**MINUTES**
**BREVARD CITY COUNCIL**
**Regular Meeting**
**October 5, 2026 – 5:30 PM**

The Brevard City Council met in regular session on Monday, October 5, 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 to the City Manager Shawnee Cummings, Communications Coordinator Becky McCann, Planning Director Paul Ray, Senior Planner Emily Brewer, Police Chief Christy Wentzell, Fire Captain Adam Hughey, Water Treatment Plant ORC Dennis Richardson, Wastewater Treatment Plant ORC Aaron Winans, and Community Center Director Tyree Griffin

**Guests/Presenters** – Vicki Eastland, Land of Sky RPO and Christy Staudt, McAdams

**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** – Dr. Andrew White, Pastor of Calvary Baptist Church 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 move Item M-5 Appointment of ABC Board Member to the Consent Agenda as Item K-6. Mr. Lytle moved, seconded by Ms. Holder to approve the agenda as amended. The motion carried unanimously.

**F. Approval of Minutes**

**F-1. September 21, 2026 Regular Meeting** – Mr. Wise moved, seconded by Mr. Baker to approve the minutes of the September 21, 2026 Regular Meeting as presented. The motion carried unanimously.

**G. Certificates / Awards / Recognition**

**G-1. Proclamation No. 2026-24 Domestic Violence Awareness Month** – Mayor Copelof read the proclamation aloud and presented it to SAFE representative Sterling Woodruff.

**PROCLAMATION NO. 2026-24**
**DOMESTIC VIOLENCE AWARENESS MONTH**
**October 2026**

**WHEREAS**, domestic violence impacts millions of individuals across the nation regardless of age, race, gender, or socioeconomic status; and

**WHEREAS**, an average of 24 people per minute are victims of rape, physical violence or stalking by an intimate partner in the United States – more than 12 million women and men over the course of a single year; and

**WHEREAS**, nationally 1 in 4 women and 1 in 7 men have experienced severe physical violence by an intimate partner in their lifetime, leaving deep emotional and physical scars; and

**WHEREAS**, almost half of all women and men in the US have experienced psychological aggression by an intimate partner In their lifetime; and

**WHEREAS**, women ages 18 to 34 generally experience the highest rates of intimate partner violence; and

**WHEREAS**, current or former intimate partners account for roughly one-quarter of women killed in US workplaces; and

**WHEREAS**, community partners, local shelters, and law enforcement play a vital role in providing safe housing, crisis intervention, and justice for victims; and

**WHEREAS**, the City of Brevard recognizes the significant impact domestic violence has on Transylvania County individuals, families, children, schools, workplaces, and places of worship; and

**WHEREAS**, by working together, we can build a community where intimate partner violence is not tolerated and all individuals can be safe, feel respected, and live free from abuse.

**NOW, THEREFORE**, I, Maureen Copelof, Mayor of the City of Brevard hereby proclaim the month of October 2026 as **"Domestic Violence Awareness Month"** in the City of Brevard. I call upon all citizens, community agencies, and health professionals to actively participate in supporting survivors and working together to end domestic violence.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of Brevard to be affixed this 5th day of October, 2026.

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

**G-2. Proclamation No. 2026-25 Fire Prevention Month** – Mayor Copelof read the proclamation aloud and presented it to Fire Captain Adam Hughey.

**PROCLAMATION NO. 2026-25**
**FIRE PREVENTION MONTH**
**October 2026**

**WHEREAS**, the City of Brevard has been committed to ensuring the safety and security of all those living in and visiting Brevard; and

**WHEREAS**, the 2026 Fire Prevention Week™ theme, **"Charge into Fire Safety™: Safe Charging Is a Superpower,"** focuses on the everyday charging habits that can help reduce the risk of lithium-ion battery fires and keep homes and communities safer; and

**WHEREAS,** fire remains a serious public safety concern both locally and nationally, and the presence of lithium-ion batteries in many household devices introduces fire risks; and

**WHEREAS,** most of the rechargeable electronics used in homes daily, including smartphones, tablets, laptops, power tools, e-bikes, e-scooters, and toys, are powered by lithium-ion batteries, which if misused, damaged, or improperly charged, can overheat, start a fire, or explode; and

**WHEREAS**, the National Fire Protection Association® (NFPA®) reports an increase in battery-related fires, underscoring the need for public education on the safe use of lithium-ion batteries and devices; and

**WHEREAS**, the way lithium-ion battery devices are charged can make a difference in helping prevent home fires; and

**WHEREAS**, safe charging includes using the cord and charger that came with your device or one approved by the manufacturer, charging on a hard, flat surface, watching for warning signs like devices that are very hot or start to swell, unplugging when fully charged, and charging larger devices like e-bikes outside and away from exits; and

**WHEREAS**, residents are encouraged to understand that safe charging means making smart choices every time they plug in; and

**WHEREAS**, Brevard Fire Department remains dedicated to reducing the occurrence of fires through prevention, safety education, and community outreach.

**NOW, THEREFORE**, I, Mayor Maureen Copelof and the Brevard City Council, do hereby proclaim October 2026 as **Fire Prevention Month** throughout Brevard. We urge all citizens to learn about and practice

safe charging habits and to support the many public safety activities and efforts of Brevard's fire and emergency services.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of Brevard to be affixed this 5th day of October, 2026.

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

**G-3. Proclamation No. 2026-26 Breast Cancer Awareness Month** – Mayor Copelof read the proclamation aloud and presented it to Pauline Carpenter, Executive Director of The Free Clinics.

**PROCLAMATION NO. 2026-26**
**BREAST CANCER AWARENESS MONTH**
**October 2026**

**WHEREAS**, the City of Brevard joins our nation in recognizing October as Breast Cancer Awareness Month; and

**WHEREAS**, breast cancer is the most commonly diagnosed cancer among women in the United States, and is the second-leading cause of cancer deaths among women in North Carolina and our nation; and

**WHEREAS**, Breast cancer death rates have slowly decreased over time, for an overall decline of 44% since 1989. This is in part due to better screening and early detection efforts, increased awareness, and continually improving treatment options.

**WHEREAS**, early detection can be an effective tool in combating breast cancer, with regular screenings preventing 15 to 30 percent of all deaths from breast cancer in women over 40; when diagnosed while still confined to the breast, the 5-year relative survival rate is 99 percent; and

**WHEREAS**, on average, every 2 minutes a woman is diagnosed with breast cancer in the United States; and

**WHEREAS**, 1 in 8 women, or approximately 13% of the female population in the United States will be diagnosed with breast cancer in her lifetime and although rare, men get breast cancer too; and

**WHEREAS**, in the U.S. an estimated 321,910 new cases of invasive breast cancer are expected to be diagnosed in women, and an estimated 2,670 new cases are expected to be diagnosed in men in 2026; and

**WHEREAS**, in 2026 an estimated 42,140 women and 530 men will die from breast cancer in the U.S.; and

**WHEREAS**, the City of Brevard encourages citizens to talk with their health care providers about regular screenings, examinations and mammograms, and to practice self-examination.

**NOW, THEREFORE**, I, Mayor Maureen Copelof and Brevard City Council, do hereby proclaim **October 2026**, as **"Breast Cancer Awareness Month"** in the City of Brevard, North Carolina, and call on all citizens to join us in recognizing the many survivors, and honoring those lives lost to this disease.

