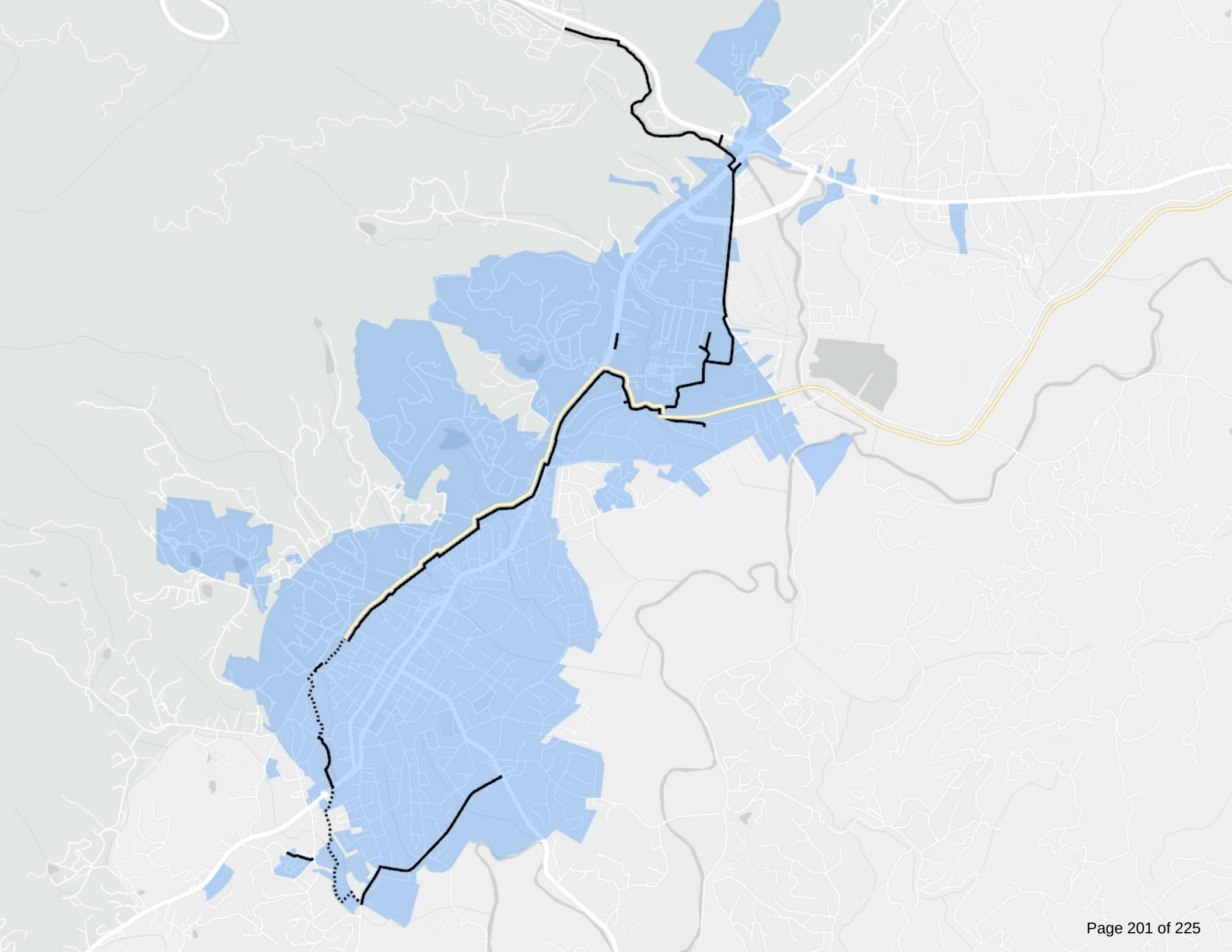
Shawnee A. Cummings

Shawnee Cummings
Assistant to the City Manager

DRAFT ***Brevard 10 Year Capital Plan FY 26-27***DRAFT

Location Code	Project Description	Justification Description	Justification Category	Budget Only Estimated Total Cost	General Fund Impact	Water and Sewer Fund Impact	Other Funding Impact, Grants, Principal Forgivness, etc
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
B-FPRR	Franklin Park RestRooms/Locker Rooms Shingle Replacement, facia repairs, skylight replacement, vent repair, Stucco Repair, Painting Exterior - Pump House Shingle Replacement, Stucco Repair, Painting Exterior - Pavillion Shingle Replacement, Painting	Exterior finishes and façade of the building are both weathered and aged and are in need of replacement to project he building and enhance the aestetic condition of the facility, including roofing, stucco, facia, and skylights. Handrail replacement behind locker room.	1 - Roof Repairs and Replacements	$ 135,000		$ -	$ 135,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Tree Removal in the park	Old and dying trees pose a safety/fall hazard. Trees need to be removed.	6 - Improvements to meet fire safety or other life safety needs	$ 5,000		$ -	$ 5,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Parking lot - Restriping	Parking lot striping has weathered and worn and needs to be redone	11 - Improvements to roads, walks, drives, and utilities infrastructure	$ 500		$ -	$ 500
B-FPRR	Franklin Park RestRooms/Locker Rooms - Security Cameras	Exisiting secutiy cameras are old, non-operational and obsolete, in need of replacement	9 - Improvements and renovations to improve use of existing space	$ 9,000		$ -	$ 9,000
B-FPRR	Franklin Park RestRooms/Locker Rooms - Interior Renovations accessibilty and cosmetic, interior painting, plumbing rework, shower and toilet rework	Interior of the facilty is aged and in need of renewal. Bathroom and other facilities do nto meet current ADA requirements.	9 - Improvements and renovations to improve use of existing space	$ 60,000		$ -	$ 60,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
PRT-FPPG	Franklin Park Playground - Replace all playground equipment	The current Franklin Park playground equipment is constructed of wood and has been used far beyond end of life. The equipment does not meet current safety standards and creates hazards from wood splinters and failing components	14 - Equipment Replacement	$ 750,000		$ -	$ 750,000
PRT-FPPG	Franklin Park Playground - Replace fence between road and playground	The fence seperating the playground from Lakeview Avenue is constructed of wood and is failnig and beyonfd end of life. The fence does create a safety barrier preventing children from accidentally entering the road from the playground area, especially near the picnic sheds	9 - Improvements and renovations to improve use of existing space	$ 8,000		$ -	$ 8,000
PRT-FPSP	Franklin Park Swimming Pool Upgrades - gunite, tile and railing repair	The swimming pool interior is in need of renovation including both the gunite and tiled sections	9 - Improvements and renovations to improve use of existing space	$ 30,000		$ -	$ 30,000
PRT-FPPG	Franklin Park Playground - Replace bridge or repair drainage on north end of field	The north end of Franklin Park is frequently a wet area due to drainage issues. Either the boardwalk should be repalced or the drainage issue corrected and the boardwalk removed.	12 - Drainange and landscape improvements	$ 10,000		$ -	$ 10,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			

