Town Council

OCTOBER 20, 2026

Consent Agenda

Public Comment

Presentations & Reports

Woodfin to Weaverville Greenway Feasibility Study

TERESA BUCKWALTER, LANDSCAPE ARCHITECT &

TRISTAN WINKLER, REGIONAL TRANSPORTATION PLANNING DIRECTOR, FBRMPO, LOSRC

WOODFIN » WEAVERVILLE

GREENWAY FEASIBILITY STUDY

Woodfin Town Council

McAdams

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

ACKNOWLEDGEMENTS

This study would not have been possible without the time, insight, and collaboration of many partners and community members. The project team extends sincere thanks to the Steering Committee for their guidance and thoughtful input throughout the process, as well as to staff from the Towns of Woodfin and Weaverville, Buncombe County, regional partners, and NCDOT for their coordination and technical support. We are also especially grateful to the community members who participated in the in-person public meeting and shared feedback through the online survey. Their perspectives, questions, and local knowledge played an essential role in shaping this feasibility study and informing next steps for a potential Woodfin-to-Weaverville greenway connection.

STEERING COMMITTEE

- Chloe Donohoe, *Buncombe County*
- James Eller, *Town of Weaverville*
- John Hunter, *NCDOT Transportation Planning Unit*
- Ricky Hurley, *Town of Woodfin*
- Adrienne Isenhower, *Town of Woodfin*
- Daisy O'Connor, *French Broad River MPO*
- Doug Phillips, *NCDOT Division 13*
- Adam Rosen, *Connect Buncombe*
- Daniel Sellers, *NCDOT Transportation Planning Unit*
- Shane Shields, *Town of Weaverville Resident*
- Adam Smith, *Town of Woodfin Resident*
- Tristan Winkler, *French Broad River MPO*

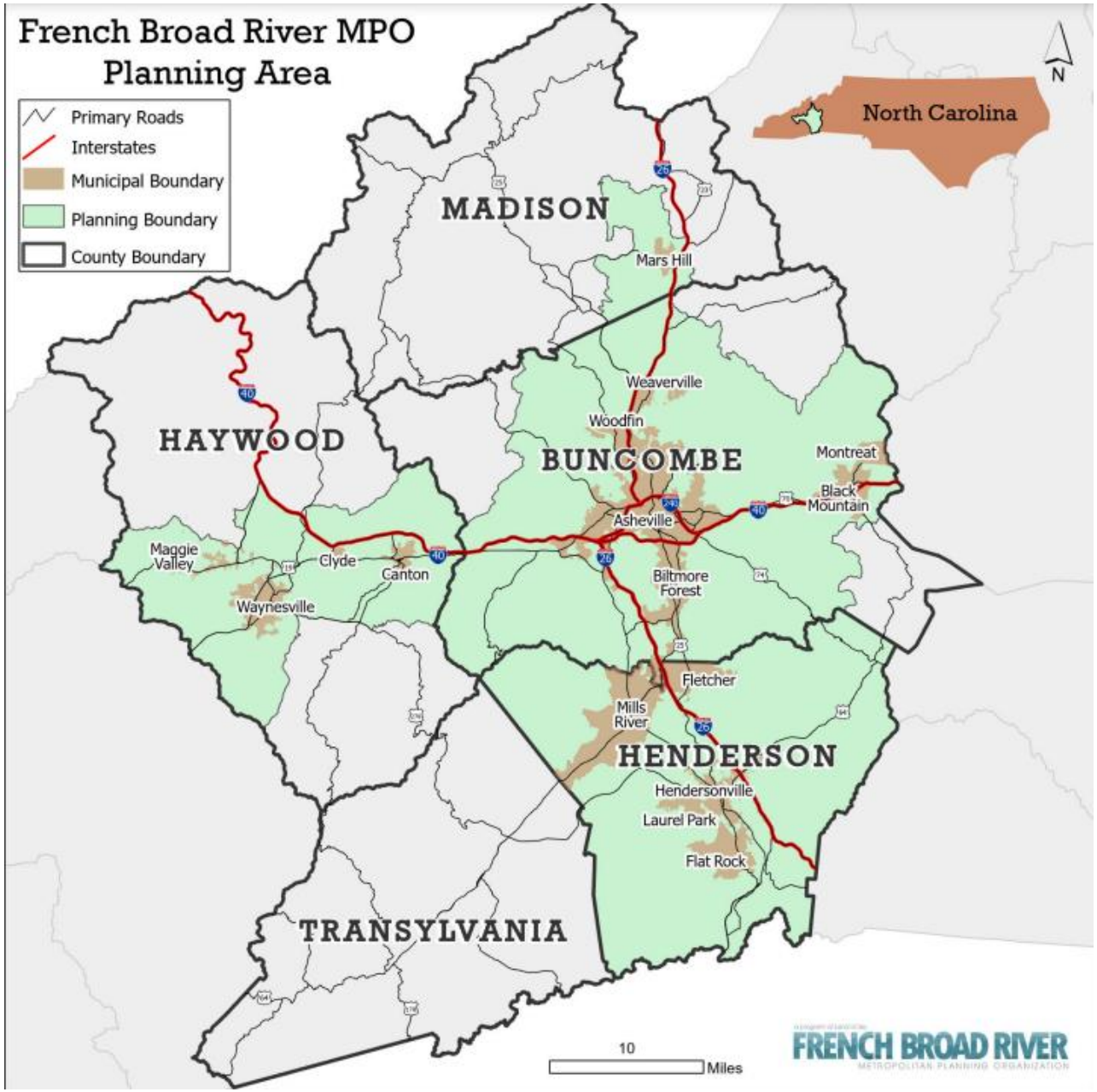
Prepared by:

McAdams
80 Charlotte Street
Suite 40
Asheville, NC 28801



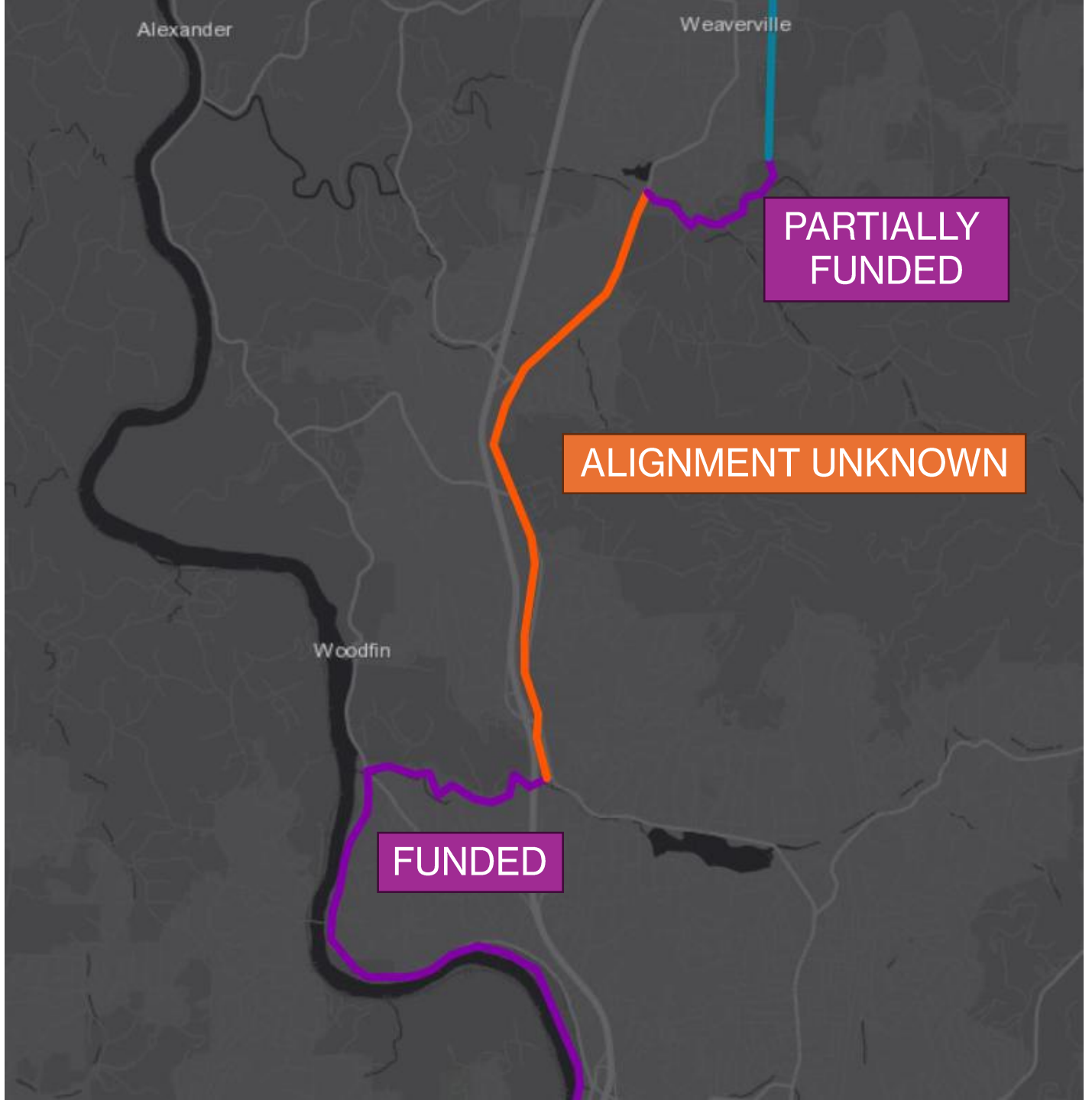
FRENCH BROAD RIVER MPO

- Founded in 1966
- Centered around the Asheville Urban Area
- Federally-Required for Urban Areas with >50,000 Residents
- Grew to include Henderson & Haywood in 2000, Madison and a (tiny bit of) Transylvania in 2010
- Most recently changes in 2023
- Serves as the Forum for Transportation Decision-Making in the Region



Why the Woodfin-to-Weaverville Greenway Study Matters

1. Better Understand Next Steps in County and Regional Greenway Connectivity
   A. Woodfin Greenways are Currently Funded
   B. Reems Creek Greenway is Partially Funded for Preliminary Engineering
   C. The Section Between Them Does Not Have a Determined Alignment
      i. Identified in the Buncombe County Greenway Plan
      ii. Identified in the Hellbender Regional Trail Plan



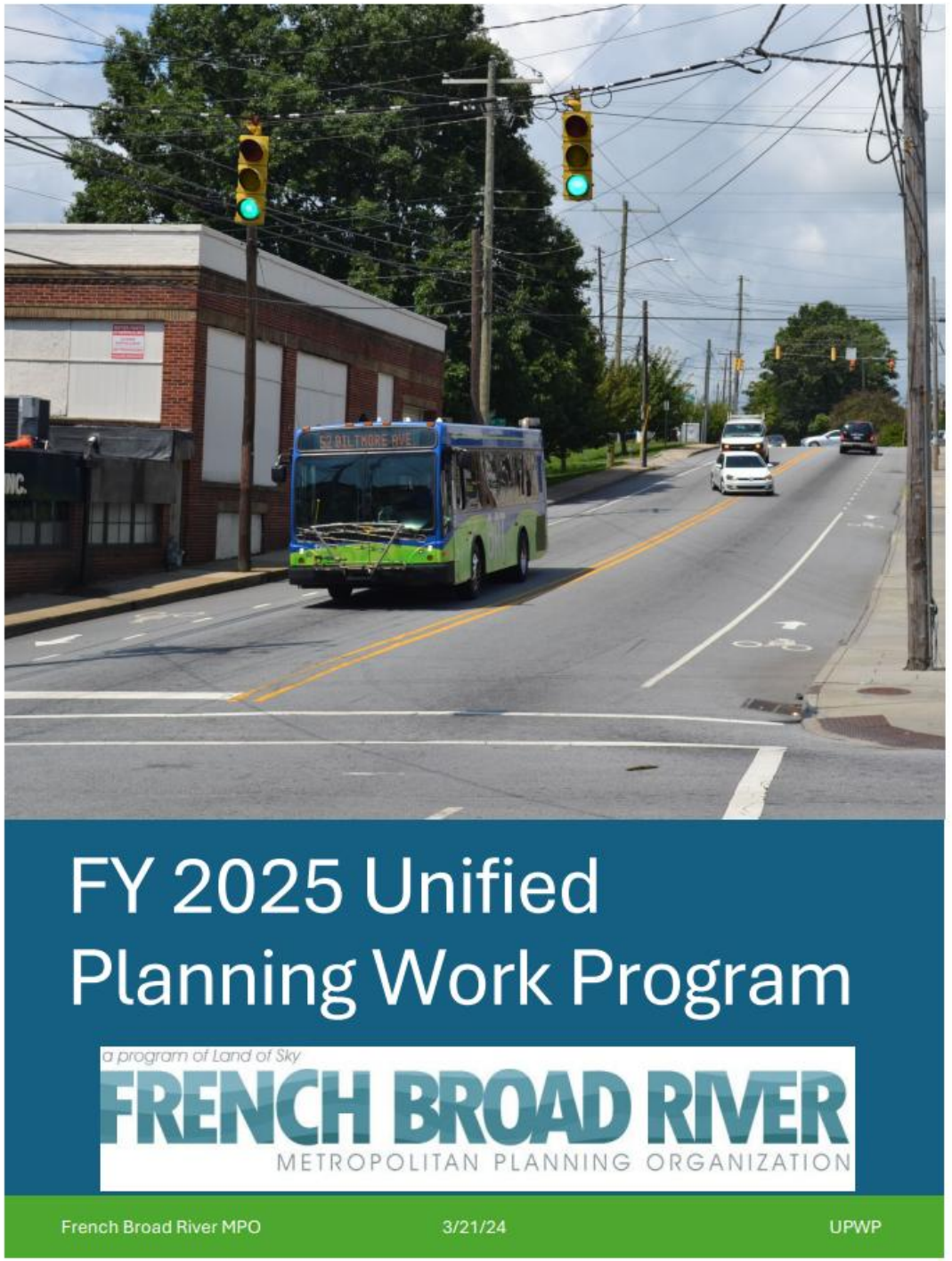
Why the Woodfin-to-Weaverville Greenway Study Matters