**IN WITNESS WHEREOF**, I have set my hand and executed the Great Seal of the City of Brevard on this the 5th day of October, 2026.

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

**G-4. Proclamation No. 2026-27 Emergency Nurses Week** – Mayor Copelof read the proclamation aloud and presented it to Michele Pilon, Lindsay Regner, Taylor Irick, Tracy Rhodes, and Amber O'Hare of Transylvania Regional Hospital.

**PROCLAMATION NO. 2026-27**
**EMERGENCY NURSES WEEK**
**October 11-17, 2026**

**WHEREAS**, emergency nurses are often among the first people we turn to in moments of serious illness, injury and uncertainty, providing skilled and compassionate care when it is needed most; and

**WHEREAS**, emergency nursing requires the ability to quickly recognize life-threatening conditions, make critical decisions and care for patients of every age and circumstance, often within minutes; and

**WHEREAS**, the emergency nurses of Transylvania Regional Hospital serve Brevard and the surrounding community around the clock, caring for our neighbors, families, friends and visitors when serious illness or injury cannot wait; and

**WHEREAS**, these nurses work alongside physicians, paramedics, EMTs, technicians and other health care professionals to provide lifesaving emergency care close to home; and

**WHEREAS**, their work extends beyond clinical skill to offering reassurance to frightened patients, supporting families through difficult moments and caring for people during some of the most vulnerable hours of their lives; and

**WHEREAS**, Emergency Nurses Week provides an opportunity for the City of Brevard to recognize the emergency nurses of Transylvania Regional Hospital for the skill, compassion and commitment they bring to patients and families in our community every day;

**NOW, THEREFORE**, I, Maureen Copelof, Mayor of the City of Brevard, do hereby proclaim October 11-17, 2026, as

**"EMERGENCY NURSES WEEK"**

in the City of Brevard and encourage our community to recognize and thank the emergency nurses whose dedication and service help ensure lifesaving emergency care is available to our community when it is needed most.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of Brevard to be affixed this 5th day of October, 2026.

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

## H. Public Comments

Adam Perkins, President of Heart of Brevard said we support the goals of the circulation study—safer streets, better mobility. We want to be a partner and steward in that work, but any alternative must also be weighed against its effect on our locally owned businesses, walkability, and the events that we bring to downtown. For that reason, we have serious concerns about converting Broad and Caldwell into one-way couplets, and we respectfully ask City Council to remove that from any further consideration. A change of this magnitude would fundamentally alter how people enter, navigate, and do business downtown. Economic vitality must be part of this conversation. The City's 2026-2027 budget anticipates roughly $7.8M in property tax revenue and $2.7M in sales tax revenue. A strong downtown helps sustain that base, and any change to our streets should build on that value, not put it at risk. Our streets are also more than just traffic corridors; they are places where we gather. White Squirrel Weekend, HalloweenFest, Light Up the Night, our community tree-lighting celebration, Assault on the Carolinas, and so many other events bring thousands of people into downtown Brevard. These events drive economic vitality for our small businesses, restaurants and lodging accommodations year-round. Each depends on our ability to close streets, safely reroute traffic, and create space for people to gather. That flexibility also matters for the Heart of Brevard. Vendors and sponsors help cover the rising cost of these celebrations and allow us to keep events free to the community. We need to understand how a significant change to a street network could affect our ability to continue these traditions, and with this option we simply could not. There are also ways to improve circulation without changing the character of our downtown. Let's look harder at the current conditions—better wayfinding and signage, clear connections to available parking. The Downtown Parking Study recommendations optimize signage, signals, stronger pedestrian connections, and targeted fixes at problem intersections. Transportation planning shouldn't only help people move through downtown, it should help them get here, find parking, shop, walk, dine, and they will ultimately stay. We recognize the difficult decision that you have in front of you. Today, our request is simple: take the one-way option off the table, remove the Broad and Caldwell one-way couplet from further consideration and let's focus our energy on solutions that improve safety and mobility while protecting the economic vitality and small-town character that make Brevard so special.

Theresa Wynn of Hillview Circle commented on the condition of Mills Ave. and Cashiers Valley Rd. She said for the past four months it has been rough. The roads are terrible and when they get one half-way done, they tear up another one. We just have to go one-way to get where we're going, and then they'll split my street. I was born off of Oakdale St. and we lived off of those roads all my life. We had a train that came through

there. Everything was smooth and we've got none of that. I know everything has to change some time or another, but it seems like everything is getting torn up. The town is growing and is getting bigger. When people come here they don't leave; they enjoy Transylvania. They say it's the number one vacation place, so people come on vacation and they make it their home. I look down the street from my house and see who is working, and 2 or 3 days a week there's nobody down there working. I can hear the pumps running all night, and I hope they don't put that on my water bill. Since it's electric, there's a light bill.

Nory LeBrun said I have lived at Lake Toxaway for 30 years and I visit, shop, dine and meet with the residents of Brevard on at least an every-other-day basis. I'm proud to serve on the boards of the Heart of Brevard, Transylvania County Tourism, Housing Assistance Corp., and previously on the Brevard Chamber of Commerce. I'm also a native Atlantan and have watched the city evolve, neighborhoods changing, traffic patterns shifting, both for good and not so good. I'm also lucky enough to have traveled extensively in the United States to most of the major cities and small cities. With that background and having attended the August 19th focus group meeting, three points as relates to the Downtown Brevard Circulation Study: 1) the McAdams, Land of Sky, NCDOT study certainly was and is thorough, and presents a variety of solutions. With that said, I believe there was and is too much focus on the one-way pair couplet approach. I do understand NCDOT's focal point of moving commerce across and through US highways and state roads but believe there are solutions that reside within the study and within the purview of the City of Brevard that will address most, if not all traffic and pedestrian challenges. 2) Because of my non-profit work in Brevard and the County, I regularly dialogue with my neighbors in the upper county, and although I enjoy visiting Cashiers and Highlands, I encourage those neighbors to turn east and shop and dine in Brevard. No one has ever complained in that area about the traffic on Caldwell or Broad Streets. With that said, and per the demographics of Sapphire and Toxaway I encourage the traffic solutions to not make it more difficult to shop, dine, park and enjoy Brevard. 3) As residents of the county we understand the challenges of growing commerce in the city and county. With some knowledge of potential new business growth in the downtown area, as well as healthy existing business growth, growing a vibrant live, play, and work atmosphere in Brevard is important. I believe a non-one-way pair solution should be the recommendation of the Brevard City Council to McAdams, Land of Sky and the NCDOT.

Brad Andrews, President of College said I also come to speak with major concerns about one-way traffic pairings, primarily for three reasons. First, getting on and off campus. We have about 1200 visitors to campus every year—prospective students and families. We have 800 students, we give out 200 paychecks, and so we have lots of people every day and throughout the year coming on and off campus. Changing the navigation around having to go around city blocks, either to get on or to get off campus back to home or where you're going, especially with the addition of bike lanes introducing bike traffic, it concerns me how that affects entrance to and exit from campus. My second concern is cut-through or pass-through traffic. If you are coming from the airport and trying to get somewhere near the Boys and Girls Club, or on that end of town, our experience has been that folks will look to pass through campus as a shortcut, and even more so with this solution of one-way couplets. What I worry about is introducing a lot of vehicle traffic to what is largely a pedestrian campus as they are looking to avoid having to go down Caldwell, up to Main and across, rather than cutting through campus. My third concern is that I have been here five years now and from the very beginning, one of my goals, one of the things we have been focused on is trying to get folks on campus, whether it's students or their families, to downtown, to the rest of Brevard. Trying to get them away the habit of leaving campus, turning right and leaving town. We have given downtown dollar gift certificates to this end, we have tried to incentivize our guests and our visitors to stay in downtown, and this proposal of the one-way traffic heading out of town on Broad St. works against what we've been trying to work for in that regard for the last five years. I raise these concerns for your consideration.