PRT-SCBF	Sports Complex Parking Lot paving and associated sidewalks	Parking lot is currently mostly gravel and in need of paving and striping includes, curbing, tree wells and associated trees, and stormwater collection. This project will also includes sidewalks to the skate park,soccer field, future restrooms, and bike path.	11 - Improvements to roads, walks, drives, and utilities infrastructure	$ 500,000			$ 500,000
PRT-SCBF	Sports Complex New Restrooms	Due to an increase in amenities at the Sprort Complex the city has triggered an additional need for accessible restrooms in a new location at the Sports Complex	3 - Repairs and renovations to meet federal and State standards	$ 500,000			$ 500,000
PRT-SCBF	Sports Complex - Relocate the Ecusta Trail Crossing	The Ecusta trail currently cross the Sports Complex parknig lot very near the entrance apron from Ecuta Road which in turn creates frequent pedestrian and automobile conflicts.	6 - Improvements to meet fire safety or other life safety needs	$ 250,000			$ 250,000
PRT-SCBF	Sports Complex Improvement Design Work	Design work for different Sports Complex Improvements	9 - Improvements and renovations to improve use of existing space	$ 60,000			$ 60,000
PRT-SCBF	Sports Complex Security Cameras	Exisiting secutiy cameras are old, non-operational and obsolete, in need of replacement	9 - Improvements and renovations to improve use of existing space	$ 20,000			$ 20,000
				DOLLAR AMOUNTS ARE PLACE HOLDER GUESSTIMATES ONLY			
		TOTAL		**$ 2,337,500**	**$ -**	**$ -**	**$ 2,337,500**



Greenway Visioning

Parks, Trails & Recreation Committee

August 19, 2026

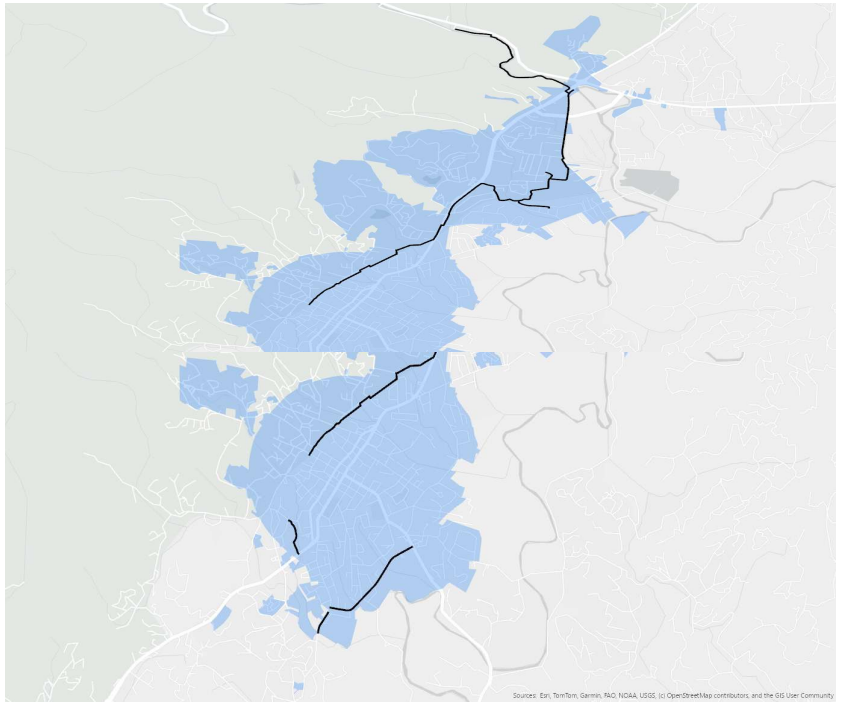


Outline

- History of Existing Phases
- Future Phases
- “Unprioritized” Phases
- Pedestrian + Bike Plan
- NCDOT Projects

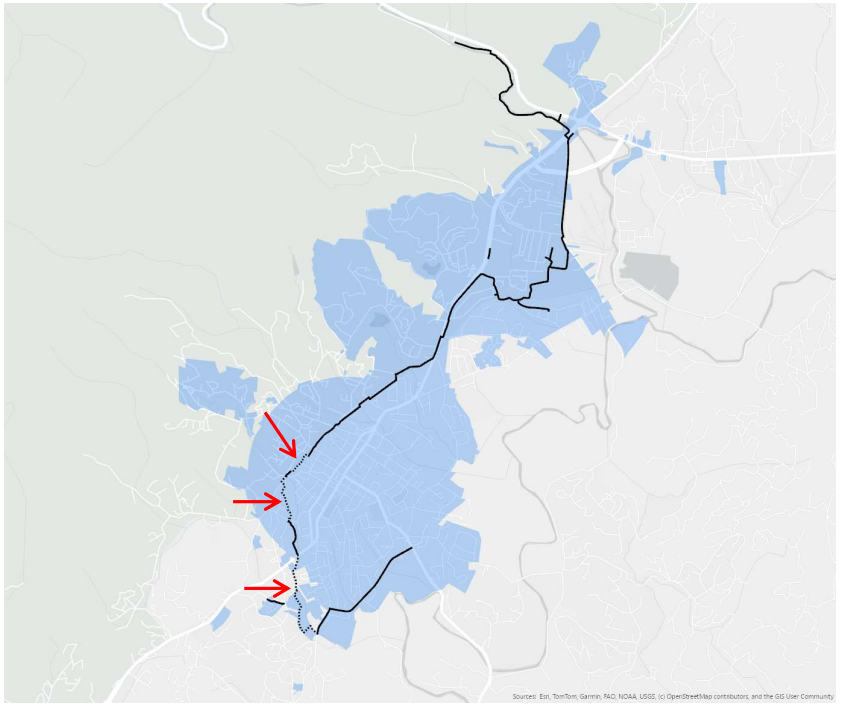
Greenway Phases: History

1. Sports Complex > Allison Road (2003)
2. Sports Complex > Asheville Highway (2006)
3. Allison Road > McLean Road (2008)
4. Asheville Highway > Art Loeb Trailhead (2009)
5. Gallimore Road (2010)
6. Cherry Street (2015)
7. McLean Road > Whitmire Street (2021)
8. Brevard High School (2022)
9. Whitmire Street > Main Street (2022)
10. Tannery South (2023)