2. Prepare for Potential Transportation Investments in the Area
    A. NCDOT's Complete Streets Policy Emphasizes Multimodal Elements Identified in an Adopted Plan
        i. Multimodal Elements in a Plan are Paid For As Part of NCDOT Highway Projects
        ii. Multimodal Elements NOT in a Plan are Subject to Cost-Share As Part of NCDOT Highway Projects
    B. Projects in Long-Range Plans Are Under Development
        i. The Widening of Future 26 (A-0010)
        ii. Weaverville Highway/Merrimon Avenue Improvements

Complete Street Cost Share			
Facility Type	**In Plan and Need Identified Through Evaluation Process**	**Not in Plan, but Need Identified**	**Betterment**
Pedestrian Facility	NCDOT pays full	Cost Share	Local
On Road Bicycle Facility	NCDOT pays full	NCDOT pays full	Local
Shared-use Path/Sidepath	NCDOT pays full	Cost Share	Local
Separated Bicycle Facility	NCDOT pays full	Cost Share	Local
Greenway Crossing	NCDOT pays full	Cost Share	Local
Transit Facilities*	NCDOT pays full	Cost Share	Local

Funding

- Funded by French Broad River MPO at 80% of the total study cost
  - Amount contributed by MPO, $95,980
- 20% match provided by Town of Woodfin and Town of Weaverville
  - Amount contributed by the Towns, $23,995
- Total Study amount, $119,975



Project Management

- Project consultant - McAdams
- Project managed by French Broad River MPO
- Project management team included representatives from
  - Town of Woodfin
  - Town of Weaverville
  - Buncombe County
  - NCDOT Transportation Planning Office



01 Project Overview

02 Alternatives Development

03 Engagement

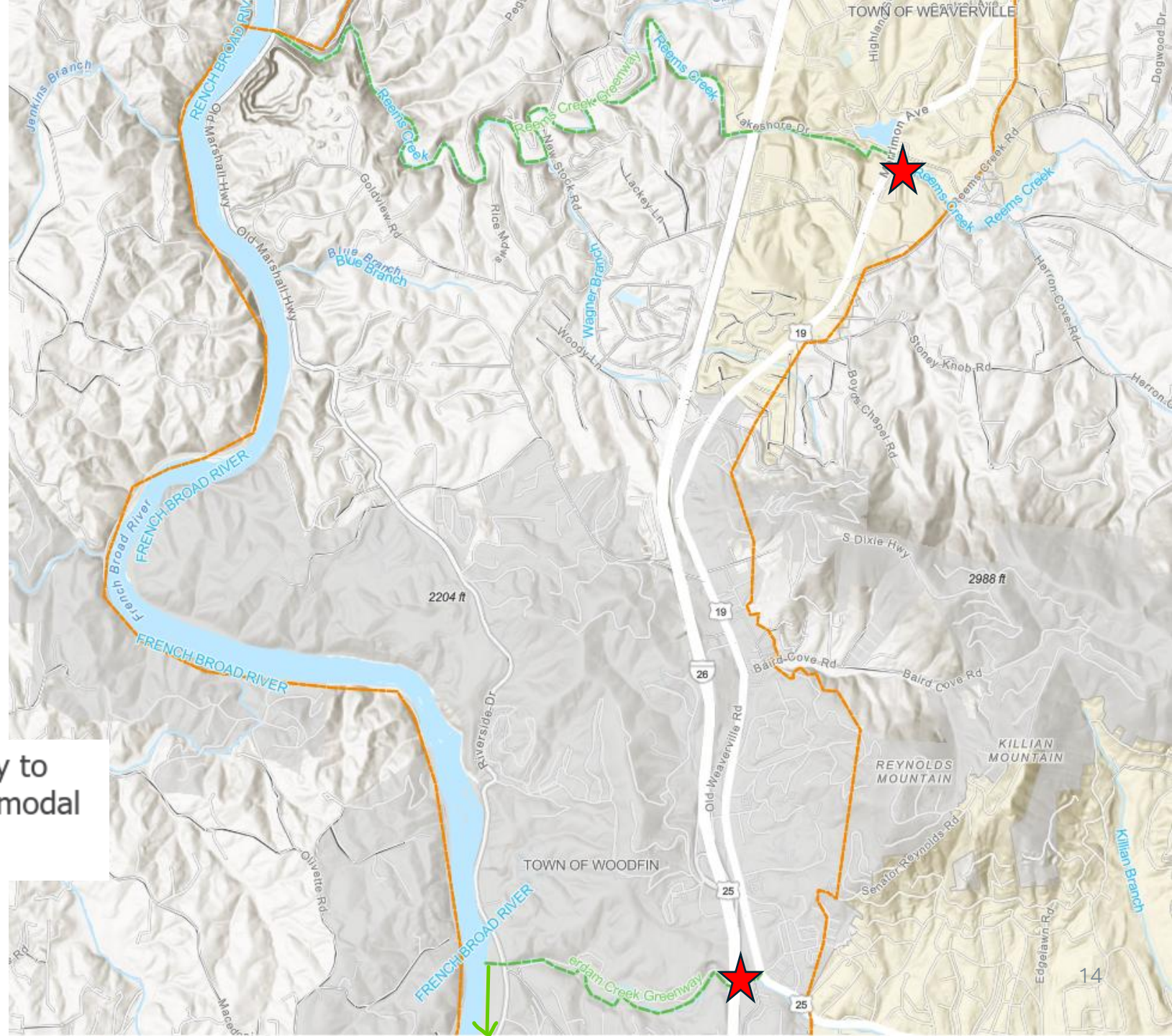
04 Evaluation & Recommendations

Study Goals

Connecting Woodfin and Weaverville
End points connect:

- South: Beaverdam Creek Greenway and Woodfin (251) Greenway
- North: Lake Louise and proposed Reems Creek Greenway

» Position both towns to respond proactively to future growth through a connected, multimodal greenway network



Study Area

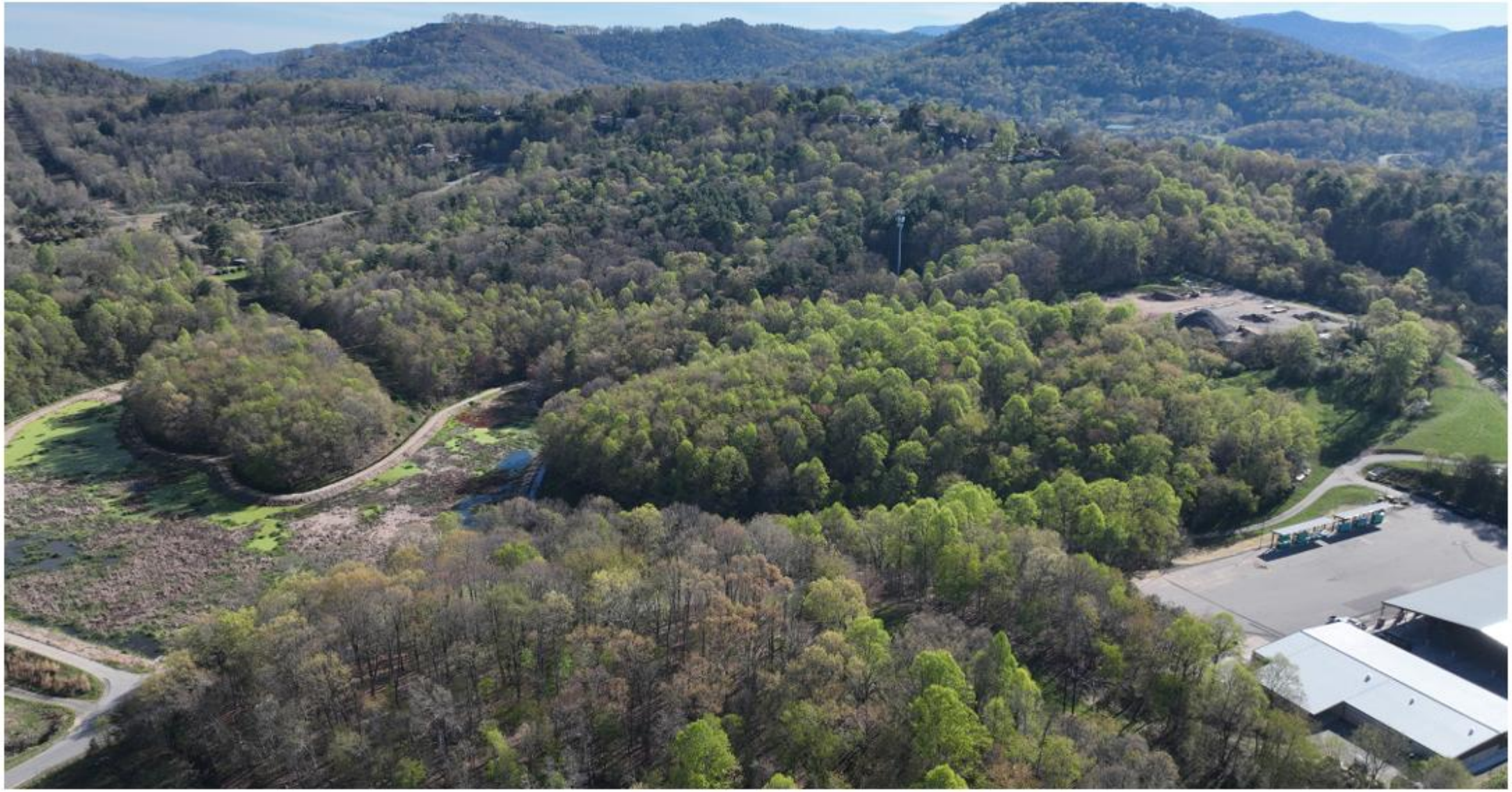
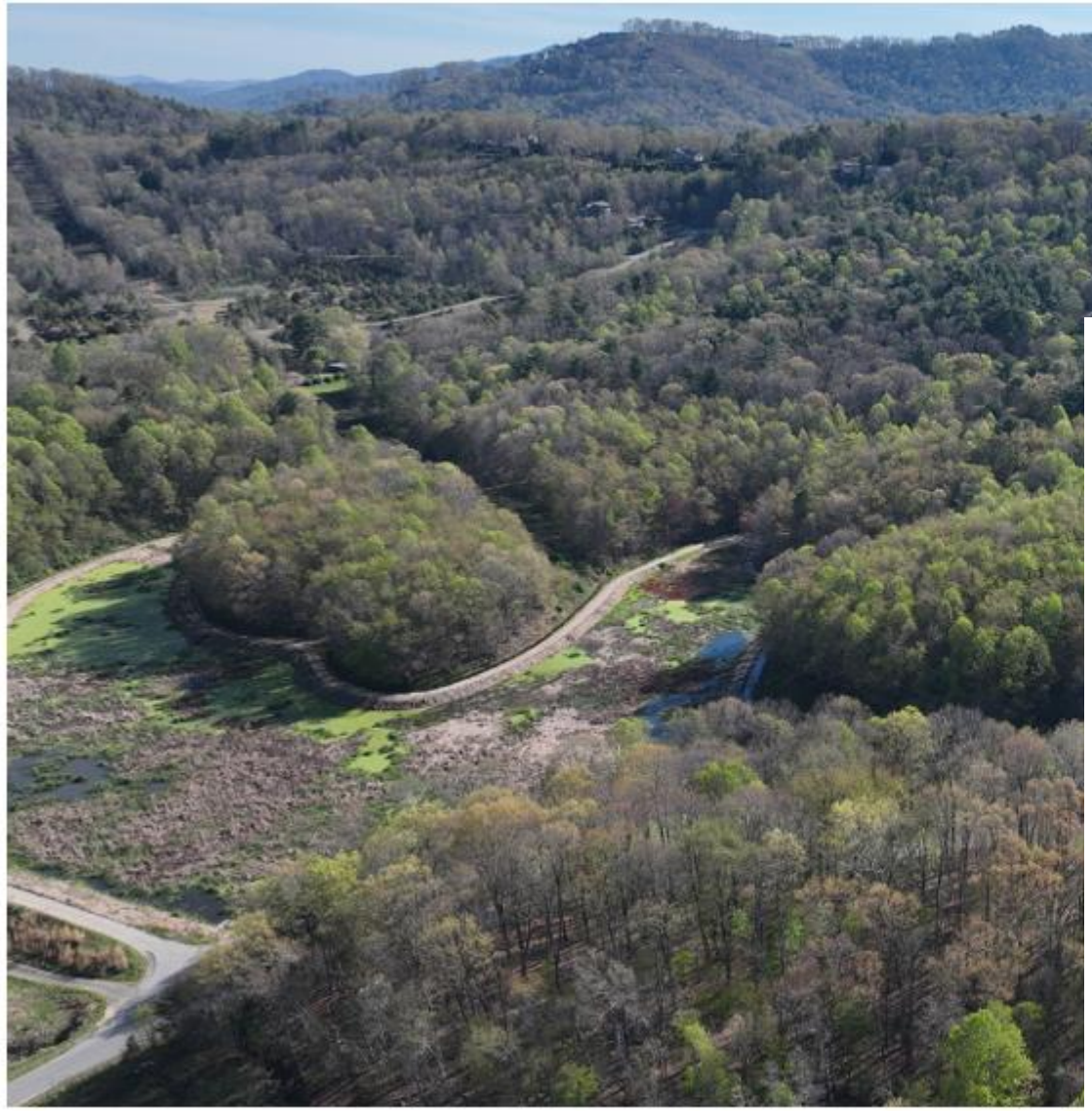