Dee Dee Perkins, owner of D.D. Bullwinkel's Outdoors and Moose Tracks said many of you know me from my years on this council, and service on local boards. I currently serve as Chair of the Tourism Development Authority Marketing Committee. I'm here to ask you to pass a resolution formally removing one-way pairs on Broad and Caldwell St. from consideration in the current traffic circulation study. I don't say this lightly, and I don't say it without numbers behind it. Tourism is the single largest economic driver in this county. The 2025 figures just released by Visit NC show that visitor spending in Transylvania County generated $188M in economic impact last year. One in ten jobs here depends on tourism dollars. Downtown Brevard—its charm, its walkability, its two-way thoroughfares that let people see storefronts, restaurants, find parking, and linger and mingle—is the engine that produces those numbers. This study should not be allowed to break that economic engine. Here's what one-way pairs would actually do to us. It would gut on-street parking on our most vital corridor. It would reroute incoming traffic away from—not by—Brevard College, our historic Courthouse, and every future revitalization project planned along Broad Street. Visitors and residents alike would lose the drive-by visibility that keeps our small independent shops alive. And it would eliminate six community festivals that currently draw tens of thousands of visitors and residents to downtown every year—events that depend on two-way streets we can close, gather on, and build community. This isn't speculation. Cities across the country tried exactly this approach decades ago to move traffic faster, and many are now spending millions of dollars to convert back to two-way streets, because one-way pairs hollowed out their downtowns. I've lived through what an empty downtown looks like. In the early 1990's boarded-up storefronts were the norm here, not the exception. It has taken decades of hard work, private investment, and civic commitment to build the downtown we have today. One-way pairs put all of that at risk. So, my ask is simple: remove the one-way pairs from the options under consideration, and direct staff and consultants to focus on alternatives that keep two-way traffic flowing on both Broad and Caldwell—improvements that manage safety and traffic without sacrificing access and vibrancy that make downtown Brevard worth visiting in the first place.

Jimmy Perkins read the following comments provided by email from Al Platt who was unable to attend: I'm sure others will speak about safety, speed, shopping, parking, festivals, celebrations and all the rest. These are important, but I want to say something about how Brevard is experienced, how it is meant to be experienced, whether you're entering Brevard for the very first time in your life or for every time you visit, all the times in your life. Brevard is organized around its courthouse, several churches, a couple of colleges, institutions, entertainment, commerce, parks, parklet spaces, and more. These spaces are not meant to be experienced around back or going rather than coming. To have meaning, they must be experienced both coming and going. Places are important to all of us. They should be designed and arranged to respect the people that use them and will therefore care for them and protect them. That's our job now. If you asked me to your house, I wouldn't expect to arrive at your back door, and you wouldn't want me to—it's a matter of mutual respect. So, let's not see our hometown demoted and disrespected for everyone, every time, for all time, and for no reason greater than saving a few moments for someone that is going somewhere else. One-way travel on Broad and Caldwell—just don't do it.

Tom Cabe of Red Wolf Gallery asked what about the side streets that would feed off these one-way streets? You're going to have to have a map to get people around the corner to where they're going. You're going to put more traffic on side streets which is going to be a big problem—how to route people around town rather than through town. By not routing people through town, you're going to destroy downtown. We need the people and the tourists to come through downtown because that's how we all make a living, depending on downtown Brevard. There's hardly a day goes by that we don't have a race across Broad St. to start with. It's a speedway, and so you're going to increase the speed limit from there. I think the traffic patterns need to be looked at from the attitude of where and how the stop lights are progressed because people start at one end and try to make it through every light in town and they're going 50 down Jail House Hill. Somebody's going to get run over. I think what the City needs to look at is how we're going to slow traffic down, not how to get it through town.

Beth Kramer said as a Carolina Ave. resident I absolutely support adding traffic calming measures to this known cut-through corridor. That said, I would ask council members to consider 3 speed humps, instead of 4, to make an impact without adding unintended consequences. Of course, speed humps don't address the culture of speeding. Cars speed down Carolina Ave. but so do City vehicles. I live by Public Works and law enforcement officers daily, plus construction vehicles, and other commercial traffic. Ideally traffic calming measures slow vehicle speeds without being an obvious nuisance. Otherwise, it's like slapping some tape on a leak in your pipe and watching smaller leaks pop up elsewhere, as is obviously the case with Probart St. and a foreshadowed result of the proposed solution on Carolina Ave. where you're asked to put in 4 speed humps and possibly an additional 4 on the side streets. I propose keeping the southern-most speed hump at Shipman Ave., keeping the next hump in the general area proposed, and moving the third hump farther into the middle of the blind curve. This move would help slow traffic entering the curve from both directions instead of just one. I also believe there is good reason to eliminate the fourth northern-most hump. Carolina and Silversteen form a split intersection leading toward Cashiers Valley Rd. The proposed fourth hump is very close to a stop sign where people are slowing down or just starting to accelerate, or where they will just be going into or coming out of 3 speed humps. Adding another hump to this short stretch would contribute to unnecessary congestion and traffic noise without really impacting speed control. In addition, unlike Probart with curbs and drains, the northern section of Carolina drops sharply into residents' yards on one side. Speed humps could create drainage issues for the homes below. Eliminating one hump would also free up over $2000 that could benefit more people in the Rosenwald area, not just one portion of Carolina residents. Ultimately 3 strategically placed humps could still slow traffic without automatically diverting drivers to side streets or creating drainage or congestion concerns at the north end. Or, you may want to consider other traffic calming measures here, or as other issues pop up throughout the city. I support traffic calming but just don't want to overdo it and create more problems than we solve.

Tamika Hunter, Executive Director of the Brevard/Transylvania Chamber of Commerce said as conversations regarding the potential one-way couplet on Broad and Caldwell St. continue, I want to acknowledge that the Chamber is still learning about the study and the various options being offered. We recognize that decisions involving transportation and infrastructure can have impacts that are extensive and so we don't take that lightly. Tonight, however, I want to raise one specific consideration that directly reflects the Chamber's work with the City, and that's the annual downtown Brevard Christmas parade. The Chamber is proud to host the parade on behalf of the City, working alongside the Heart o Brevard, public safety, local businesses and organizations, and many community partners. Each December Broad St. becomes more than just a roadway. It's a gathering place for our entire community. The parade route relies heavily on Broad St. beginning at Brevard High School and traveling through downtown to Brevard College. This route—street closures, barricades, emergency access, participant movement, and spectator areas all require significant planning and coordination. A permanent change in the configuration or traffic flow of Broad St. could have a significant impact on this event. The Christmas parade is a long-standing community transition that brings families together, our schools, non-profits, businesses, civic organizations, first responders, churches, and more. So, we're just asking you to respectfully consider these major community events as you're making this decision.