Greenway Phases: Future

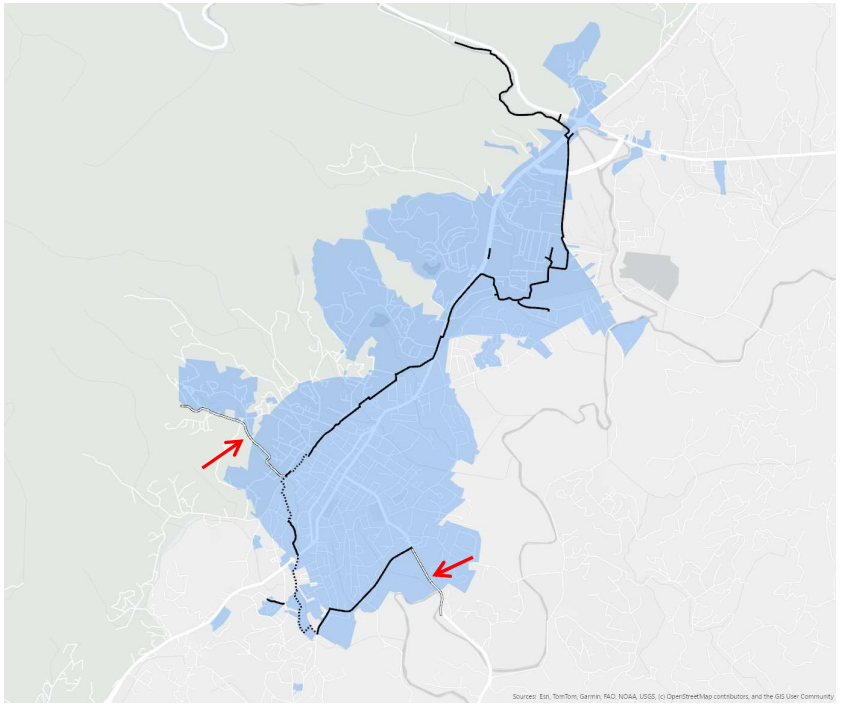
- Main Street > Mary C. Jenkins
  - Under design (GTSP Grant)
  - Construction unfunded
- Mary C. Jenkins > Silversteen Drive
  - AKA Tannery North
  - Construction funded & starting this fall
- Rosman Highway > Country Club Road
  - Under design (GTSP Grant)
  - Construction unfunded



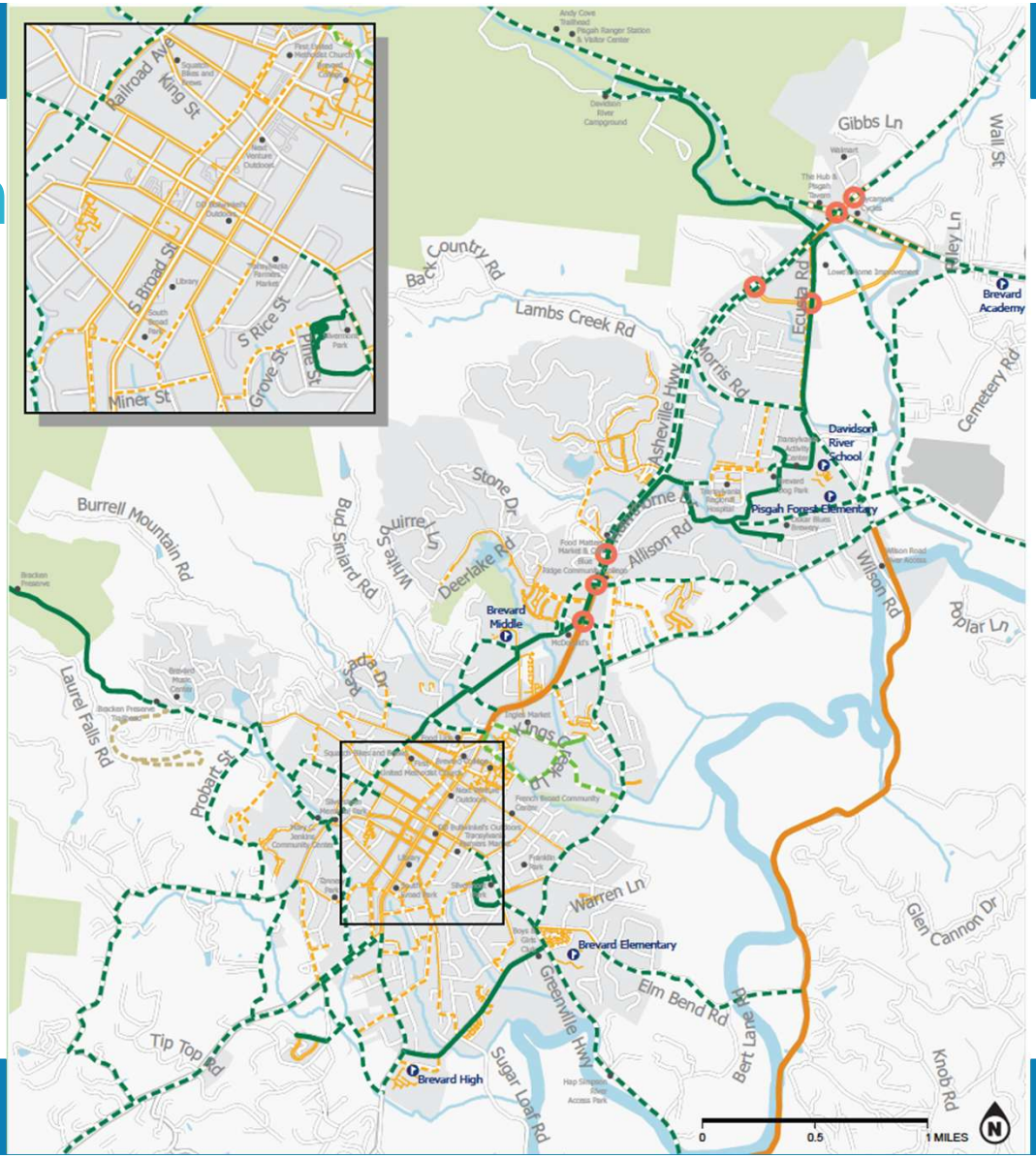
Other “Unprioritized” Phases

- Cashiers Valley Road > Bracken Trailhead
- Gallimore Road > Hap Simpson Park

Estatoe Trail Status Map



Pedestrian


Railroad Ave
King St
S Broad St
S Rice St
Pine St
Grove St
Miner St
Back Country Rd
Lambs Creek Rd
Gibbs Ln
Wall St
Morris Rd
Asheville Hwy
Cemetery Rd
Brevard Academy
Davidson River School
Pisgah Forest Elementary
Stone Dr
Burrell Mountain Rd
Bud Sinclard Rd
White Squirrel Ln
Deerlake Rd
Allison Rd
Wilson Rd
Poplar Ln
Brevard Middle
Laurel Falls Rd
Probart St
Rice Dr
Kings Creek Ln
Warren Ln
Brevard Elementary
Glen Cannon Dr
Elm Bend Rd
Bert Lane
Knob Rd
Greenville Hwy
Tip Top Rd
Brevard High
Sugar Loaf Rd
0
0.5
1 MILES
N