Image Source: McAdams

Study Area



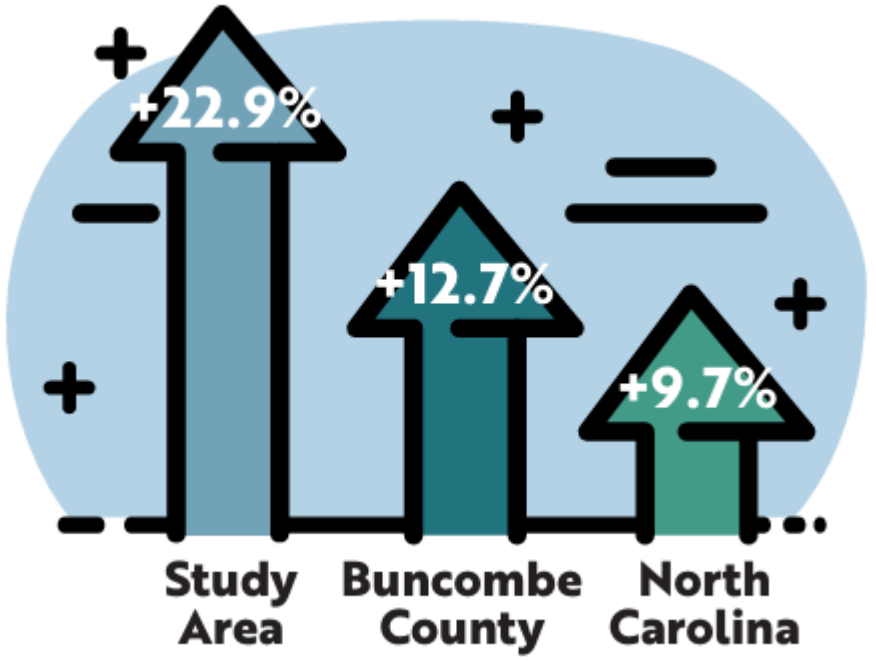
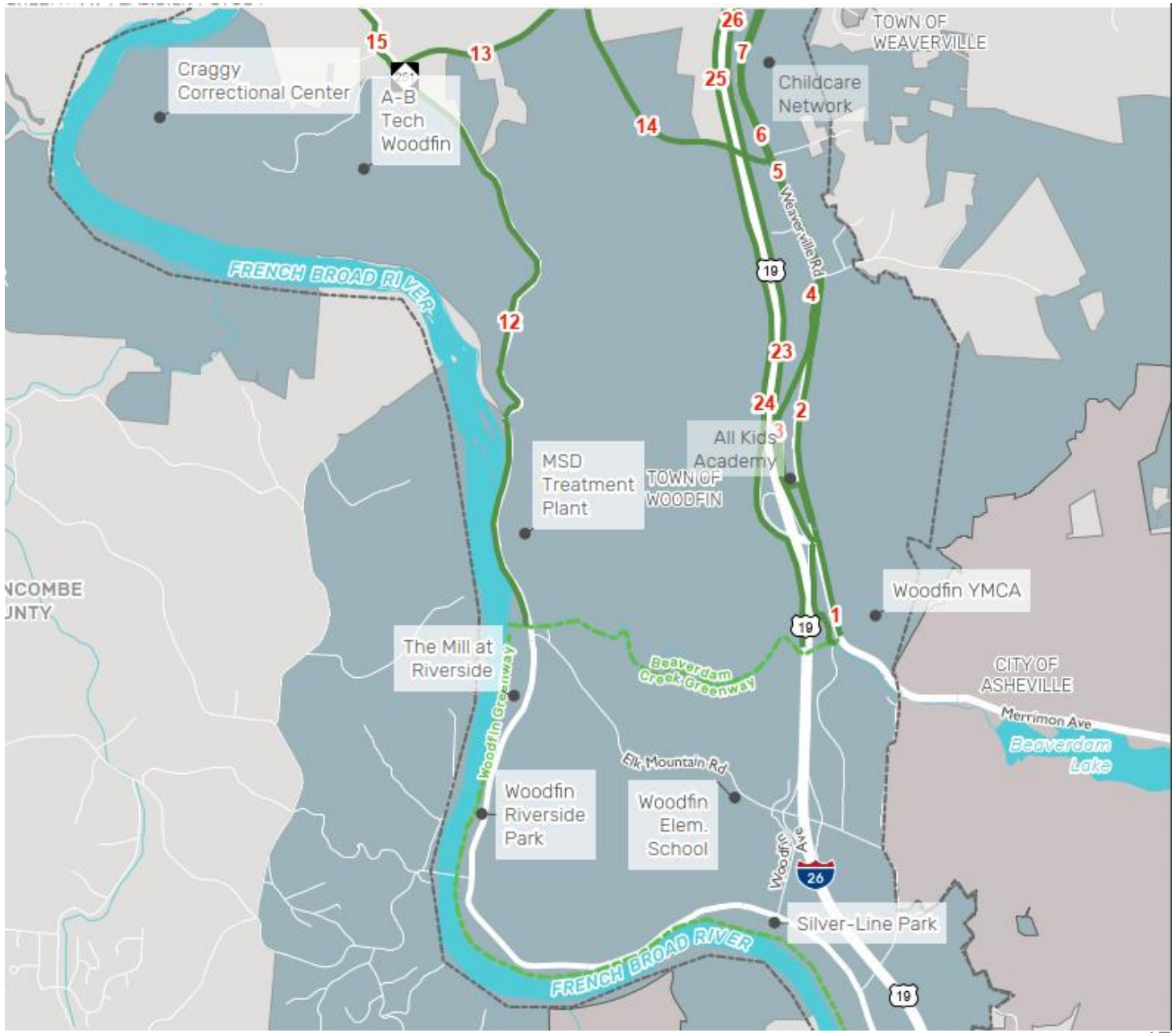
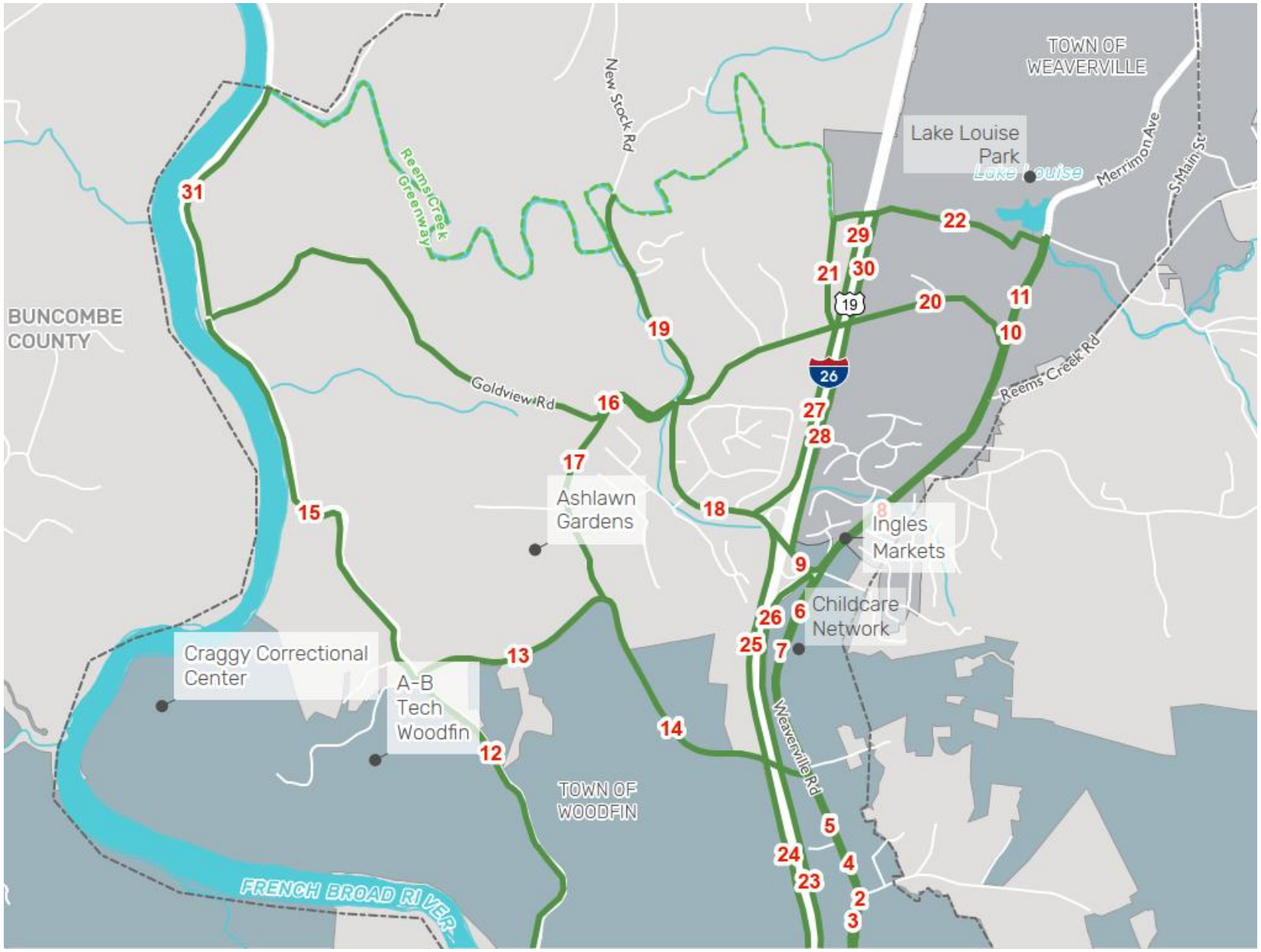