Clark Lovelace, Executive Director of Transylvania County Tourism Development Authority said past studies have shown that downtown Brevard is one of the top draws for visitation to our community. It is described as quaint, walkable, eclectic, safe, and authentic. It is often seen as being quite different from the hustle and bustle that many of our visitors are experiencing and coming here to escape. The lifeblood of our downtown is its independently-owned small businesses. They provide a uniqueness and vibrancy that is not found in many downtowns. Our downtown also features important heritage sites, including the Veterans History Museum and Transylvania Heritage Museum, along with the Visitors Center, an Arts Council, sculptures, murals and so much more. And, it serves as home to some of the most impactful events that we

have in Transylvania County from the White Squirrel Weekend, which has become now a distinctive part of how many visitors know us, to the Christmas parade and Light Up the Night, which enables locals and visitors alike to come together to enjoy the spirit of the holidays. Our goal is for visitors to experience as much of Transylvania County as possible, particularly the key areas that are likely to increase their local spend, their enjoyment of their visit, and the likelihood of them coming back. Downtown Brevard certainly checks all of those boxes. With regard to the downtown circulation study, we encourage Brevard City Council to prioritize options that bring visitors into downtown Brevard and avoid those that could discourage travelers from entering downtown or make accessing these important businesses, attractions, and events more difficult or maybe not even possible.

Jeremy Owen, Managing Broker of Howard Hanna/Beverly-Hanks Brevard said I am here as a downtown property owner and as a member of the real estate community. While others have and will address concerns about the circulation study, I want to specifically address the impacts of the desirability of the downtown Brevard area. I often tell people that our downtown serves as a showcase of our community. It offers a snapshot of what we're about, our priorities, our character, and our commitment to a vibrant and welcoming place to gather, shop, eat and celebrate. Authenticity is felt when walking down our sidewalks, waving at shop owners across the street, and speaking to visitors recommending favorite spots. The intangible feeling is something that deserves to be protected and has a direct impact on the desirability of our town. Changing Broad and Caldwell to one-way couplets would impact many aspects of the things that make our downtown unique and attractive. This would have a negative impact on visitors, economic activities, and ultimately property values. I understand the challenges that face this council and appreciate the work to make our town safer and increase mobility, but I believe what we focus on expands and by taking away the one-way option off the table, we can focus on opportunities to achieve the objectives of this effort while maintaining the integrity of what makes Brevard such a desirable place to live, work and invest in.

Rodney Locks of S. Rice St. thanked Council for approving the design for the shelter and bathrooms at the Silversteen Park Playground. He said at that meeting there was talk of having to get donations amounting to $400,000 to build the structures. I propose you use the remaining funds in the Rosenwald Fund 82 as seed money to get the project started. And to remind you that in North Carolina bathrooms in public parks are considered infrastructure support facilities and be categorized as public facilities, civic infrastructure, parks and recreation infrastructure and are eligible for PARTF and CDBG state and federal funding if they meet certain program requirements. I urge you to use what is left of the Rosenwald Funds for seed money for bathrooms and shelters and look into what it takes to be eligible for appropriate state and federal funds to build the bathroom. You can also look for donors.

Nancy DePippo of Stone Creek Trail said some of you know me as a longtime board member of the Friends of the Ecusta Trail and it is the excitement of the businesses that are already starting to build, even though we don't have the trail here. I know of two businesses currently that have set up to have bike rentals. We don't have the Ecusta Trail here yet, but I think they are starting to rent bikes for the Estatoe and maybe even using the forest roads. She mentioned that her friend and a group of 7 ladies recently rented bikes from Asheville Tourism and Excursions, a new business on Caldwell St. She said my concern is that they are renting the Type 2 throttle bicycles. Perhaps they are going to offer the Type 1 pedal-assist bikes, but they were not offered to this group of ladies. That style bike is not legal on the Ecusta Trail, and I don't know if the City has any written rules about those type bikes on city greenways, but I feel like it is prudent for all of us to be aligned on that so we can do a better job of enforcing. She noted that none of the ladies in the group were asked to sign a waiver and said I know they are new, but I feel like the risk of injury, particularly with that type of bike should be taken seriously and I believe the City probably does too. Ms. DePippo also expressed displeasure with construction barrels and barriers being left behind by NCDOT after projects are completed.

Morris Young, Sr. said I'm 76 years old and I'm here tonight to discuss the Pinnacle Rd. on the Bracken Trail. I am one of a few individuals who have lived there and experienced life up on Pinnacle Mountain above the music camp. In the mid-1950s to the early 1960s I used to live up on Pinnacle during this time. My father, Eddie Young, Jr. was the brick mason teacher at 9th Avenue High School. When a school student driver was out, not able to drive the bus, my father would drive the bus and was always able to turn the bus around for the next day. My mother's brother Vernon Smith also had property on Pinnacle Mountain. We stayed in the home of Mr. Howard Irving, who we called Uncle Howard; his wife's name was Maggie. Not long after Maggie's death, we moved to Pinnacle with Mr. Irving to help him out because of a stressful time he was having. They also have a daughter that is named Sarah. It was Sarah who my uncle Vernon Smith married. There was always a road to Pinnacle Mountain, ending behind Ms. Barbara Garrett's home, which her mother, Miss Sally May Baker owned. The road was always there. Upon my view this past year, I noticed that there were boulders across the road below the drive from which we turned off to go to the house where we stayed. The road always ended behind Miss Garrett's property. My question is why the City, in which I was born and raised in, would do such a thing to a Black community which caused them to never be able to build on their property or to reach their property because of a 50-foot right-of-way that the City obtained. Why was the trail to Bracken Mountain started in front of the property owners' property, which zigzagged back and forth to encroach upon the Black property owners. Did not anyone seek out information from anyone who have lived up on Pinnacle Mountain to ask them about the road? Was there anything put in...a statement in the paper or in any form to inquire help about those people who lived on Pinnacle above the road? I am not happy about what happened on Pinnacle Rd. up on the mountain. Why was it not that the road started behind the Baker's house which would not have been a problem? I have come to the sad conclusion that this property was intentionally taken as it has been in other states and other cities in other areas to deprive Black owners their property.

James Veal of Pinnacle Rd. said I want to reiterate the feeling and the heart and the meaning behind what Mr. Young has related to you. It's along the same lines of the point that I have been trying to make here for over two years. This is my ninth time speaking before the City Council. Last time I was here I asked that you guys please have a special meeting to air these issues out and give yourselves an opportunity to find out what the truth is—who did what, when and where, and why. My first meeting I expressed to you my feeling that your actions stole the value of these folks' properties, and I stick by that statement. Vernon and Sarah Smith were Emma Dorsey's mom and dad. Emma Dorsey has asked me to file for a driveway permit for her property up there. Roy Ray Robinson spoke here just about a year ago. He said essentially the same thing. His property is up there with no vehicular access. It's the infrastructure of the trail for the bottom 180 feet, starting with the handicap parking place, the 5 rows of boulders, the trail signs, the 2 fences, lastly the 2 picnic tables that are placed exactly in the middle of the roadbed. It is inexplicable why those picnic tables would be up there in the middle of the roadbed, unless what you wanted to do was block vehicular access to these properties. I shudder to think about what the real reason is. I challenge you to get to the bottom of it. There's a lawsuit filed; there's supposed to be a motion to dismiss filed today. Why would you want to dismiss this issue? It's just legal mumbo jumbo that's costing the taxpayers of the City of Brevard extra money to no avail. This is not about legalities; this is about what's right and what's wrong. I sincerely ask one more time—have a special meeting. What harm could come from that?