Pedestrian + Bike Plan

TABLE 3.4 *Near-Term Priority Project List with Prioritization Scores*

Project Number	Corridor	Proposed Facility/ Treatment	Prioritization Criteria				Total Priority Score
			Estatoe Trail	Safety	Connec-tivity	Public Support	
68	*Estatoe Trail (Phase 2)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
69	*Estatoe Trail (Phase 3)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
70	*Estatoe Trail (Phase 4)*	*Shared Use Path*	*2*	*2*	*2*	*2*	*8*
71	Estatoe Trail- alternative route	Shared Use Path	2	2	2	2	8
72	Estatoe Trail connector	Shared Use Path	2	2	2	2	8
98	**Osborne Road**	**Shared Use Path**	**2**	**2**	**2**	**1**	**7**
60	Ecusta Road	Shared Use Path	2	2	2	1	7
67	*Estatoe Trail (Phase 1)*	*Shared Use Path*	*2*	*1*	*2*	*2*	*7*
47	Asheville Highway- westside	Shared Use Path	2	2	2	0	6
54	Chestnut Street	Shared Use Path	2	2	1	1	6
78	Hillview Street	Shared Use Path	2	2	1	1	6
91	N. Country Club Road	Shared Use Path	2	2	1	1	6
93	**Neely Road**	**Shared Use Path**	**2**	**2**	**1**	**1**	**6**
99	Park Avenue/Parkview Drive	Shared Use Path	2	2	1	1	6
107	Rosman Highway- eastside	Shared Use Path	2	2	0	2	6
198	Silversteen Drive/Norton Creek/ Future Greenway	Crossing Improvement	2	1	2	1	6
149	Asheville Highway/Hospital Drive	Crossing Improvement	2	1	1	1	5
151	Asheville Highway/Brian Berg Lane	Pedestrian+Bicycle Tunnel	2	1	1	1	5
45	Asheville Highway- east side	Shared Use Path	2	2	1	0	5
48	Asheville Highway- westside	Shared Use Path	2	2	1	0	5

NCDOT Greenway Projects

- In the current 2026-2035 STIP
  - Ecusta Trail
  - Tannery South
  - Davidson River Ped Bridge ✓
- Submitted for Prioritization 8.0
  - Ecusta Road (H190332): upgrade with bike-lanes, sidewalk, and/or SUP
  - Old 64 (H190361): upgrade with SUP
  - BHS Greenway (B171159): Rosman Hwy to Country Club Road
  - BES Greenway (B231334): BES to Franklin Street
  - Hillview Greenway (B171358): Hillview Circle to Probart Street
  - King Creek Greenway (B171356): Neely Road to Railroad Ave
  - Osborne Greenway (B192927): Asheville Highway to Old 64
  - Bracken Greenway (B171360): Probart Street to Bracken Trailhead
  - *Rosman Highway (H190370): Broad Street to Red Sky Knoll (express design)*

Division Needs LIP Window: Oct/Nov
Program Division Needs: Dec/Jan
Draft STIP Released: Jan/Feb

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Silversteen Picnic Pavilion and Bathroom Final Design
Speaker:	David Todd, Assistant City Manager Melanie Spreen, May Collaborative
Prepared by:	Wilson Hooper, City Manager
Approved by:	Wilson Hooper, City Manager

Background
In 2019 and 2020, the City began working with Rosenwald-area individuals and institutions to plan and implement improvements to Silversteen Park. The original vision included new playground equipment, a new basketball court, a splash pad, and a picnic shelter. Since that time, the new playground equipment and new basketball court have been installed, and complementary projects--including a restoration to the stream bank of the park's creek and the construction of the Mary C Jenkins Community Center--have been completed close by, exhausting most of the project's budget. The splash pad and picnic shelter were put on hold as Council tightened the budget citywide.

In response to inquiries from the community about the construction of the shelter, Mayor Copelof sought out, and found, a private donor willing to fund the design and engineering of a shelter and bathroom facilities--which were added to the scope at the request of community members more recently. The City solicited interested firms to perform the work, and selected local architecture firm May Collaborative.

Discussion
The details of the project have been viewed with the Rosenwald Advisory Committee on at least two occasions, most recently at their August 20, 2026 meeting where 90% design drawings were reviewed. Feedback offered by committee members at that time on security features, lighting, and other details were incorporated into the final documents, which are available to view on request. The committee informally assented to the look of the facility at a meeting earlier this calendar year.

A rendering and site plan are attached.

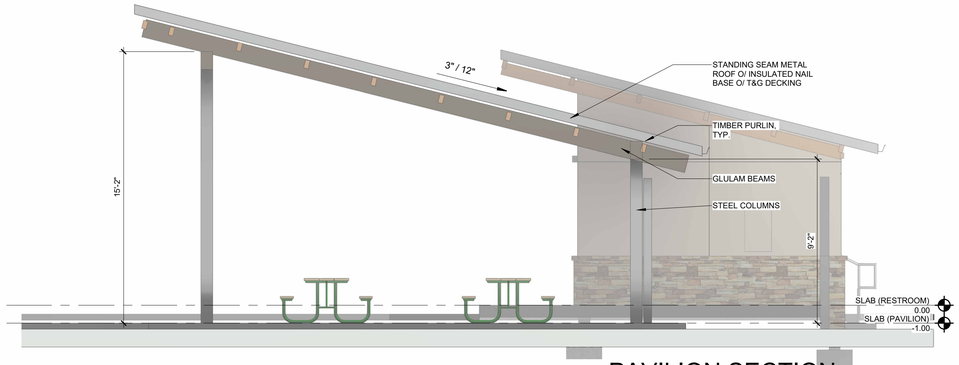
Fiscal Impact
The cost of design was funded via a donation from a private donor that was accepted by City Council at its March 16, 2026 meeting. That money has been exhausted and any additional design work will need to be funded with city resources.

No money has been identified or budgeted to fund construction. To this point, Council has expressed its intention to pursue outside dollars--whether donations, grants, or both--to fund construction. However, a contribution of up to $88,000 surplus Fund 82 (Rosenwald) dollars is an option under consideration by Council, to be determined at a future meeting.