Image Source: McAdams

South Study Area



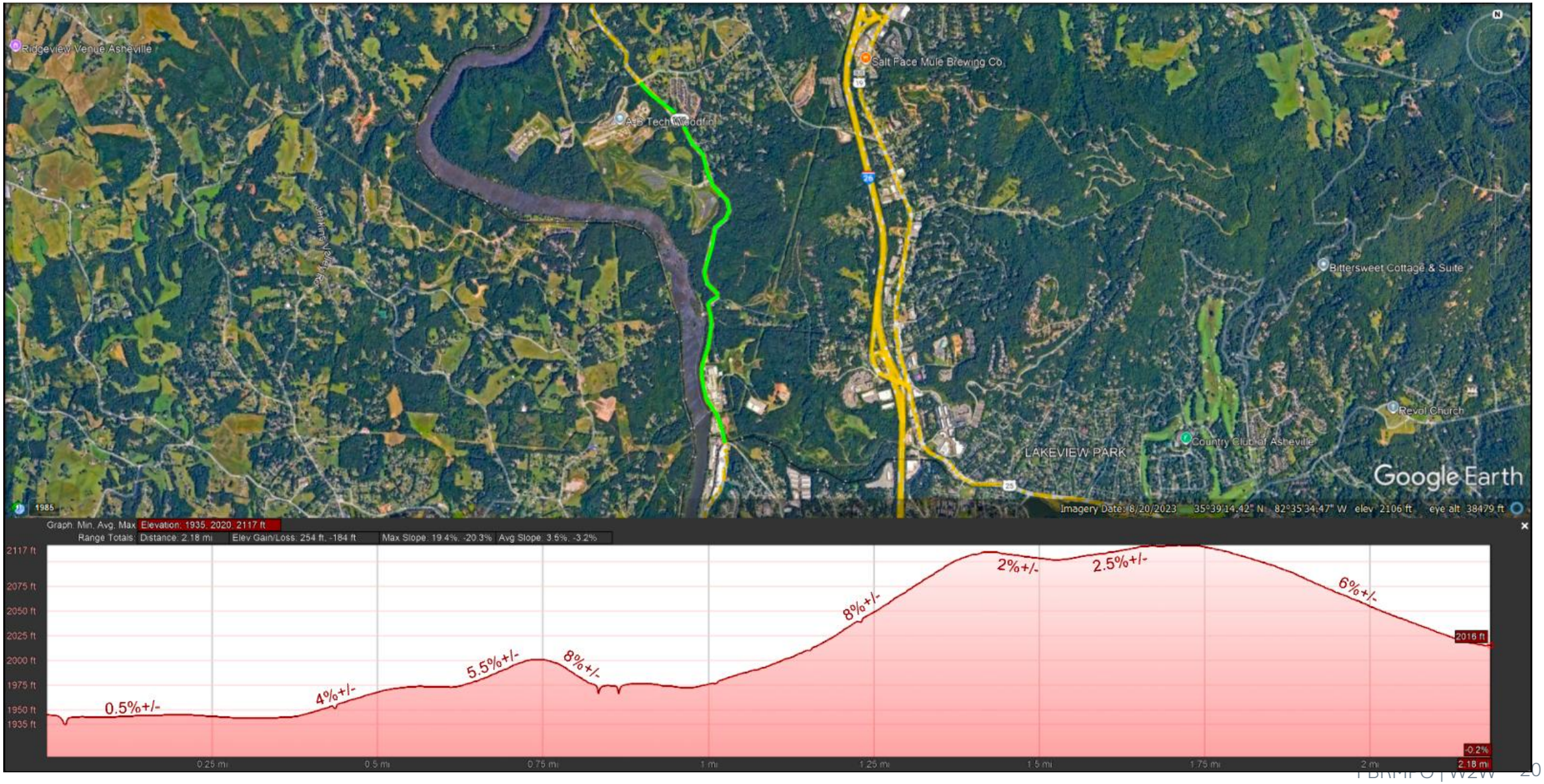
North Study Area



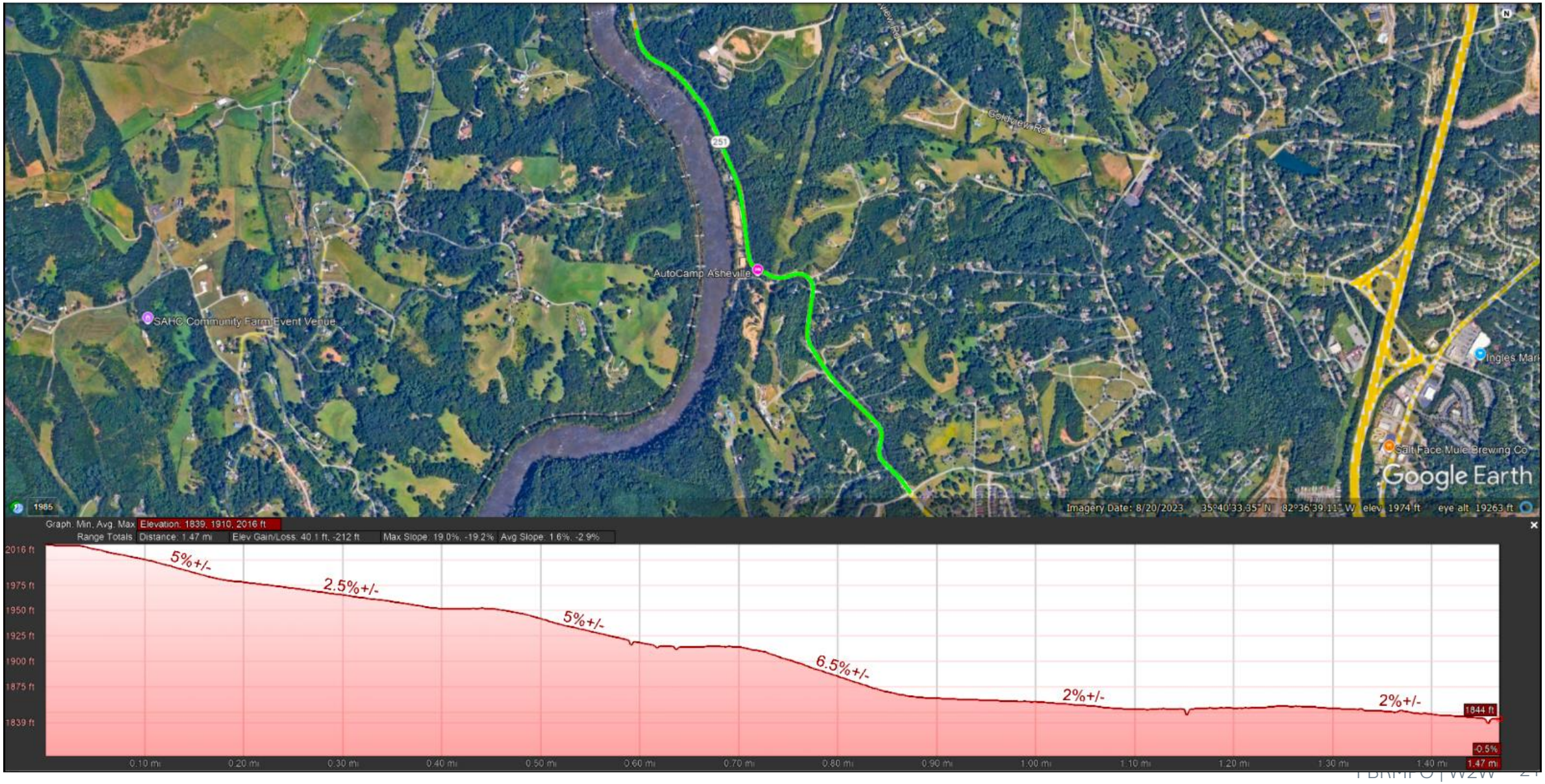




Riverside Drive: Elk Mtn Rd to Old Marshall Hwy



Riverside Drive: Old Marshall Hwy to Goldview Rd

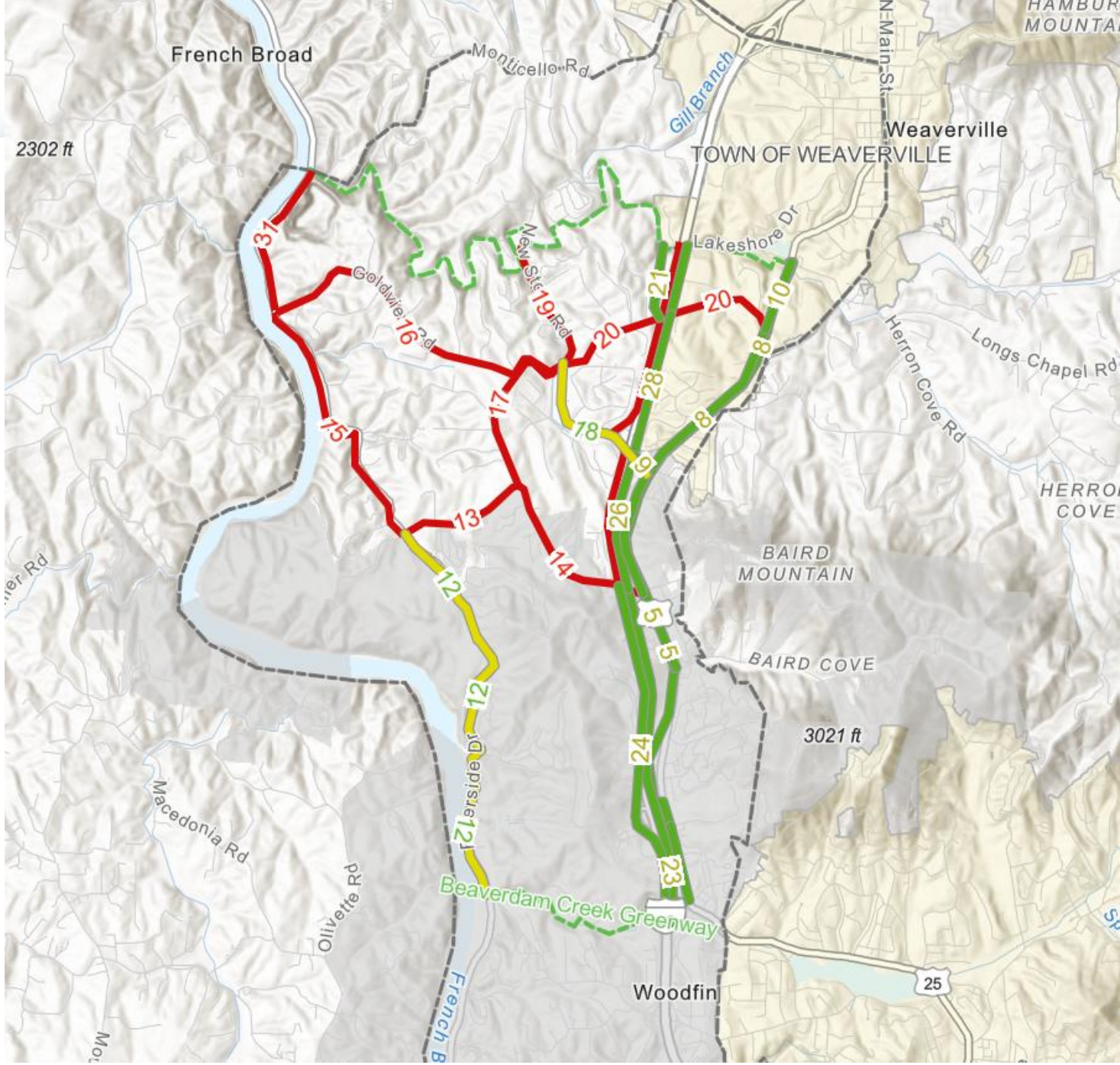



NC-251
© 2025 Google

Initial Review of Segments

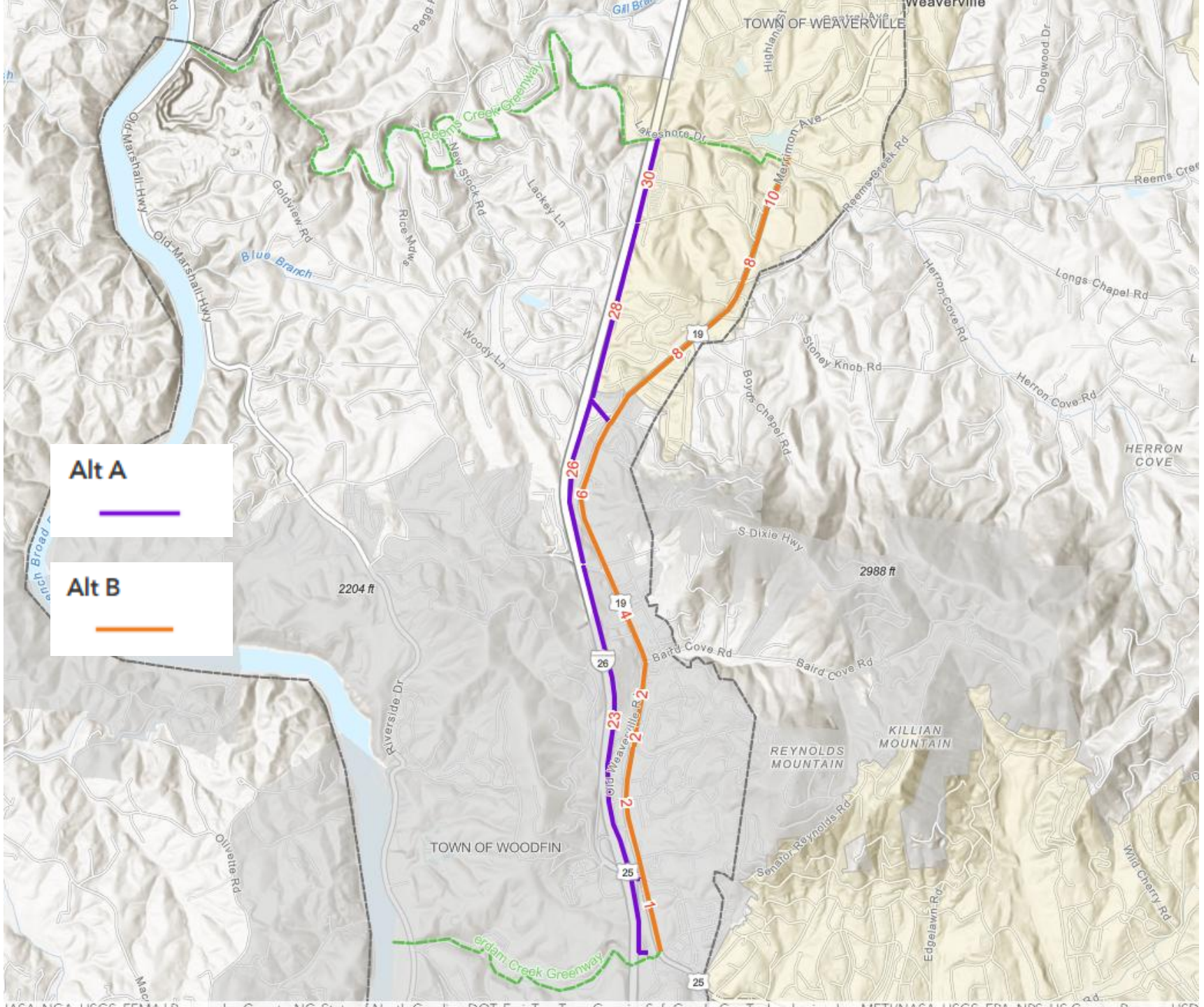
31 Total

- **Removed from Consideration:**
- **Under Consideration: Additional Study Required**
- **Under Consideration: Pending Project for Weaverville Rd.**
- **Under Consideration: Pending Future I-26 Widening**