Burton Hodges, Executive Director of Transylvania Economic Alliance said the TEA is an economic development organization and we serve the community to do three things: recruit new types of companies in Transylvania County, work with existing employers to help them grow and expand in our community, and generation of new property that can be marketed for economic development purposes. So, we have a pretty strong interest in the flow and accessibility of our community and our community transportation assets. You have heard tonight from experts across their fields—downtown development, tourism, Chamber of Commerce representing a large swath of businesses in our community, the real estate community, business owners who have put a lot of their own money, time, sweat, blood and tears into this

community and this economy, and you've heard from iconic institutions like Brevard College that define and literally create a sense of place. So, there is absolutely nothing that I can say that would enter any new evidence into this argument. But, there are issues that are so important that I just have to make a few comments on behalf of the Alliance, which I think will summarize our position well and hopefully will reiterate some of the things you have heard from the experts this evening. We believe that the negative consequences of one-way streets in downtown, the unknown and marginal impacts to future industrial development across the county, and the clear consequences to community institutions like Brevard College profoundly outweigh any benefits that commuter traffic may receive from any of the alternatives in the study. We believe that all options to convert Broad or Caldwell St. into one-way in any scenarios should be completely removed from the study and that the study should focus on simply improving the existing conditions by optimizing signals and pedestrian safety.

Leslie Logemann, owner of Highlands Books and board member of the Transylvania Farmers Market said I work on both sides of Main St. on a regular basis and hearing what Al said, what Jimmy read, I moved here because I was one of those people who slowed down and discovered Brevard. Twenty years later I have a successful business, I serve on the board of a non-profit, and both my business and the members of the non-profit, the almost 60 vendors who serve at the market every week, pay a whole lot of taxes. If one-way conversions were to happen, statistics show that this will cause depressed property values, reduced sales tax revenue, and if a long list of other cities were used as an example, would seriously decay the vitality of Brevard. There's already a perception, and I use the word "perception", by many locals that there is a parking problem in downtown. Dee Dee and numerous people did a good job in talking about tourists, but locals also keep us alive as businesses year round, and I have a lot of really amazing local customers, and they already think that parking is a challenge downtown. Whether that is or not, having one-way streets isn't going to win us any more favors and it isn't going to help our businesses in any other ways. Thanks for keeping your hard-working businesses in your mind.

Paul Hawkins, owner of Local Color said I agree wholeheartedly with Dee Dee, Leslie, Al, and everybody else. I just request that you would take the one-way pairs completely off the table.

John Taylor, owner of OP Taylor's said I am totally against the one-way pair idea, and I could just say what Dee Dee said. She covered it perfectly. Nobody's really come up with a great idea that's not one-way pairs. I think I have a great idea, and I pitched it to DOT at the meeting at the library and was sort of put off like no, we're going to do one-way pairs. I came away from there very disappointed. I know that people from Brevard hate for somebody from Florida to say this is the way we did it there, and I'm not going to say that, but in Asheville on Merrimon Ave. they had a problem with traffic and they put in...instead of making Broad one-way and Caldwell one-way, if Broad had one lane going one-way and one lane going the other, and the center a turning lane, that would solve the problem because the biggest backups in traffic in downtown are people turning left coming up from College Hill onto Main St., and there is nowhere for cars to go, so they back up down to the college. And, the same way turning left on W. Main St. from Broad St. people don't turn their turn signals on or even if they do, people back up behind them and that goes down past Jordan St. So, the look of downtown is that we have a traffic problem, but we wouldn't if we had a center turn lane with a light. People would be able to go back and forth, and we'd still have the quaint little downtown that we have; plus, it would slow traffic down. I'm the proud recipient of a traffic ticket for doing 31 on Caldwell St. That's a little ridiculous, but I think if Caldwell St. was one-way this way and one-way that, with a center turn lane, it would slow everybody down and everybody would be super happy.

Doug Powell of Oakdale St. discussed the 1691–1692 American Witch Trials, in which 27 people died after unjust accusations and tests. He contrasted the 18-month American trials with decades of European prosecutions that killed more than 500,000 people. He credited Christian leaders such as the Rev. John Wise with helping end the trials by restoring biblical principles, evidence rules, and due process. Rev. Wise also

advanced ideas later reflected in America's founding documents, including equality, consent of the governed, and rights to life, liberty, property, due process, and jury trial. He said America has often corrected its mistakes, noting that Massachusetts courts later repented, observed a day of fasting and prayer, and compensated victims' families.

~~ At 6:56 p.m. Mayor Copelof called for a 5-minute break. ~~
~~ The meeting was reconvened at 7:04 p.m.~~

**I. Special Presentations** – None.

**J. Public Hearing(s)** – None.

**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. Baker moved, seconded by Ms. Holder to approve the consent agenda. The motion carried unanimously.

### K-1. Ordinance Declaring Road Closure for Veterans Day Ceremony

**ORDINANCE NO. 2026-42**
**AN ORDINANCE DECLARING A ROAD CLOSURE**
**FOR VETERAN'S DAY CEREMONY**

**WHEREAS**, Brevard City Council acknowledges a tradition of providing for festivals and special events downtown for the pleasure and enjoyment of citizens and visitors alike; and,

**WHEREAS**, Brevard City Council acknowledges that festivals and special events provide an opportunity for family-oriented activities that celebrate our small-town charm; and,

**WHEREAS**, Brevard City Council acknowledges these events require NCDOT system roads to be closed for setup, activities, and cleanup; and,

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

**SECTION 1.** Pursuant to authority granted by G.S. 20-169, the City of Brevard hereby declares the following temporary road closure during the day and time set forth below on the following described portion of a State Highway System route:

**Veteran's Day Ceremony**

| | |
|---|---|
| **Date:** | Wednesday, November 11, 2026 |
| **Time:** | 10:00 AM – 1:00 PM |
| **Route Description:** | Main Street (U.S. 276) from Broad Street to Gaston Street. |

**SECTION 2.** This ordinance shall be in full force and effect from and after the date of its adoption.

Adopted and approved this the 5th day of October 2026.