Action
Council is asked to take one of the following actions:

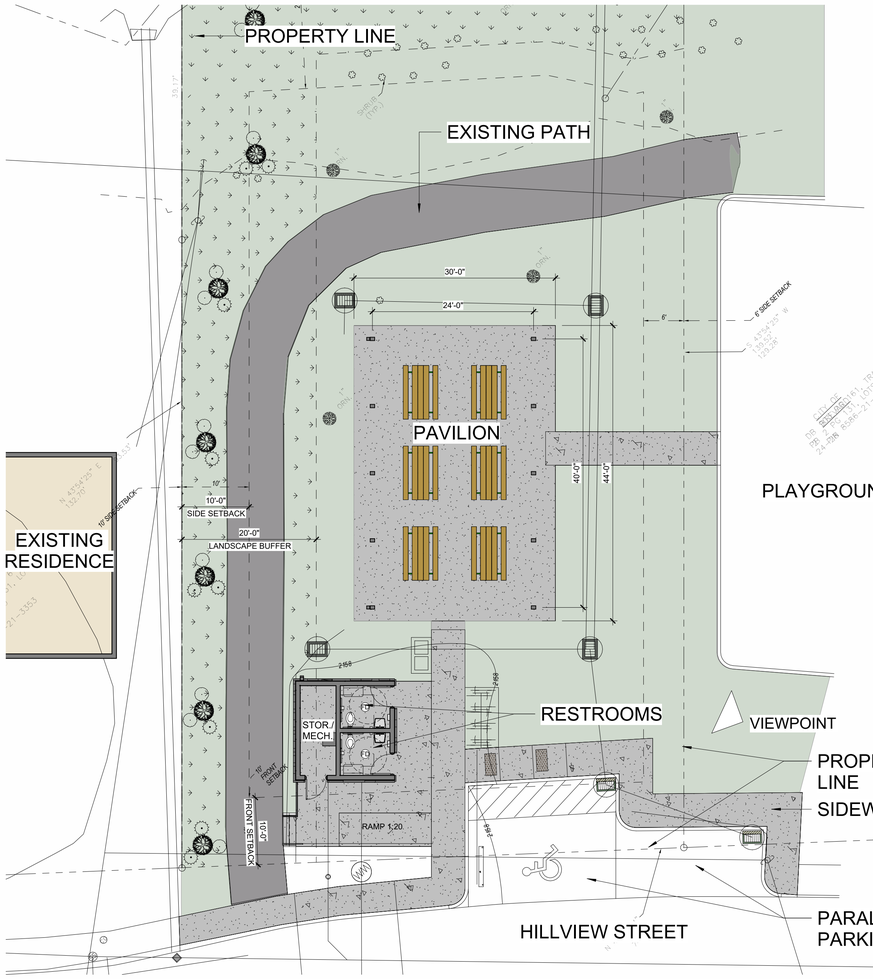
1. Adopt the attached resolution accepting the design as presented and instructing staff to use the design as the basis for its funding pursuit.
2. Identify changes to the design and send changes back to the design firm for inclusion in the final drawings.
3. Table the item for further consideration.
4. Reject the design

Attachments:
1. Silversteen Park pavilion-bathroom rendering
2. Res_2026-XX_Silversteen Pavilion Design



PAVILION SECTION

SCALE: 1/4" = 1'-0"

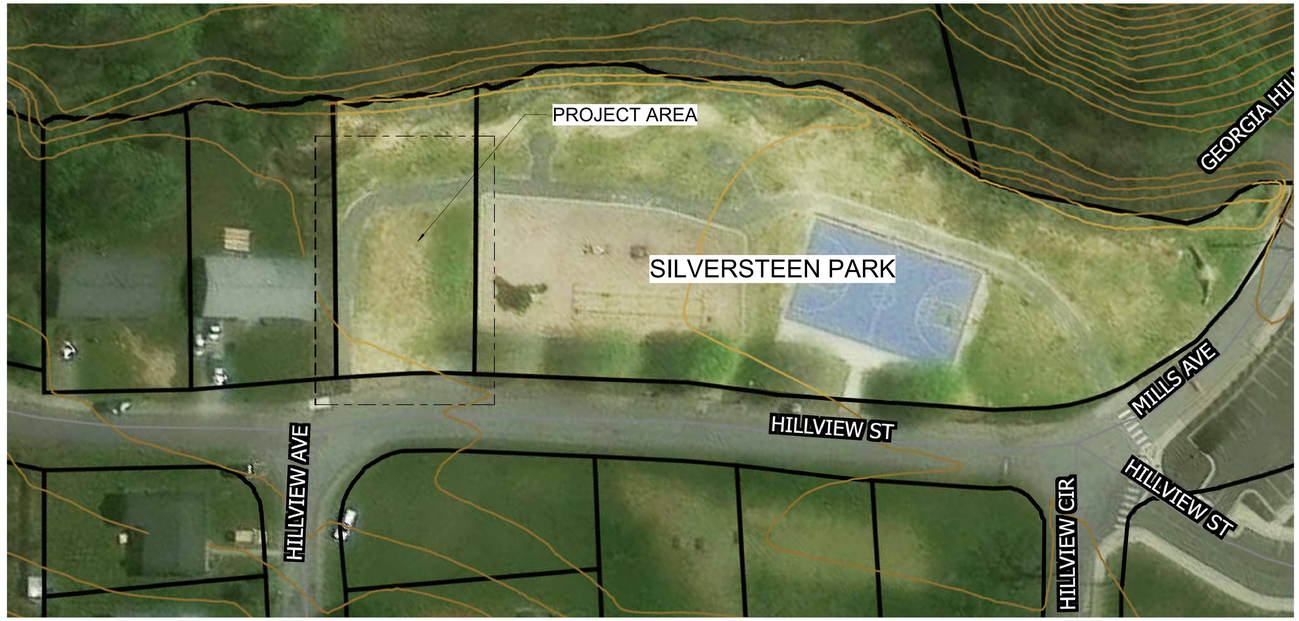


NORTH

SITE PLAN

SCALE: 3/32" = 1'-0"





NORTH

SILVERSTEEN PARK - AERIAL

ARCHITECTURAL CONCEPTS/ SITE PLAN

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MAY COLLABORATIVE ARCHITECTURE | PLANNING

SCALE: VARIES

9.9.26 4

RESOLUTION NO. 2026-XX

RESOLUTION APPROVING THE DESIGN OF THE SILVERSTEEN PARK PAVILION AND BATHROOM FACILITIES

WHEREAS, since 2019 the City of Brevard has been working with Rosenwald-area neighbors and institutions to identify and implement improvements to Silversteen Park and the surrounding area; and

WHEREAS, a picnic shelter was part of the vision for the park created around that time; and

WHEREAS, in subsequent years the community requested a public bathroom facility also be constructed; and

WHEREAS, improvements to the playground and basketball courts that were identified in the original vision have been completed; and

WHEREAS, funding for the picnic shelter and bathrooms was not included in recent municipal budgets as City Council chose to apply limited resources to other priorities; and

WHEREAS, in late 2025 and early 2026 the city sought, and received, a private donation to fund design and engineering of the picnic shelter and bathroom facility; and

WHEREAS, the two facilities were designed by the May Collaborative architecture firm in concert with city staff and the Rosenwald Advisory Committee; and

WHEREAS, the final design was presented publicly to City Council for its consideration at its September 21, 2026 meeting; and

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

Section 1. City Council adopts the Silversteen Park pavilion and bathroom facility final design as presented on September 21, 2026 and attached as reference.