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Alternatives



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Future I-26 Corridor

Preliminary Cross-Section

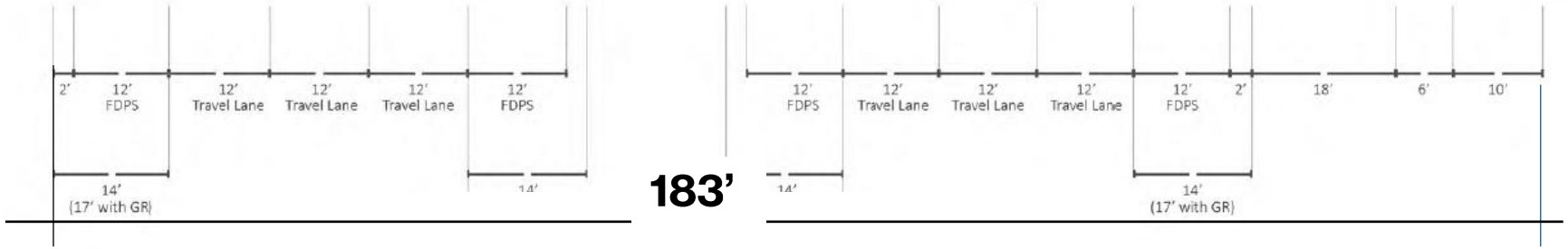
PRELIMINARY CROSS-SECTION*

(A-0010AA)

* Preliminary/conceptual and subject to change



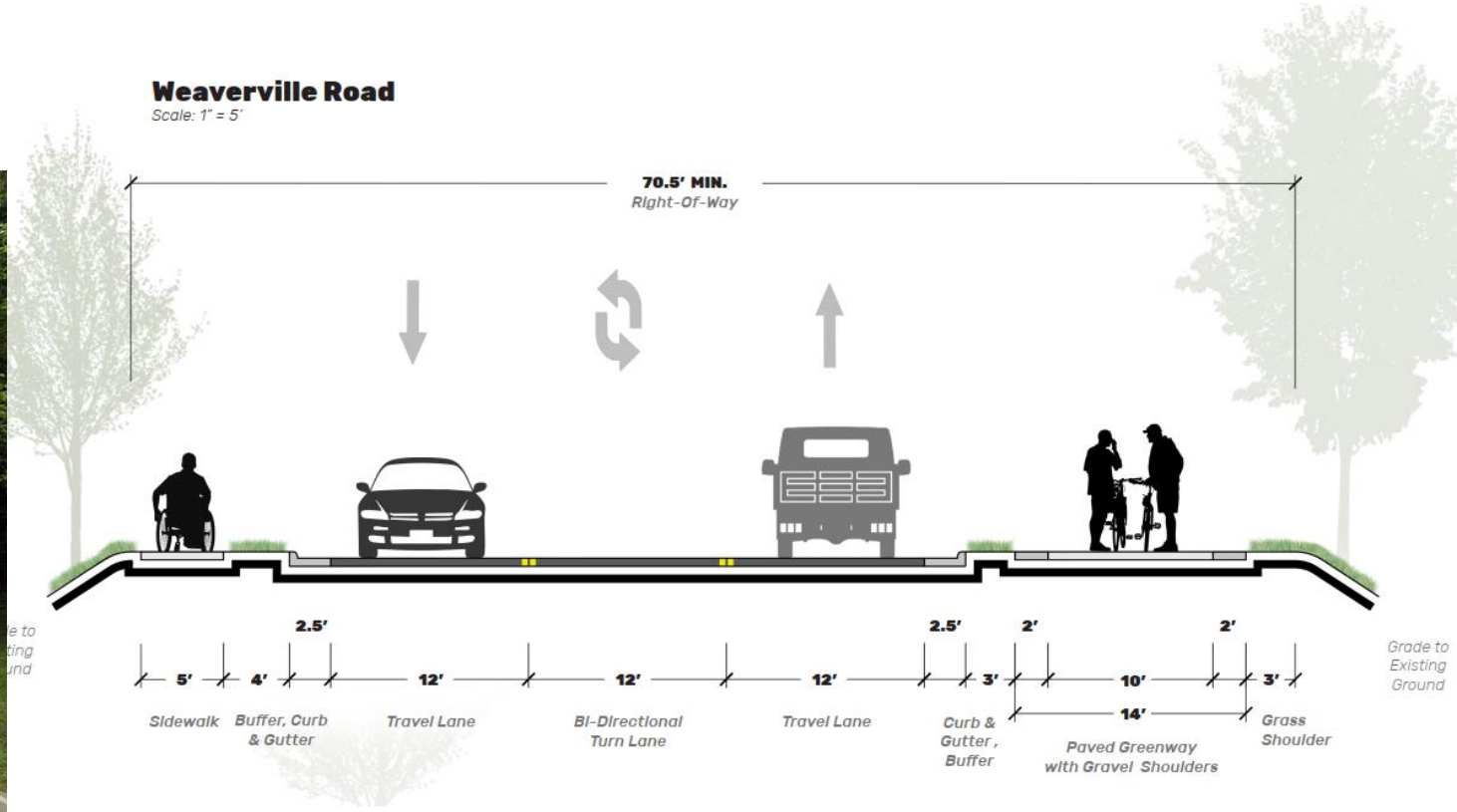
NCDOT Image from Public Meeting 2020



Note: Total Width Varies

Weaverville Rd. BUS 19





Preliminary Designs



Case Studies

Multi-modal Path with Interstate

CUSTIS TRAIL (I-66)

- **State:** Virginia (Arlington)
- **Length:** 4.5 miles
- **Trail surface:** Asphalt

- **Description:** A hilly shared-use path paralleling I-66 between Rosslyn and the Washington & Old Dominion Trail. Built in the early 1980s as part of the I-66 project, it provides a critical commuter link between Arlington and Washington, D.C., and forms part of the Arlington Loop.











Engagement

Steering Committee (3)

Stakeholder Meetings: NCDOT, Town Staff

Public Open House + Online Survey

Figure 11. Public Engagement Timeline

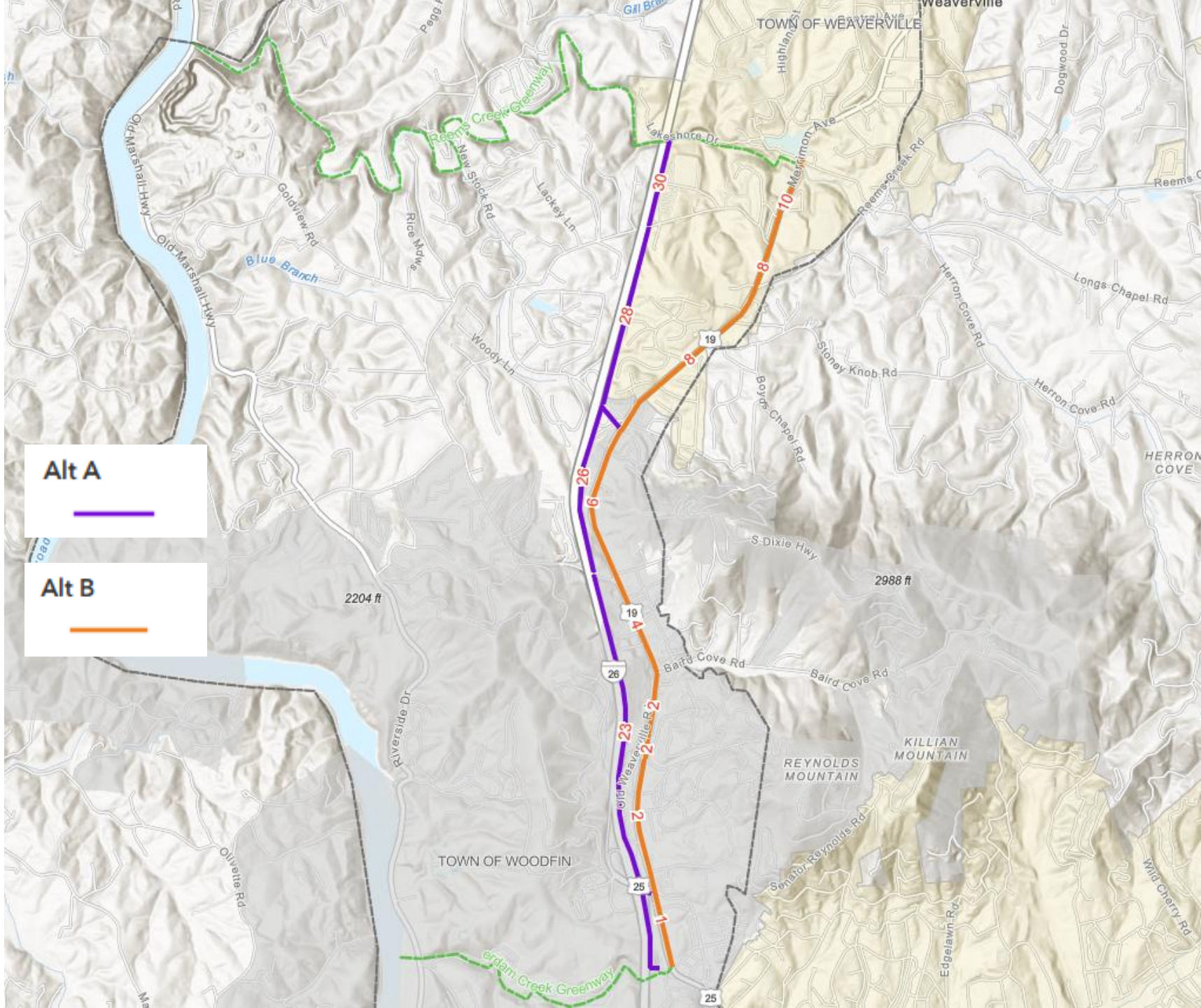


PMT : ***Project Management Team***
SC : ***Steering Committee***

NCDOT workshop

TAKE AWAYS

- I-26 widening will likely happen before improvements to Weaverville Road will happen.
- The user experience, access, and maintenance are challenges
- More destinations along Weaverville Road.
- If road is widened, the impacts to parking would mean challenges to viability of some businesses.
- Both options on the table. NCDOT willing to include feasibility of sidepath in A10 preliminary engineering.



McAdams

Engagement



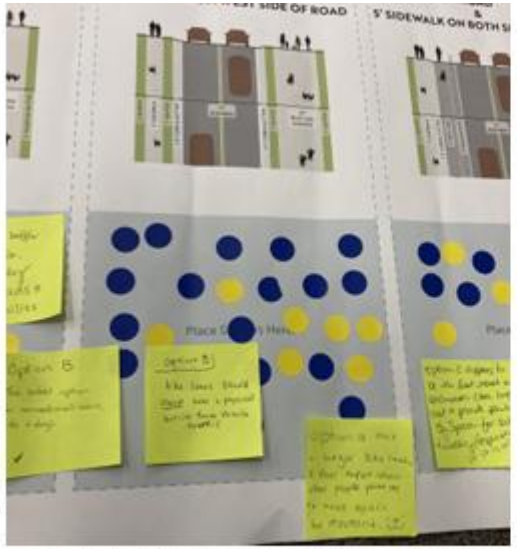


Image Source: McAdams

People provided input on facility preferences, how they like to get around, and comfort level using different trail types.



Image Source: McAdams

Participants of all ages contributed feedback using sticky-dot voting at the public meeting.

Image 27. Community Meeting Participants



Image Source: McAdams

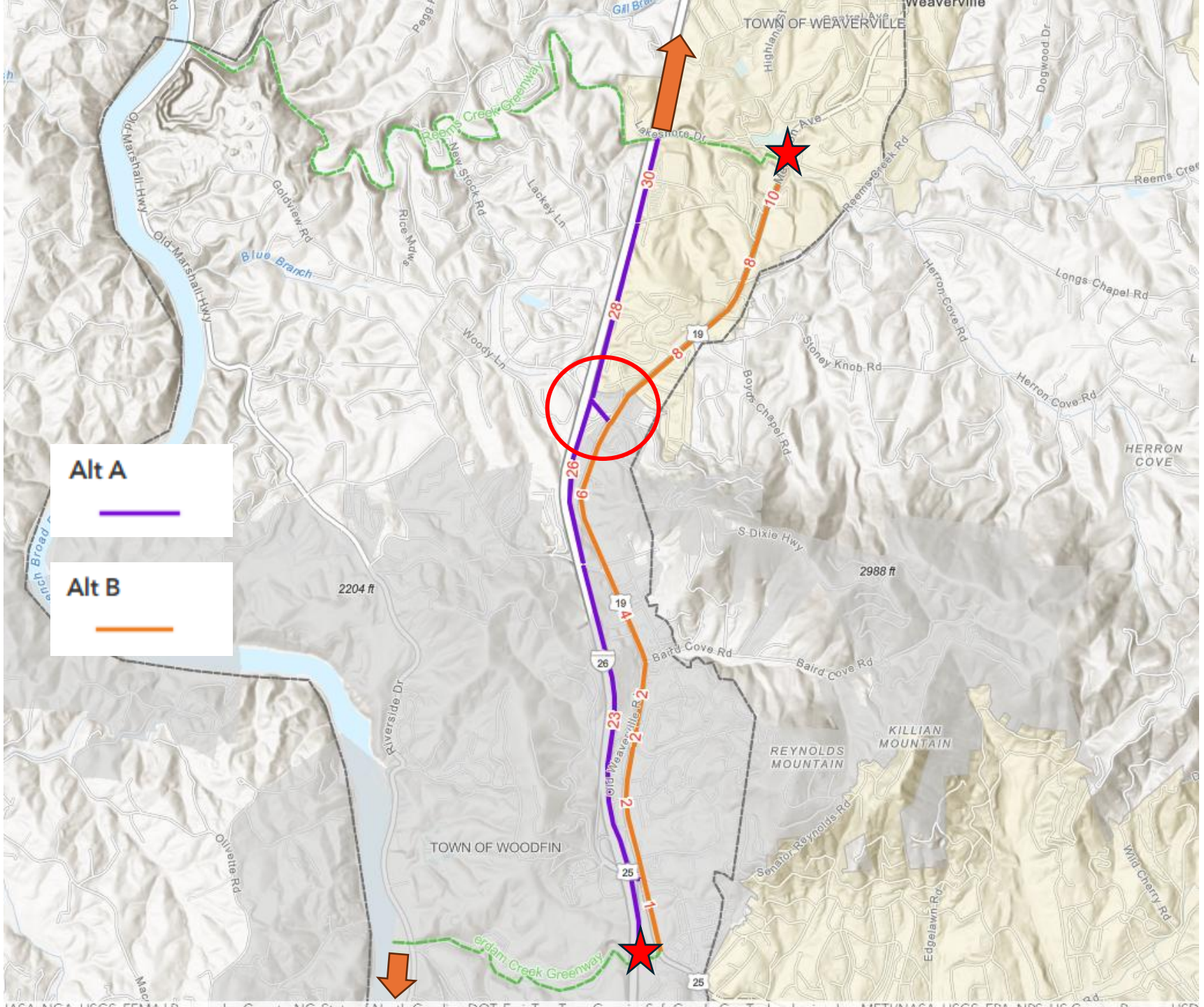
Community members gathered to review materials, ask questions, and share input throughout the public meeting.