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

### K-2. Mini-Brooks Exemption to use Headwaters Engineering for Two Streambank Restorations

**RESOLUTION NO. 2026-52**
**RESOLUTION APPROVING A "MINI BROOKS ACT" EXEMPTION FOR LAMB'S CREEK STABILIZATION AT ECUSTA TRAIL BRIDGE AND NORTON CREEK STABILIZATION NEAR THE INTERSECTION OF SILVERSTEEN DRIVE AND AIKEN STREET AS PER G.S. 143-64.32**

**WHEREAS**, G.S. 143-64.31 (often referred to as the "Mini Brooks Act") requires the initial solicitation and evaluation of firms to perform architectural , engineering, surveying, construction management-at-risk services, and design-build services (collectively "design services") to be based on qualifications and without regard to fee; and

**WHEREAS**, the City at times has a need for services estimated to cost below the $50,000 exemption threshold per G.S. 143-64-32 that authorizes local-government exemption from the qualifications-based selection requirements of G.S. 143-64.31; and

**WHEREAS**, the proposed cost for the Lamb's Creek Stabilization at the Ecusta Trail Bridge and Norton Creek Stabilization near the intersection of Silversteen Drive and Aiken Street is less than $50,000 ($22,500); and

**WHEREAS**, the engineering firm, Headwaters Engineering is well qualified and experienced in designing streambank restorations, including in the City of Brevard; and

**WHEREAS**, the City wishes to use Headwaters Engineering for these streambank restoration design services.

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

**Section 1.** The selection of the engineer Headwaters Engineering for the Lamb's Creek Stabilization at the Ecusta Trail Bridge and Norton Creek Stabilization near the intersection of Silversteen Drive and Aiken Street be exempt from the 'Mini Brooks" Act as per G.S. 143-64-32.

**Section 2.** This resolution shall be effective upon adoption.

Adopted and approved this 5th day of October, 2026.

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

## K-3. Finance Summary – 7/1/26 through 9/30/26

## K-4. Finance, Human Resources and Citizen Appointment Committee Meeting Minutes – August 24, 2026

## K-5. Public Safety Committee Meeting Minutes – August 24, 2026

## K-6. (M-5.) Appointment of ABC Board Member

**RESOLUTION NO. 2026-54**
**RESOLUTION APPOINTING A MEMBER TO THE BREVARD ABC BOARD**

**WHEREAS**, pursuant to NC G.S. § 18B-700(a) Local ABC Board members are appointed by the City Council as the appointing authority; and

**WHEREAS**, Brevard ABC Board members serve staggered three-year terms, and the terms of two members expired in July, 2026; and

**WHEREAS**, city staff, with the oversight of the Finance, Human Resources and Citizen Appointment Committee, conducted an open recruitment for citizens interested in serving on the ABC Board; and

**WHEREAS**, the Finance, Human Resources and Citizen Appointment Committee considered applications at its June 22, 2026 meeting and chose to interview the applicants at a specially-called meeting on July 14, 2026; and

**WHEREAS**, following interviews, the Finance, Human Resources and Citizen Appointment Committee recommended that Lisa Conner be reappointed to the Brevard ABC Board; and

**WHEREAS**, the Finance, Human Resources and Citizen Appointment Committee agreed to extend the recruitment period to recruit an individual with retail, restaurant, or advisory board experience for the second appointment; and

**WHEREAS**, following the extended recruitment period, the Finance, Human Resources and Citizen Appointment Committee interviewed one additional applicant at a specially-called meeting on September 28, 2026, and at its regular meeting immediately following recommended that James Thomas Kilgore be appointed as a Member of the Brevard ABC Board.

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

1) The Brevard City Council does hereby appoint James Thomas Kilgore to the Brevard ABC Board effective immediately and expiring in July, 2029.

Adopted and approved this 5th day of October, 2026.

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

## L. Unfinished Business

**L-1. Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 6 and 19 – Building Height Regulations** – Emily Brewer recalled that Council held a public hearing on the proposed amendments on September 21, 2026. This staff-initiated text amendment would 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. The Planning Board reviewed the proposed language at its August 25, 2026 meeting and recommended in favor of its adoption.

Mr. Baker moved, seconded by Mr. Wise to adopt the amendments as written. The motion carried unanimously.

**ORDINANCE NO. 2026-43**
**AN ORDINANCE AMENDING MULTIPLE CHAPTERS OF**
**CITY OF BREVARD UNIFIED DEVELOPMENT ORDINANCE**
**TO AMEND BUILDING HEIGHT REGULATIONS**

**WHEREAS**, these amendments to revise the City's approach to regulating building height are intended to address concerns about building scale, visual bulk, and development on sloping sites, and to improve procedures for clear and objective application.; and,

**WHEREAS**, the Brevard Planning Board considered these amendments on June 23 and August 25, 2026, and recommended in favor; and,

**WHEREAS**, the City Council of the City of Brevard finds that the proposed 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.

Building Brevard 2030 Comprehensive Land Use Plan Actions

- 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.

**WHEREAS**, a public hearing was conducted on Monday, September 21, 2026, by the Brevard City Council.

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

**SECTION 1.** Brevard City Code, Unified Development Ordinance is hereby amended as depicted in Exhibit A, which is attached hereto and incorporated herein by reference.

**SECTION 2.** As to any conflict between this Ordinance and any parts of existing ordinances, the provisions of this Ordinance shall control.

**SECTION 3.** 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 4.** 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 5th day of October 2026.

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

**L-2. Proposed Amendments to the City of Brevard Unified Development Ordinance Chapters 2, 8, 10 and 17 – Removal of Off-Street Parking Minimum Requirements –** Emily Brewer recalled that Council held a public hearing on the proposed text amendment on September 21, 2026. It is a staff-initiated text amendment to come into compliance with Session Law 2026-39, adopted July 1, 2026, which removed the ability for local governments to require a minimum amount of off-street parking for development. The Planning Board reviewed the proposed amendments at its August 25, 2026 meeting and unanimously recommended in favor.

Mr. Baker moved, seconded by Mr. Daniel to approve the amendments as written. The motion carried unanimously.

**ORDINANCE NO. 2026-44**
**AN ORDINANCE AMENDING MULTIPLE CHAPTERS OF**
**CITY OF BREVARD UNIFIED DEVELOPMENT ORDINANCE**
**TO REMOVE MINIMUM OFF-STREET PARKING REQUIREMENTS**

**WHEREAS**, Chapter 10 – Parking Standards of the City of Brevard Unified Development Ordinance contains requirements for minimum off-street parking for new development in the City's zoning jurisdiction; and

**WHEREAS**, North Carolina General Statutes § 160D-702, as amended by Session Law 2026-39, has removed the ability for local governments to require a minimum amount of off-street parking for development; and,

**WHEREAS**, the Brevard Planning Board considered these amendments on August 25, 2026, and unanimously recommended in favor; and,

**WHEREAS**, the City Council of the City of Brevard finds that the proposed 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.; and,

**WHEREAS**, a public hearing was conducted on Monday, September 21, 2026, by the Brevard City Council.

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

**SECTION 1.** Brevard City Code, Unified Development Ordinance is hereby amended as depicted in Exhibit A, which is attached hereto and incorporated herein by reference.

**SECTION 2.** As to any conflict between this Ordinance and any parts of existing ordinances, the provisions of this Ordinance shall control.

**SECTION 3.** 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 4.** 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 5th day of October 2026.

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

**L-3. Carolina Avenue Traffic Calming - $14,000 from Fund 82 (Rosenwald Fund)** – Mr. Hooper reported that at its last meeting the Public Safety Committee recommended to move forward with approval of speed humps on Carolina Ave. to be funded from Fund 82 (Rosenwald Fund). Council had previously agreed to allocate up to $14,000 from the uncommitted funding in Fund 82. The recommendation is for 4 speed humps on Carolina Ave. to be placed approximately 200-300 feet apart, and 1 speed hump each on Washington Ave. and McMinn Ave., and possibly 1 hump on Silversteen to help prevent traffic from diverting onto neighboring streets. He asked Council to approve the expenditure of up to $14,000 for traffic calming, and to also indicate its preference as to which of the following configurations to adopt:

1. Approve placement of 4 speed humps on Carolina Ave.

2. Approve placement of 4 speed humps on Carolina Ave., and 1 speed hump each on Washington Ave. and McMinn Ave. to prevent traffic from diverting onto neighboring streets.