Adopted and approved this the _____ day of _____, 2026.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC
City Clerk

DRAFT

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Clarification of Naming Conventions for City Trails
Speaker:	Mayor Pro Tem Aaron Baker, Parks, Trails, and Recreation Committee Chair
Prepared by:	Shawnee Cummings, Assistant to the City Manager, Aaron Bland, Asst Planning Director
Approved by:	Wilson Hooper, City Manager

Background
The City's trail system consists of the Estatoe Trail, the Ecusta Trail, the trails in Bracken Preserve, and portions of the City's greenway system that are also collectively referred to as the "Estatoe Trail." The name "Estatoe Trail" originally pertained just to the gravel path that starts at Asheville Highway and enters Pisgah National Forest, which was completed in 2009. Since that time, the entire main greenway "spine" has come to be called the Estatoe Trail. A resolution adopted by City Council in 2015 established the name "Brevard Area Trails" (BAT) as the official name for the City's "network of greenways, bike/hike paths, bike lanes, sidewalks, and trails" (Resolution 2015-25, attached).

The Ecusta Trail, which will run from the Henderson County line in Blantyre to Main Street, is currently under design with construction planned in the next few years. Once constructed, the Ecusta Trail will overlap sections of what is now colloquially called the Estatoe Trail. Given that Council officially designated the City greenway from approximately the Cherry Street connector to Main Street as the "Ecusta Trail" (Resolution 2024-32, attached) there needs to be clarification as to if the Ecusta and Estatoe are to be independent and distinct trails, or if they should be allowed to overlap with dual signage.

Discussion
At the Parks, Trails, and Recreation Committee meeting, Councilmember Aaron Baker explained that as planning and construction continues for the remainder of the Ecusta Trail, it would be helpful to have a definitive answer as to the naming conventions both for signage and to minimize confusion for trail users. The Committee discussed that while the trails could overlap with dual signage, it would be too confusing for users.

The Committee determined that there is a "T" intersection behind Oskar Blues, at which point the Ecusta and Estatoe Trails begin to overlap. From the "T" intersection to the Davidson River Campground in the Pisgah National Forest will be designated as the Estatoe trail, which extends the Estatoe trail significantly from its original route. From that same "T" intersection to Main St. in Downtown Brevard will be designated as the Ecusta Trail. By clarifying the aforementioned portions of the trail, there will be no overlap of the Estatoe and Ecusta Trails moving forward, eliminating any confusion that overlap and dual signage could create.

The existing and planned portions of the Brevard trail system that go beyond Main St. are to remain unnamed for now.

Recommendation
The Parks, Trails, and Recreation Committee recommended that Council decide that the Estatoe Trail is from the "T" intersection near Oskar Blues to the Davidson River Campground in the Pisgah National Forest and that the Ecusta Trail begins is from the "T" intersection near Oskar Blues to Main St. The remaining portions of the trail, existing and planned, that are beyond Main St. will remain unnamed for now.

Fiscal Impact
None at this time. No matter which decision is made regarding the names, funding for the design, fabrication, and installation of trail signage for both the Ecusta and Estatoe Trails will be needed in the coming years.

Action
Council is asked to take one of the following actions:

1. Approve the attached resolution affirming the naming conventions recommended by the Parks, Trails, and Recreation Committee.
2. Amend the text of the resolution and approve the amended resolution.
3. Table the item for further discussion.
4. Reject the Parks, Trails, and Recreation Committee recommendation.
5. Send the application back to the Parks, Trails, and Recreation Committee for further consideration.

Attachments:
1. Res_2026-XX_Trail Naming Conventions
2. Trail Map
3. Res 2015-25
4. Res 2024-32

RESOLUTION NO. 2026-XX

RESOLUTION AFFIRMING THE CLARIFICATION OF NAMING CONVENTIONS FOR THE ESTATOE TRAIL AND ECUSTA TRAIL

WHEREAS, the City's trail system consists of the Estatoe Trail, the Ecusta Trail, the trails in Bracken Preserve, and portions of the City's greenway system that are also collectively referred to as the "Estatoe Trail"; and

WHEREAS, the name "Estatoe Trail" originally pertained just to the gravel path that starts at Asheville Highway and enters Pisgah National Forest, completed in 2009, but has since been used to refer to the entire main greenway "spine"; and

WHEREAS, the Ecusta Trail, which will run from the Henderson County line in Blantyre to Main Street, is currently under design and once constructed, will overlap with sections of what is now colloquially called the Estatoe Trail; and

WHEREAS, Council officially designated the City greenway from approximately the Cherry Street connector to Main Street as the "Ecusta Trail"; and

WHEREAS, the Parks, Trails, and Recreation Committee met on August 19, 2026 and determined that the overlapping trails with dual signage would create confusion for users; and

WHEREAS, the Committee determined that there is a "T" intersection behind Oskar Blues, at which point the Ecusta and Estatoe Trails begin to overlap; and

WHEREAS, the Committee recommended that Council decide that from the "T" intersection to the Davidson River Campground in the Pisgah National Forest will be designated as the Estatoe trail, which extends the Estatoe trail significantly from its original route, and from that same "T" intersection to Main St. in Downtown Brevard will be designated as the Ecusta Trail; and

WHEREAS, the remaining portions of the trail, existing and planned, that are beyond Main St. will remain unnamed for now.