Town Staff Mtgs.

TAKE AWAYS

- Woodfin has strong interest in lessening impacts to Weaverville Road business operations

- Access to Weaverville Road businesses seen as positive
- Alternative A (I-26) should extend to Weaver Blvd.
- Is there a combination of the two alignments that can be explored connecting at New Stock Rd.?



McAdams

Alternative C

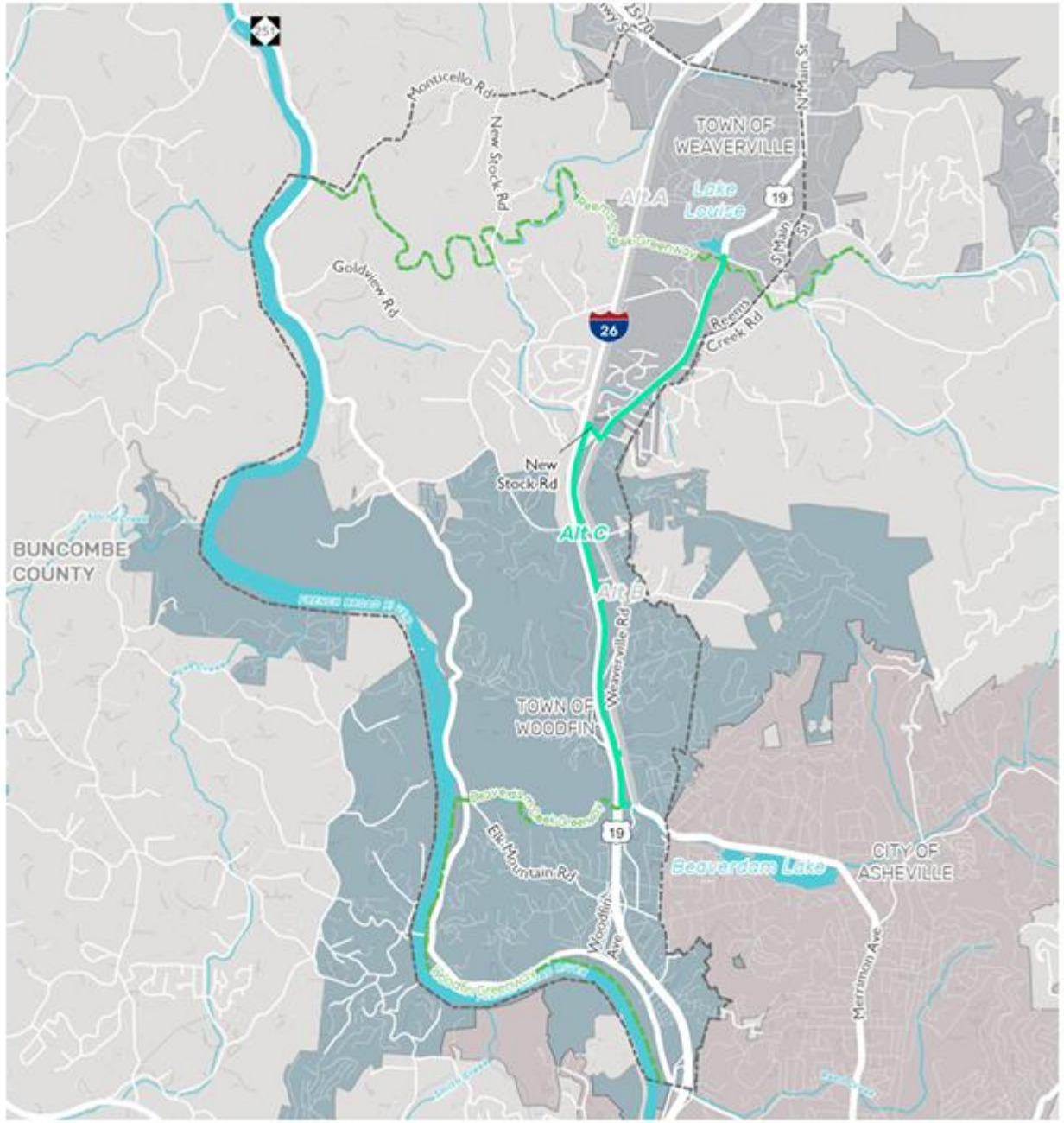


Table 3. Route Alternative Evaluation Criteria Scoring

ROUND	CRITERIA	ALTERNATIVE SCORE ALT A	ALT B	ALT C
1	Directness of connection	4	4	3
	Ability to acquire environmental permits	4	3	3
	Quality of user experience	3	3	3
	Availability of right-of-way (anticipated property owner cooperation)	4	2	3
	Secondary benefits	3	4	4
	Separation from motorized vehicle conflicts	4	3	3
	Round 1 Subtotal	22	19	19
2	Ability to construct	4	3	3
	Alignment with community goals	3	3	4
	Cost effectiveness	4	2	2
	Potential for funding	4	2	2
	Potential for timely implementation	3	2	2
	Round 2 Subtotal	18	12	13
	TOTAL	**40**	**31**	**32**

Figure 17. Alternative Scoring Metric

WHAT DO THESE SCORES MEAN?

Based on a comparison of all alternative routes, each alternative has been scored according to how it ranks with respect to the following:

1 - BELOW AVERAGE
2 - AVERAGE
3 - ABOVE AVERAGE
4 - HIGHEST

"I have small kids and want to be able to bike with them while they are young."

- survey respondent

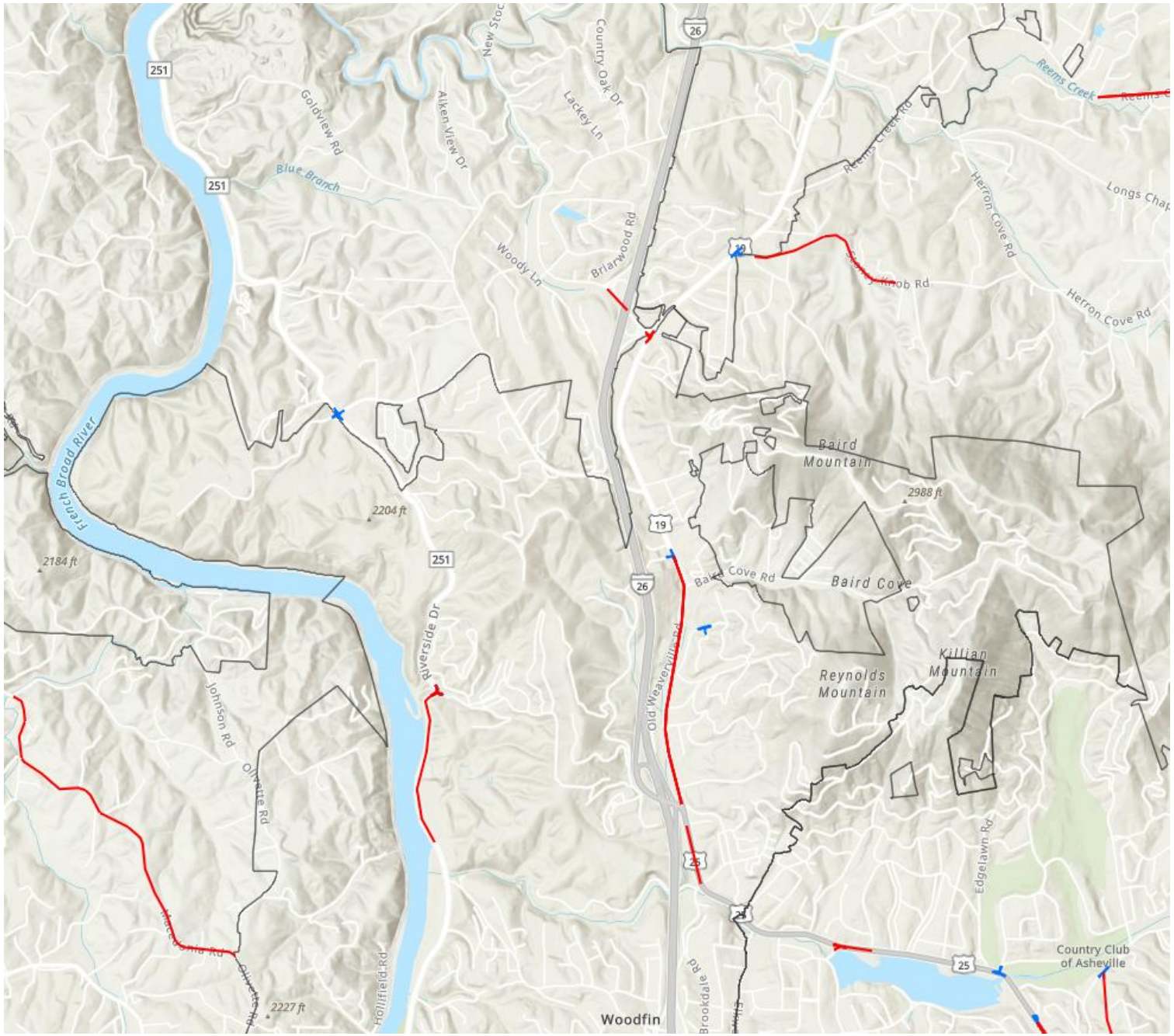
SUMMARY OF EVALUATION FINDINGS

Public engagement results indicated that Alternative B, a sidepath along Weaverville Road, was preferred by many participants at the public workshop due to its direct access to commercial destinations along the corridor. However, feedback from stakeholder coordination was less favorable toward this alternative. Widening Weaverville Road to include a protected sidepath would likely result in substantial impacts to adjacent businesses and residences due to the need for additional right-of-way.

Additionally, it should be noted that NCDOT would be unlikely to fund improvements to Weaverville Road without increasing vehicular capacity, which could include the addition of travel lanes such as a center turn lane. The combined width required for additional lanes and a 12- to 14-foot sidepath would significantly increase right-of-way needs. As a result, property acquisition would be required, and existing parking areas or structures would likely be affected, creating notable impacts to locally owned businesses and nearby residents in Woodfin.

SS4A

High Injury Network



McAdams

Recommended Alternative

ALTERNATIVE A

PROJECT SNAPSHOT

- **Location:** East side of I-26 from Old Beaverdam Creek Road in Woodfin to Weaver Boulevard in Weaverville
- **Facility Type:** 12–14 ft wide sidepath
- **Total Length:** 3.65 miles
- **Structures:** Retaining walls and pedestrian bridges likely; to be determined by NCDOT
- **At-Grade Road Crossings:** None
- **Potential Trail Connections:** Beaverdam Creek Greenway
- **Destinations Served:** Reynolds Village, Weaver Boulevard, and commercial and employment areas at both termini
- **Right-of-Way Needs:** Dependent on NCDOT right-of-way process
- **Permitting Needs:** Dependent on NCDOT design and permitting process for I-26 expansion