3. Approve placement of 4 speed humps on Carolina Ave., and 1 speed hump each on Washington Ave., McMinn Ave., and Silversteen Dr. to prevent traffic from diverting onto neighboring streets.




Notes:
- Graphic depicts "estimated" speed hump locations and is not based on an engineering design.
- ITE Traffic Calming guidance* should be followed for implementation

* ITE Source: https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.10

During Council questions and comments, Mr. Baker said it would be his preference to move ahead with the 4 speed humps on Carolina Ave. and 1 each on

Washington and McMinn, and to wait and see how those 6 are operating before adding one to Silversteen.

Ms. Holder said she liked the idea that Ms. Kramer mentioned during public comment to reduce the number on Carolina Ave. to 3, and to reconfigure the placement so not so close to the stop sign.

Traffic Engineer Christy Staudt of McAdams said there is some flexibility for them to take a look to see if there is room for improvement. If the one speed hump is shifted further, as you go north on Carolina Ave. you would potentially get speeding toward the north end, but you could wait to see if you do have speeding and whether you need more. She cautioned that if another one was needed and added later, then there would not be equal spacing. She said we could potentially approve them all and then take a look and verify that that last location makes sense from drainage and spacing; maybe do one more field visit.

Mr. Wise moved, seconded by Mr. Baker to authorize Staff to spend up to $14,000 on speed humps for this project. The motion carried unanimously.

Ms. Holder moved to send this back to the Public Safety Committee to look at the consideration that was brought to our attention, especially regarding the comments for the speed bump at the stop sign, and reconfiguring that and bring back to Council. The motion died for a lack of a second.

Mr. Lytle moved, seconded by Mr. Daniel to approve Action #2 placement of the 4 speed humps, with the caveat that we will study the feasibility of 3 speed humps on Carolina first to see whether or not that makes sense, if not, leave it to the expertise of the traffic experts to place 4 if they see that 3 won't work. He clarified that the motion includes 6 speed humps, not the one on Silversteen yet. The motion carried unanimously.

**M. New Business**

**M-1. Quarterly P-Card Report** – Dean Luebbe presented the purchasing card (P-Card) report. He explained that based on reporting guidance from the UNC School of Government, the Finance Department will be providing these reports on a quarterly basis going forward. He noted that Staff is actively pursuing alternative P-card vendors to resolve operational inefficiencies with the current provider.

**M-2. Streamlining Process for Updates to Traffic Schedule** – Mr. Hooper explained that the City's Traffic Schedule is an appendix to the City's Code of Ordinances, therefore Council action is required to amend or update the Schedule. It has been custom to also hold public hearings for all proposed Traffic Schedule changes, but it is not a legal requirement to hold a hearing. To help make traffic calming and safety efforts more efficient, Staff recommends removing the public hearing step and placing Schedule amendments on the Consent portion of the Council agenda. The merits of proposed Schedule changes will continue to be reviewed on their merits by the Public Safety Committee prior to being presented to Council. The Public Safety Committee considered this request at its September 28, 2026 meeting and recommended approval.

Mr. Baker moved, seconded by Mr. Daniel to accept the Public Safety Committee's recommendation to streamline the Traffic Schedule process. The motion carried unanimously.

**M-3. Downtown Master Plan Implementation and Downtown Advisory Committee Recommendation re Downtown Circulation Study** – Mr. Hooper asked Vicki Eastland of Land of Sky RPO to give some background on the circulation study. Ms. Eastland explained that the study stemmed from a discussion about how the US 64 corridor (Caldwell and Broad) has so many pressures re the need for freight, vehicles and pedestrians to get through, as well as serving the central business district to downtown Brevard. There was concern about the lack of pedestrian crossings and

accommodations south of town, and the lack of sidewalks and crossings on N. Caldwell. There was also discussion when the bulb-outs were put in about how freight would handle the turns and the narrowing. There was no project or plan to address these issues. NCDOT representatives brought up that before current configuration of the unbalanced couplet was constructed, they had explored implementing a one-way pair, but didn't do that. Ms. Eastland said the reason the one-way pair is so prominent in the current study is because in the application for federal and state funding, as well as in the scope of work when they hired the consulting firm McAdams, it is stated one potential scenario of the 3 to be studied will be to consider converting the existing cross section to a one-way pair, based on previous NCDOT considerations. And, to further clear up some misconceptions or ideas, this is not an NCDOT initiative. NCDOT provided the funding—80% federal, 10% state—to Transylvania County, the City of Brevard and Land of Sky RPO to conduct the study. Both this Council and the County Commissioners approved moving ahead with the study and supplying the local match of 5% each.

Ms. Eastland explained that the goal of the study is to balance the demands on thru-traffic and to provide a safe and connected downtown experience. This is not by any means just to speed up traffic. It is to try to address the concerns of conflicts at intersections and the delay in pedestrian crossing signals. She said I know we have heard strong opposition from a group and it's clear that the one-way option is not in their favor. I don't expect that is going to change with any additional analysis. We understand the need for potentially a resolution; however, the funding application and the scope of work are tied to the statement that we would look at the one-way pair. We're putting funding in jeopardy. Not only are we putting this funding in jeopardy, we're also putting the potential for future funding in jeopardy. This is just a study; this is not a construction project; this is not a project to come up with a design to build a one-way pair. The outcome of this study will be we will not make a recommendation; we will document all the findings; we will put those in a plan and the City has the option of putting it on a shelf and looking at it in the future if at some point they want to do something to address the configuration of Caldwell and Broad. In the event of a future project, if it were to be conducted in the City of Brevard or Transylvania County, it will require City and County support.

As Vice-Chair of the Downtown Master Plan Implementation and Downtown Advisory Committee (DMPIDAC), Mr. Wise reported that the Committee talked about this at its last meeting and there were a number of core concerns. He said we have heard those concerns overwhelmingly today from our community, a majority of whom work and live downtown. While we appreciate the validity of the study, the Committee felt very strongly that the one-way couplet option was a non-starter for the community, and that is why this resolution has come before Council. Whether it was intentional or not, it feels like the primary focus has been the one-way couplets. We know there are 3 options and we haven't heard nearly as much about some other options, and we want to understand what that is too. The Committee feels like this is a scorched earth sort of approach to a circulation problem that would bypass the core of downtown. He said based on our discussions in that Committee I cannot overstress how impactful we felt this was to our downtown community.

Ms. Holder moved, seconded by Mr. Baker to remove the one-way pair option from further consideration as is stated in the resolution.

During discussion, Mr. Daniel said it is clear that one of the primary focuses was the one-way pairs, and I appreciate Ms. Eastland's comments on describing what this process is more clearly, but the motion is that one-way pair is being removed from consideration. I would hope that that would mean not removed from the study. I think the point we're trying to make is whatever the study shows, we're not going to be in favor of one-way pairs, but what that also brings to my concern is that so, we don't want to do the one-way pairs, what's going to be the next recommendation—the next best option to address some of the issues that were raised.