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

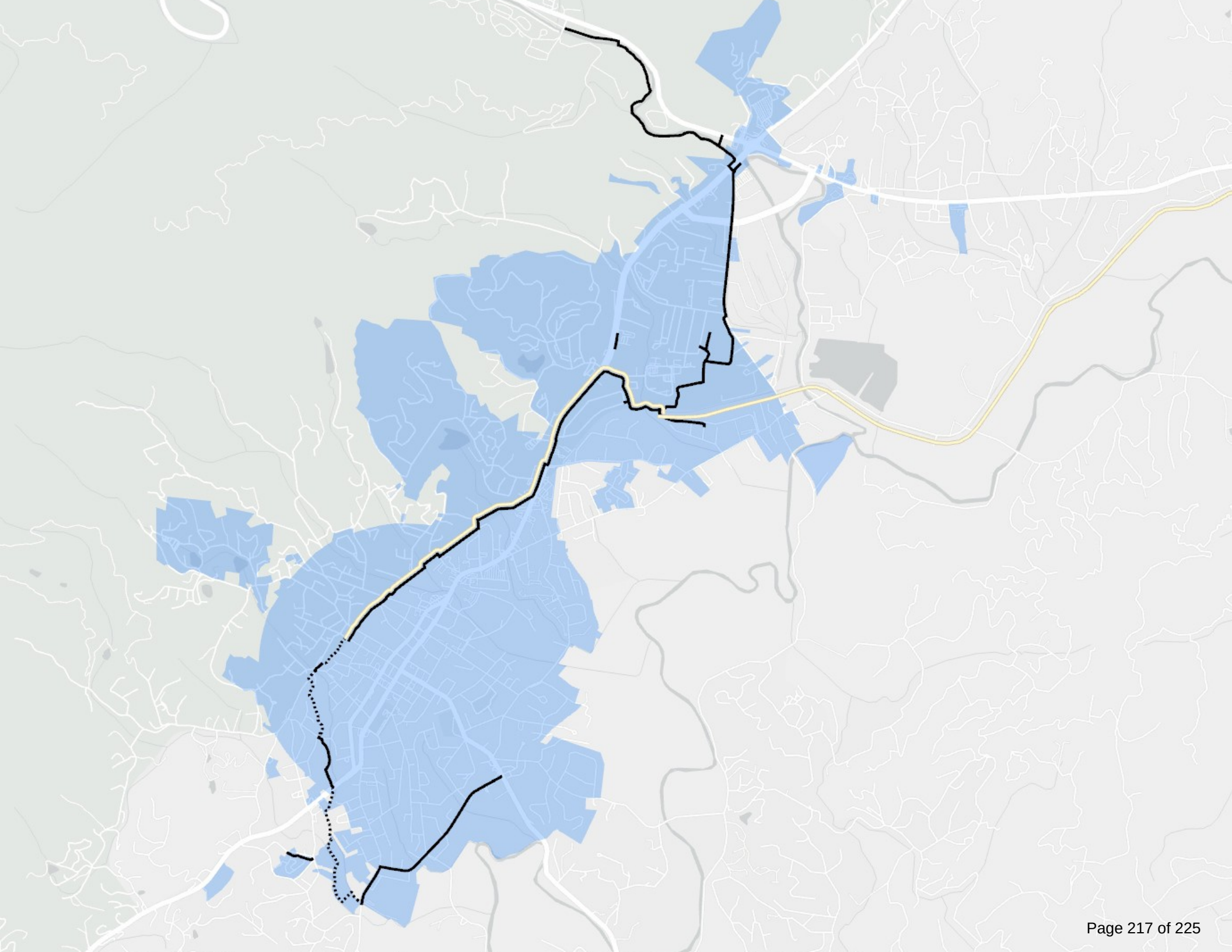
Section 1. The Brevard City Council hereby affirms that the Estatoe Trail is from the "T" intersection near Oskar Blues to the Davidson River Campground in the Pisgah National Forest, the Ecusta Trail is from the "T" intersection near Oskar Blues to Main St., and the remaining portions of the trail, existing and planned, that are beyond Main St. will remain unnamed for now.

Adopted and approved this the _____ day of _____, 2026.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC
City Clerk



RESOLUTION NO. 2015-25

A RESOLUTION NAMING THE CITY OF BREVARD'S NETWORK OF GREENWAYS, BIKE / HIKE PATHS, BIKE LANES, SIDEWALKS AND TRAILS

WHEREAS, Brevard City Council desires to establish a name for the City of Brevard's network of greenways, bike / hike paths, bike lanes, sidewalks and trails; and,

WHEREAS, the City of Brevard Parks, Trails & Recreation Committee unanimously recommended that Brevard City Council adopt "Brevard Area Trails" as the official name for the City of Brevard's network of greenways, bike / hike paths, bike lanes, sidewalks and trails.

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

Section 1. Brevard City Council hereby adopts "Brevard Area Trails" as the official name for the City of Brevard's network of greenways, bike / hike paths, bike lanes, sidewalks and trails.

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

Adopted and approved this 21st day of September, 2015.

Jimmy Harris
Mayor

ATTEST:

Desiree D. Perry, CMC, NCCMC
City Clerk

RESOLUTION 2024-32

RESOLUTION DEDICATING THE WESTERN TERMINUS OF THE ECUSTA TRAIL ON MAIN STREET IN DOWNTOWN BREVARD

WHEREAS, the Ecusta Trail will be a multiuse, paved greenway connecting the cities of Hendersonville and Brevard along a former rail line which ended service in 2002 and will serve as a new "cultural main street" connecting communities, promoting health, enriching the quality of life and the economy for everyone; and

WHEREAS, the Friends of the Ecusta Trail is a grassroots non-profit formed in 2009 dedicated to the completion of this trail; and

WHEREAS, Conserving Carolina, a non-profit land conservation organization operating in Henderson, Transylvania and neighboring counties, worked with partners including the Friends of the Ecusta Trail and local governments to create the proposed Ecusta Trail utilizing the 19.4-mile rail corridor connecting Hendersonville and Brevard; and

WHEREAS, the City of Brevard agreed in June 2021 to play a lead role in securing funding, overseeing construction and managing public use of the section of the Ecusta Trail in Transylvania County; and

WHEREAS, in the Summer of 2023 the City of Brevard was awarded two federal grants from the U.S. Department of Transportation to complete the Ecusta Trail: a $21.4 million Nationally Significant Federal Lands and Tribal Projects grant and a $24.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; and

WHEREAS, the future Ecusta Trail will bring many recreational, public health and economic benefits to local residents and businesses in the City of Brevard and Transylvania County; and

WHEREAS, the eastern terminus of the Ecusta Trail is located on South Main Street in Downtown Hendersonville; and

WHEREAS, the City of Brevard with its partner the Heart of Brevard is dedicated to maintaining and growing a vibrant and vital downtown; and

WHEREAS, the City of Brevard is building and maintaining its own 7.5 mile long multi-use trail called the Estatoe Trail which connects its citizens to important landmarks, schools, businesses, and recreational assets within the city limits; and

WHEREAS, the Ecusta Trail will only fulfill its aspirations of connecting the Western North Carolina communities of Hendersonville and Brevard if it is contiguous from "Main Street to Main Street".

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

Section 1. The City of Brevard dedicates the western terminus of the Ecusta Trail on Main Street in Downtown Brevard and will commit staff time and infrastructure including portions of its multi-use trail to this purpose.

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

Adopted and approved this the 5th day of August, 2024.

Maureen Copelof
Mayor

ATTEST:

Denise Hodsdon, CMC
City Clerk

STAFF REPORT
City Council, Monday, September 21, 2026

Title:	Resolution Authorizing Application for SRF Loan and/or Grant Assistance for Capital Improvements Program - Priority #1 Sewer System Improvements
Speaker:	David Todd, Assistant City Manager Alvin Fuller, Summit Engineering.
Prepared by:	David Todd, Assistant City Manager
Approved by:	Wilson Hooper, City Manager

Background

Upon completion of the recent Asset and Inventory Assessment (AIA) of the city's wastewater collection system several capital priorities were identified. The top priority identified, via smoke testing, is approximately 12,400 feet of gravity sewer line and other assets needing replacement or rehabilitation. These assets and sewer lines are located in multiple basins including Kings Creek, Gallimore, and Lambo Creek.