Image 55. I-26 in Woodfin



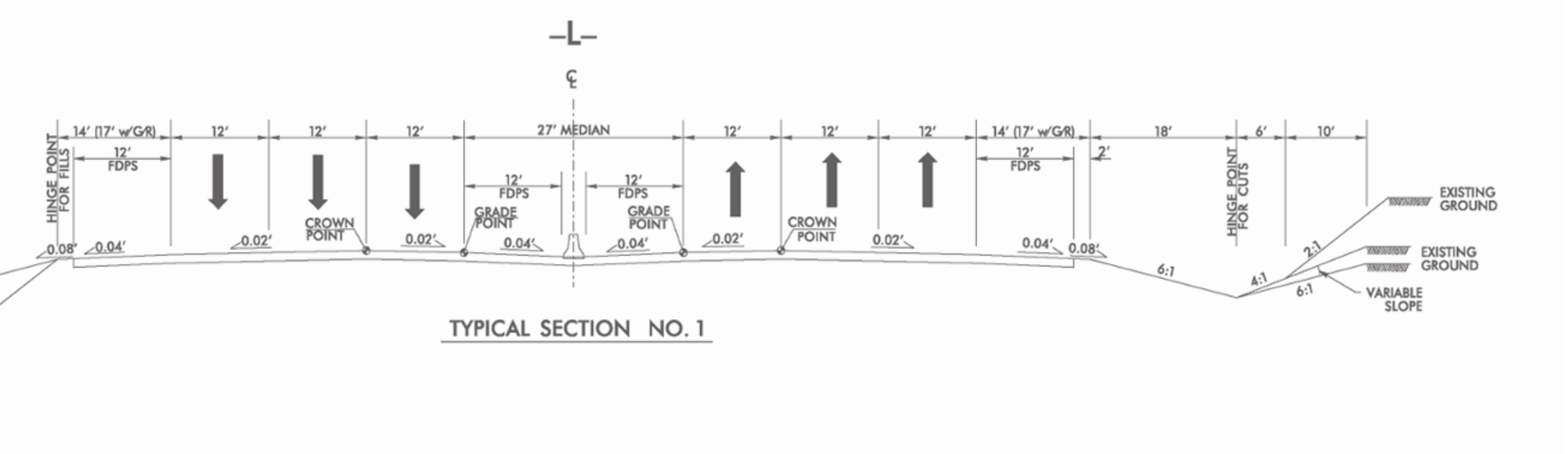
Image Source: McAdams

COSTS

Estimated Greenway Addition to I-26 Expansion:
$18,229,166*

** Costs for Alternative A would be determined through detailed feasibility work conducted by NCDOT as part of the I-26 widening project. Based on planning-level comparisons to the Triangle Bikeway, the greenway component is estimated at approximately $5 million per mile, excluding roadway improvements.*

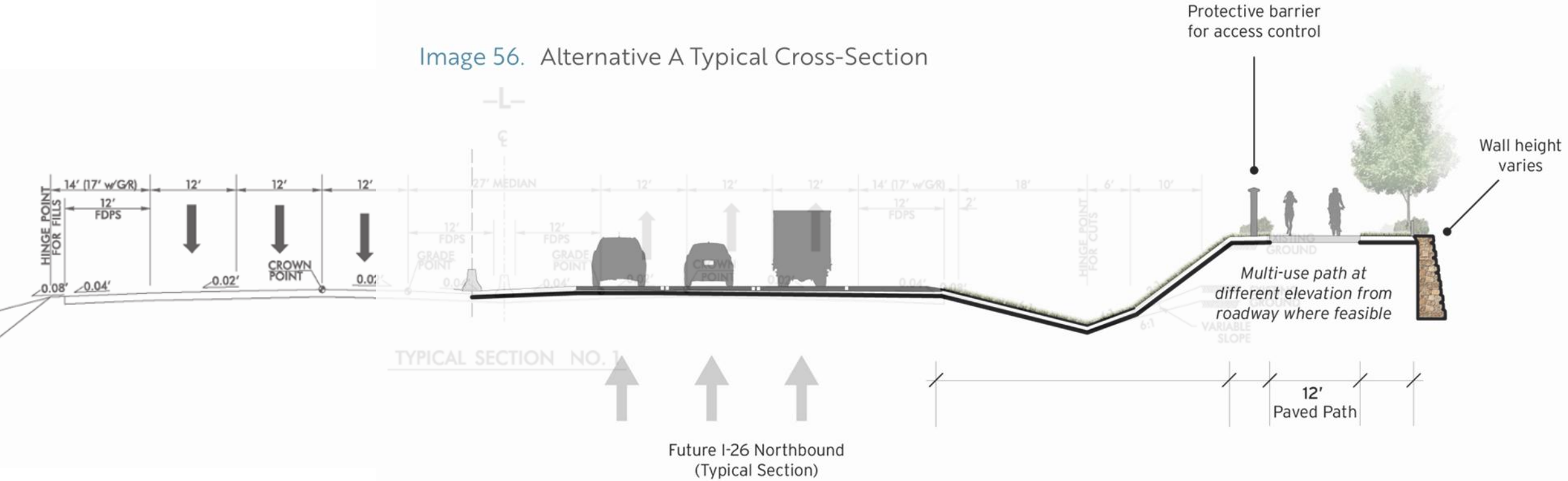
Cross Section Future I-26



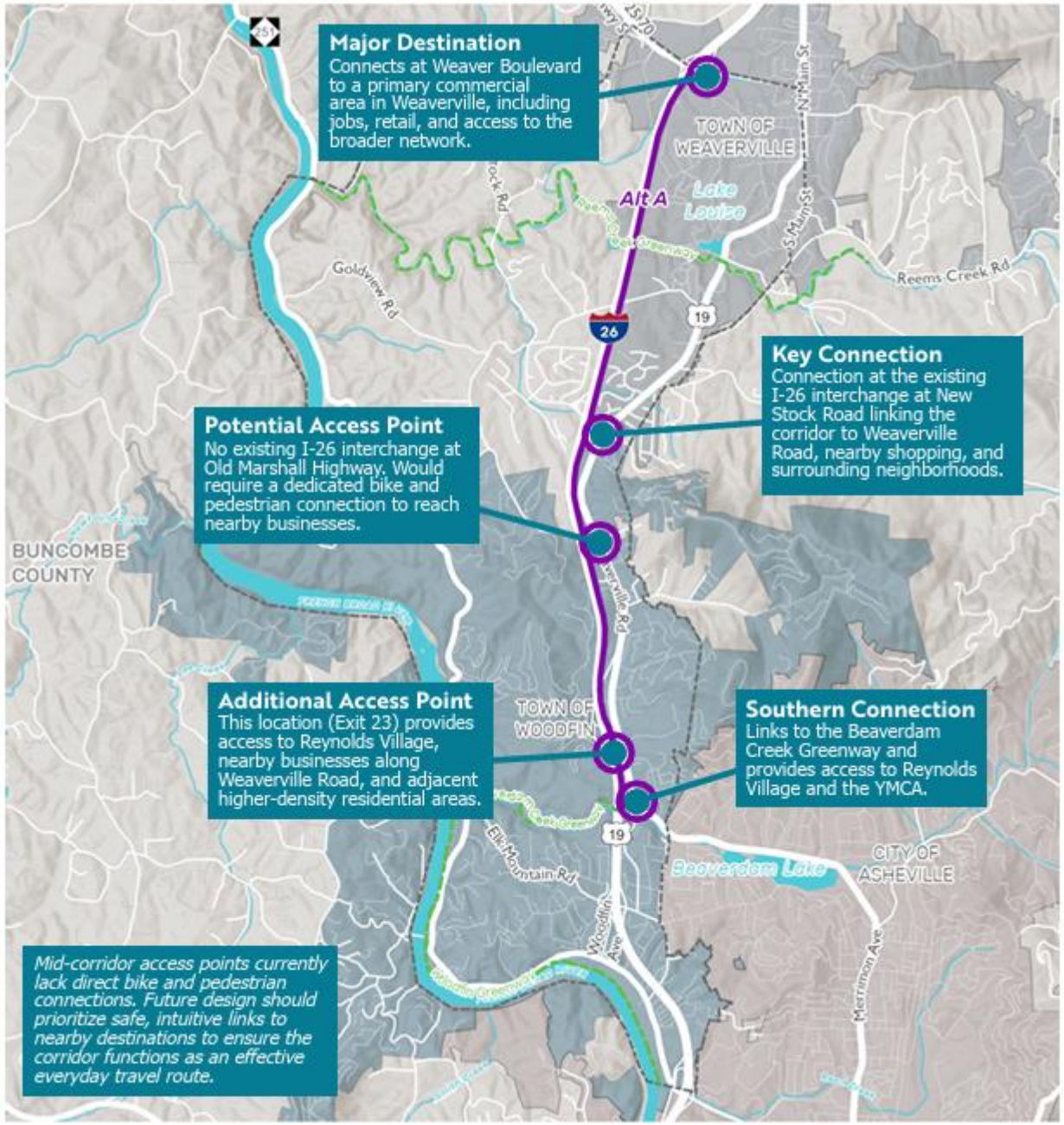
TYPICAL SECTION NO. 1

Recommended Alternative

Image 56. Alternative A Typical Cross-Section



Connections



User Experience

DESIGN RECOMMENDATIONS

In recent years, more greenways have been constructed alongside major highways and interstates. The project team reviewed examples from North Carolina and places across the country where this approach is more established.

The following case studies highlight how multi-use paths can be successfully integrated within interstate corridors when supported by thoughtful design.

CASE STUDIES

CHARTER OAK GREENWAY (I-384)

DOT + local partnership, regional integration, mixed contexts

State: Connecticut
Length: 16.5 Miles
Trail Surface: Asphalt

The Charter Oak Greenway follows I-384 and connects Hartford to Bolton Notch State Park. Maintained through a partnership between the Connecticut DOT and local municipalities, it is also part of the East Coast Greenway. The route passes through a mix of parks, residential areas, and institutional uses, illustrating how interstate-adjacent paths can serve a wide range of users.

CUSTIS TRAIL (I-66)

Integrated with highway project, high commuter use, topographic challenges

State: Virginia (Arlington)
Length: 4.5 Miles
Trail Surface: Asphalt

Constructed as part of the I-66 project in the 1980s, the Custis Trail provides a critical connection between Arlington and Washington, D.C. Despite hilly terrain, it functions as a well-used commuter route and connects to the regional trail network, including the Washington + Old Dominion Trail.

Image 35. Charter Oak Greenway

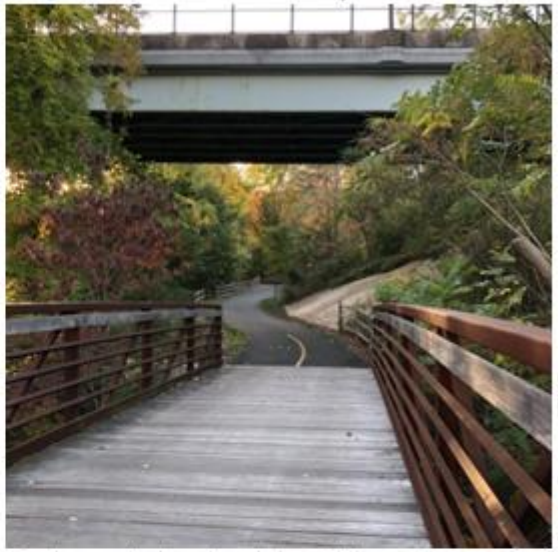


Image Source: CTMQ

Grade-separated crossings help maintain continuous, safe travel and improve accessibility by reducing conflicts with roadway traffic.

Image 36. Custis Trail

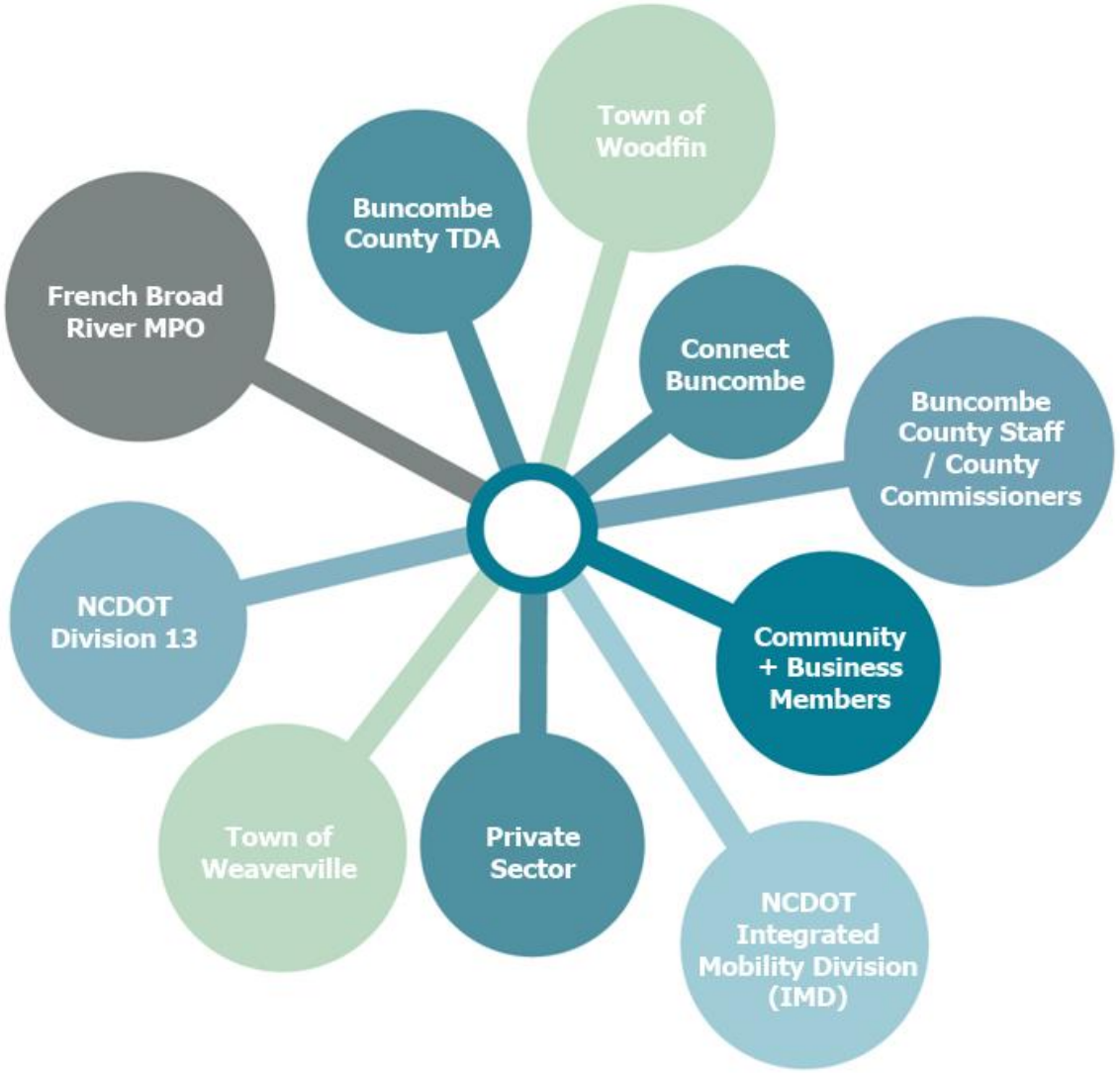


Image Source: Bike DC

A substantial barrier between the greenway and adjacent highway improves safety, reduces noise, and enhances overall user comfort.