Mr. Lytle said it seemed to me that the solution itself was the goal, that we started the experiment with the outcome—how can we make this outcome work and

then we worked backwards. I think tonight is part of the study. I don't think personally I accept that there is a next best option; I think there could be a better option than one-way pair, because looking at the study some of the alternatives that were both eliminated and the other two that were presented were not presented as robustly. I would challenge us to look at some of the alternatives and I think this is actually an opportunity to say if one-way pair were off the table, what is a better option for all involved?

Regarding Mr. Daniel's comment that the one-way pair would not be removed from the scope of work, just from further consideration by this board, Mr. Hooper recommended that Council amend the draft resolution to remove a reference to the scope of work.

Ms. Holder amended her motion to include amending the resolution to just state that the one-way option be removed from further consideration, and to remove the phrase "and as co-client in the study, ask that the option be removed from the scope of work". Mr. Baker agreed to the amendment, and the amended motion carried unanimously.

**RESOLUTION NO. 2026-53**
**RESOLUTION REQUESTING "ONE-WAY PAIR" OPTION BE REMOVED FROM FURTHER CONSIDERATION IN THE "IN THE LOOP" DOWNTOWN CIRCULATION STUDY**

**WHEREAS**, in 2024 the City of Brevard agreed to be a co-client on a study of downtown traffic circulation along with Transylvania County and the Rural Planning Organization (RPO) arm of the Land of Sky Regional Council; and

**WHEREAS**, the City of Brevard and Transylvania County each contributed $10,000 toward the cost of the study, Land of Sky RPO applied for and received Planning and Research Funds from NCDOT for $180,000 to fund 90% of the cost of the study; and

**WHEREAS**, in consultation with City of Brevard and Transylvania County, Land of Sky RPO created the project's scope of work, formed the selection committee and solicited vendors to perform the study; and

**WHEREAS**, the Land of Sky RPO and the appointed selection committee hired McAdams to perform the study, which came to be known as the "In the Loop" circulation study; and

**WHEREAS**, the study scope of work and funding application stipulated the study of three alternatives, one of which is a configuration known as a "one-way pair"; and

**WHEREAS,** the one-way pair would convert the existing condition of parallel two-way corridors to parallel one-way corridors; and

**WHEREAS,** in theory the one-way pair would improve traffic flow, intersection efficiency, and free up physical space for bicycle lanes and pedestrian enhancements; and

**WHEREAS**, members of the City's Downtown Master Plan Implementation and Downtown Advisory Committee (DMPIDAC), which includes downtown shop owners, employers, and advocates, expressed concern about the potential one-way pair; and

**WHEREAS,** their concerns were based on the potential for a one-way pair to make access to downtown businesses, Brevard College, and other destinations less direct; complicate street closures and traffic routing for public events and festivals; and fundamentally change the character and everyday use of Broad and Caldwell Streets when more targeted, less impactful improvements may address the identified circulation and safety concerns; and

**WHEREAS,** at their September 9, 2026 meeting, DMPIDAC voted unanimously to recommend to Council that the City of Brevard adopt the position that the "one-way pair" option be removed from further consideration.

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

**Section 1.** City Council adopts the Downtown Master Plan Implementation and Downtown Advisory Committee recommendation that the "one-way pair" option be removed from further consideration in the "In the Loop" downtown circulation study, and resources redirected to other options.

**Section 2.** City Council instructs staff to forward this resolution to Transylvania County and Land of Sky Regional Council, the study's co-clients, with requests to adopt a similar position.

Adopted and approved this the 5th day of October, 2026.

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

**M-4. Discussion re Proposed Addition to the City of Brevard Code of Ordinances Chapter 2-297 – Reimbursement Agreements** – Mr. Hooper explained that municipalities may enter into agreements with private developers to build public infrastructure on the City's behalf and get reimbursed by the City. However, in order to do that legally, it would require codifying the authorizing legislation in the Code of Ordinances and the projects would have to be listed on the Capital Improvement Plan. He reviewed the proposed amendment and noted that this is an introduction for Council feedback this evening and that a public hearing will be held at the October 19, 2026 meeting. Additionally, in the weeks and months to come, he will bring to Council the Capital Improvement Plan that lists all future infrastructure needs and the projects that will be eligible for construction in this way.

**N. Remarks/Future Agenda Considerations.**

Mr. Daniel mentioned that parking on his street (Whitmire St.) is not necessarily to the Traffic Schedule and thinks part of the reason is that there is no signage, so people don't know where they are allowed to park on the street. He noted that sometimes people park on the sidewalk, and asked what is the enforcement on that without it being reported—are officers looking for things like this?

Mr. Baker said the Public Safety Committee has talked about that exact thing and mentioned Whitmire St. in particular and the action was to have the Traffic Engineer look at an updated parking plan for that area. He mentioned the grant money already received for the Ecusta Trail will be enough to pay for the construction. He reminded Staff that there are a couple of items that have been paused until we were sure we were going to be able to build the trail, such as potential changes to the UDO to accommodate the trail. There are some existing businesses on the Henderson County side that oriented themselves towards the trail and I'm not sure we could allow that under our current rules. Now knowing that the trail is coming, I think we need to look at that. We also have a MOU with the Friends of the Ecusta Trail that has been hanging out there and we haven't wanted to commit to that; I think it is time to put a lot of effort behind that. There has been a lot of talk about maintenance and security of the trail, but now is the time to get those things figured out. He mentioned that Wednesday is Walk, Bike, Roll to School Day and there are 5 schools participating. The Brevard Bike Alliance helps put that on and our police officers help keep the kids safe. He also mentioned that Early Voting begins on October 15th.

Ms. Holder thanked everyone who supported Rise & Shine over the weekend. She said as we recognize breast cancer awareness and domestic violence awareness this month, let's keep those people who are surviving or fighting breast cancer, and those survivors of domestic violence and families who have said goodbye to those who didn't survive in our prayers.

Mr. Wise thanked everyone for coming out this evening. He mentioned that there will be a joint meeting of the Parks, Trails & Recreation Committee and the DMPIDAC Committee on October 14th to talk about the Ecusta Trail as it moves through and into downtown.

Mayor Copelof appreciated that so many people came out to speak this evening. She reported that the Town Hall meeting in Pisgah Forest last week was well-attended and we will continue that initiative. She said traffic safety has been a topic she hears about consistently. We are putting more speed bumps out to try to control it, the Chief has a new focus on enforcement, and we have our radar speed signs out, but we're only going to make our streets safer when people truly change their behavior, and that's the responsibility of every one of us. I encourage everyone to pay attention to the road

signs and to stop speeding before somebody really gets injured. We're doing our part and we need the public to do their part. Mayor Copelof noted that she stepped aside to take a phone call from Jimmy Harris's sister. His sister said Jimmy is very close to the end and asked for everyone's prayers. Mayor Copelof said I appreciate everyone keeping the family in their thoughts and prayers. Jimmy was our Mayor for 22 years and he loved this community, and he did an incredible amount for this community.

Ms. Holder offered a prayer for former Mayor Harris and his family.

**O. Closed Sessions** – None.

**P. Adjourn** – There being no further business, at 8:34 p.m. Mr. Baker moved, seconded by Ms. Holder, to adjourn the meeting. The motion carried unanimously.

Maureen Copelof
Mayor

Denise Hodsdon, CMC
City Clerk

Minutes Approved: October 19, 2026