The proposed project will replace / rehabilitate pipe segments totaling approximately 12,400 linear feet of existing gravity sewer. This project focuses on assets that have exhibited the highest amounts inflow and infiltration (I/I) as determined through smoke testing and institutional knowledge of City staff. Several of the assets listed in Priority #1 exhibited smoke events through stormwater boxes during smoke testing (indicating direct inflow during rain events). Recommended improvements are as follows:

- *Caldwell Street*– between W. Main Street and French Broad Avenue
    - Pipe Burst – 350 linear feet of 6" clay gravity sewer, pull 8" HDPE pipe
    - Cured-in-Place Pipe – 1600 linear feet of 8" gravity sewer
    - Open Cut – 600 linear feet of 8" gravity sewer
    - Manholes Repaired/Rehabbed – 12
    - Installation of 5 new manholes

- *E. French Broad Street*– between N. Broad Street and Appletree Street
    - Cured-in-Place Pipe –
    - 1100 linear feet of 8" gravity sewer
    - 1200 linear feet of 12" gravity sewer
    - Manholes Repaired/Rehabbed - 6

- *E. Appletree Street*– between N. Broad Street and N Johnson Street
    - Cured-in-Place Pipe – 500 linear feet of 8" gravity sewer

- Manholes Repaired/Rehabbed - 1

- *N. Johnson Street*– between E. Main Street and E. Johnson Street
  - Cured-in-Place Pipe – 1000 linear feet of 8" gravity sewer
  - Manholes Repaired/Rehabbed - 5

- *Whitmire Street*– between Railroad Avenue and Curlee Street
  - Cured-in-Place Pipe – 1000 linear feet of 8" gravity sewer
  - Manholes Repaired/Rehabbed - 4

- *Hawthorne Drive*– between Pisgah Heights and Allison Road
  - Cured-in-Place Pipe – 2300 linear feet of 8" gravity sewer
  - Manholes Repaired/Rehabbed - 11

- *Allison Road*– Pisgah Heights and Hawthorne Drive
  - Cured-in-Place Pipe – 2000 linear feet of 8" gravity sewer
  - Manholes Repaired/Rehabbed – 9

- *Greenville Hwy.*– near College Station Apartments
  - Relocation/Installation of 750 linear feet of PVC gravity sewer
  - Installation of 4 new manholes

Priority #1 – Estimated Project Budget

• *Caldwell Street Construction*	$ 550,000.00
• *E. French Broad Street Construction*	$ 450,000.00
• *E. Appletree St & N. Johnson St Construction*	$ 450,000.00
• *Whitmire Street Construction*	$ 250,000.00
• *Greenville Hwy Construction*	$ 400,000.00
• *Hawthorne Drive Construction*	$ 400,000.00
• *Allison Road Construction*	$ 400,000.00

Total Estimated Construction Cost $2,900,000.00

Total Estimated Non-Construction Cost $ 400,000.00

Total Approximate Project Budget $3,300,000.00

Discussion

Repair and replacement of the city's wastewater collection system is vitally import for both the health and safety of our citizens and the environment. Repairing the city's wastewater collection system can also result in significant reductions of I&I or inflow and infiltration. I&I unnecessarily taxes both the city's wastewater collection system and the wastewater

treatment plant. Reduction and I&I can significantly increase the life or "capacity" of our wastewater treatment plant.

This SRF loan gives the city the ability to tackle these larger projects while minimizing the financial impact to the city.

Fiscal Impact
If awarded the Clean Water State Revolving Fund Loan, the city would be responsible for the 2% loan origination fee, in addition to payback of the remaining principal at a 0% to low interest rate, typically ½ of market rate. The SRF loan does offer principal forgiveness, but current indications are that this would be capped at $500,000. The city would also be responsible for about $50,000 used for grant administration, bidding and planning. With a total project budget of $3,300,000.00 the city would be responsible for the $50,000 grant administration, 2% loan origination fee on $3,250,000 or $65,000, and with hopefully $500,000 of principal forgiveness, payback of a $2,750,000 loan at 0% or low interest.

Action
Staff request Council approve the attached resolution authorizing staff to apply for the Clean Water State Revolving Fund to address the No. 1 Capital Improvement Priority identified in the recent Wastewater Asset and Inventory Assessment

Attachments:
1. Resolution - CIP Priority #1 Sewer System Improvements

RESOLUTION NO. 2026-XX

RESOLUTION AUTHORIZING APPLICATION FOR STATE LOAN AND/OR GRANT ASSISTANCE FOR CAPITAL IMPROVEMENTS PROGRAM – PRIORITY #1 SEWER SYSTEM IMPROVEMENTS

WHEREAS, The City of Brevard has need for and intends to construct, plan for, or conduct a study in a project described as Capital Improvements Program - Priority #1 Sewer System Improvements, consisting of the replacement / rehabilitation of approximately 12,400 linear feet of gravity sewer; and

WHEREAS, The City of Brevard intends to request State loan and/or grant assistance for the project.

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

Section 1. That City of Brevard, the **Applicant**, will arrange financing for all remaining costs of the project, if approved for a State loan and/or grant award.

Section 2. That the **Applicant** will provide for efficient operation and maintenance of the project on completion of construction thereof.

Section 3. That the **Applicant** will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.

Section 4. That the governing body of the **Applicant** agrees to include in the loan agreement a provision authorizing the State Treasurer, upon failure of the City of Brevard to make a scheduled repayment of the loan, to withhold from the City of Brevard any State funds that would otherwise be distributed to the local government unit in an amount sufficient to pay all sums then due and payable to the State as a repayment of the loan.

Section 5. That Wilson Hooper, Brevard City Manager, the **Authorized Representative** and successors so titled, is hereby authorized to execute and file an application on behalf of the **Applicant** with the State of North Carolina for a loan and/or grant to aid in the study of or construction of the project described above.

Section 6. That the **Authorized Representative**, and successors so titled, is hereby authorized and directed to furnish such information as the appropriate State agency may request in connection with such application or the project: to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.

Section 7. That the **Applicant** has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, ordinances, and funding conditions applicable to the project and to Federal and State grants and loans pertaining thereto.

Adopted and approved this the 21st day of September, 2026 at Brevard, North Carolina.

_____
Maureen Copelof
Mayor

ATTEST:

_____
Denise Hodsdon, CMC, NCCMC

City Clerk

CERTIFICATION BY THE RECORDING OFFICER

The undersigned Denise Hodsdon, duly qualified and acting City Clerk of the City of Brevard does hereby certify: That the above/attached Resolution No. 2026-XX is a true and correct copy of the resolution authorizing the filing of an application with the State of North Carolina, as regularly adopted at a legally convened meeting of the Brevard City Council duly held on the 21st day of September, 2026; and, further, that such resolution has been fully recorded in the journal of proceedings and records in my office.

IN WITNESS WHEREOF, I have hereunto set my hand this 21st day of September, 2026.

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Denise Hodsdon, CMC, NCCMC
City Clerk