Partners

Figure 24. Key Partners for Implementation



Thank you

MCADAMS

W2W Greenway Feasibility Study (full spread):
https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:e8110a4a-1b79-4c42-b8df-046da6ea713f

TOWN OF WEAVERVILLE
RESOLUTION SUPPORTING THE
WOODFIN-WEAVERVILLE GREENWAY FEASIBILITY STUDY

WHEREAS, in 2024, the French Broad River Metropolitan Planning Organization (MPO) began evaluating how to connect the planned Beaverdam Creek Greenway in the Town of Woodfin with the planned Reems Creek Greenway in the Town of Weaverville; and

WHEREAS, a multidisciplinary project team, including representatives from the Towns of Woodfin and Weaverville, Buncombe County, and NCDOT Division 13, have worked collaboratively to study potential options for a future greenway connection to provide for safe, convenient alternatives to driving for everyday trips and recreation within an area that includes steep terrain and busy roadways;

WHEREAS, the Woodfin-Weaverville Greenway Feasibility Study was developed and, if adopted, will allow both towns to position themselves for future project funding through NCDOT's State Transportation Improvement Program (STIP) and to coordinate with roadway projects in early planning stages;

WHEREAS, while construction of a Woodfin-to-Weaverville greenway is still years away, this Feasibility Study lays the groundwork for a future multi-use path that supports daily travel and recreational use;

NOW, THEREFORE, BE IT RESOLVED, that the Weaverville Town Council hereby supports the adoption of the Woodfin-Weaverville Greenway Feasibility Study by the French Broad River Metropolitan Planning Organization.

ADOPTED this 27th day of July, 2026.

ATTEST:

Angela L. Reece, Town Clerk

TOWN OF WEAVERVILLE

Gary D. Lawrence, Mayor

Town Manager Report

SHANNON TUCH, TOWN MANAGER

Tropical Storm Helene - Recovery

- Road engineering complete
- Hydraulic studies complete & stormwater engineering @ 90%
- Cost estimates for stormwater updated
- Draft Invitation for Bid (IFB) in progress

Administration

- Contracts & PO's

L.C. Tile Services
Stone Ridge
Kitchen
$5500

- Finance staff & auditors completing their work; presentation in December
- New website in development – est. completion in December
- Stormwater administrator position posted; interviews planned for first week of November
- Personnel policy update in review
- Annual shot clinic

Parks & facilities

- Roy Pope walking trail refreshed & sandbox canopy installed
- Back stairs to Town Hall in need of repair
- Repairs to Reynolds Mountain Blvd. sinkhole underway
- Fall clean-up week scheduled for first week of Nov. (2-6)
- Silver-Line Park restrooms expected to arrive Nov. 11th



Parks & facilities

- Taylor's Wave construction complete!
- Ribbon-cutting/dedication ceremony – Friday, Oct. 23rd
- 'Safe for Use' post
- Utility work in park complete
- Grant management increases
- Received sporting event inquiry



Taylor’s Wave ❤️
exceeding expectations!



Stormwater & Police

- Stormwater Annual Report
- Woodfin Police Quarterly Report

Stormwater Annual Update

NATE OBLON, STORMWATER ADMINISTRATOR

Stormwater Plan Activities

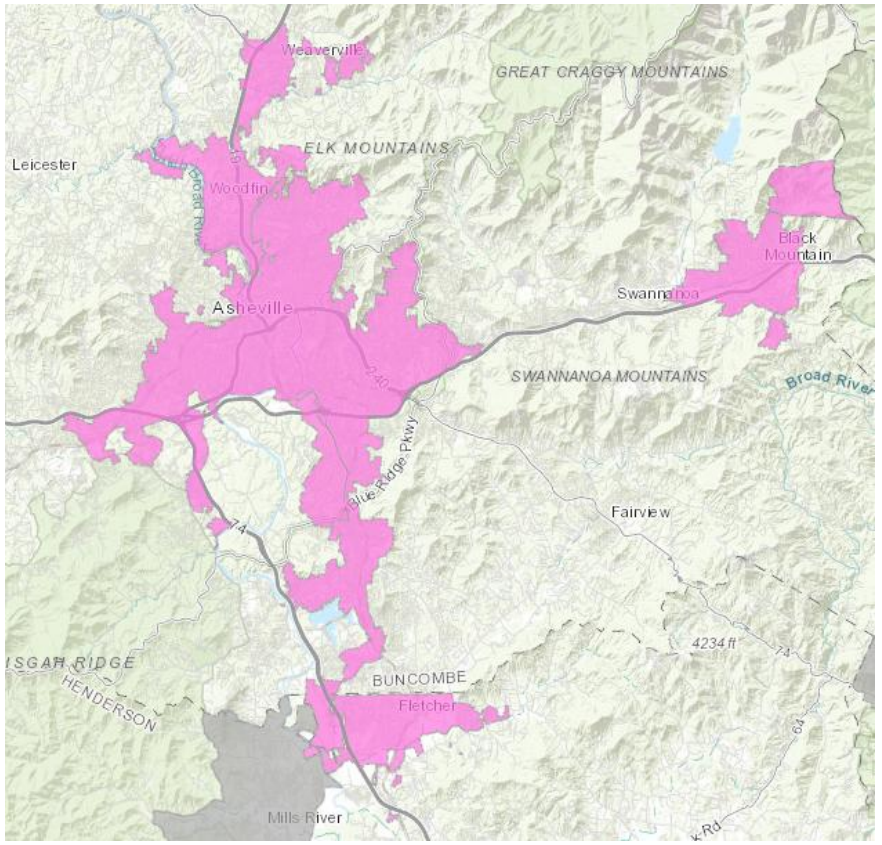
MS4 Program Overview

National Pollutant Discharge Elimination System (NPDES) Phase 1

- EPA introduced rules to regulate medium and large municipalities (typically 100k or greater)
- Requires implementation of stormwater management programs to control polluted discharges from these MS4s

NPDES Phase 2

- Expands program to small MS4s nationwide located within urban areas with a population of 100k or less



MS4 Program Overview

Phase 2 Requirements

- Obtain general NPDES permit coverage
- Implement stormwater discharge management controls
- Include clear, specific, and measurable permit requirements
- Implement a stormwater management program that meets each of the six minimum control measures



MS4 Program Overview

Six Minimum Control Measures

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Runoff Control
6. Pollution Prevention/Good Housekeeping









Current MS4 Program Overview

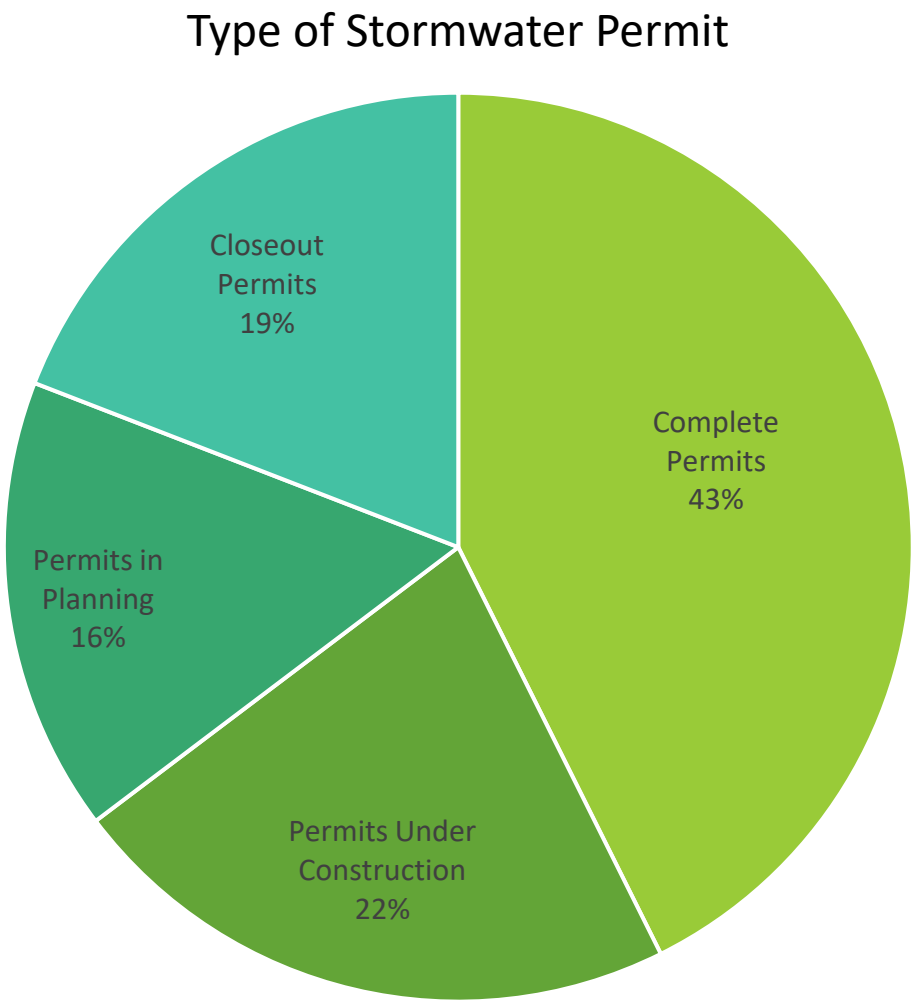
Permit Cycle Lasts 5-years with Annual Reporting Metrics

MS4 Permit Approved by NCDEQ in November 2025

Large completed items:

- MS4 mapping and website updates
- Staff training
- IDDE tracking application
- Public outreach through newsletter, informal literature
- Planning for riverbank cleanup/ invasive removal volunteer day

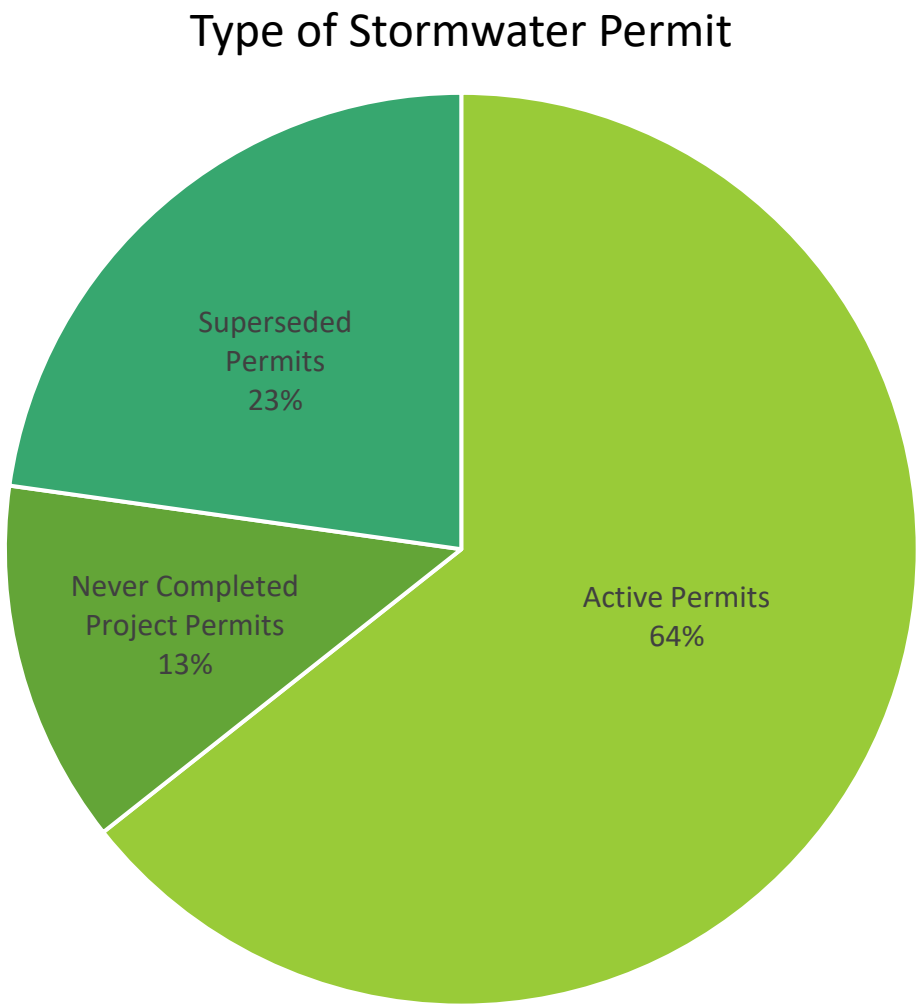
Permitting and Code Enforcement



Stormwater Permitting

65 Total Stormwater Permits

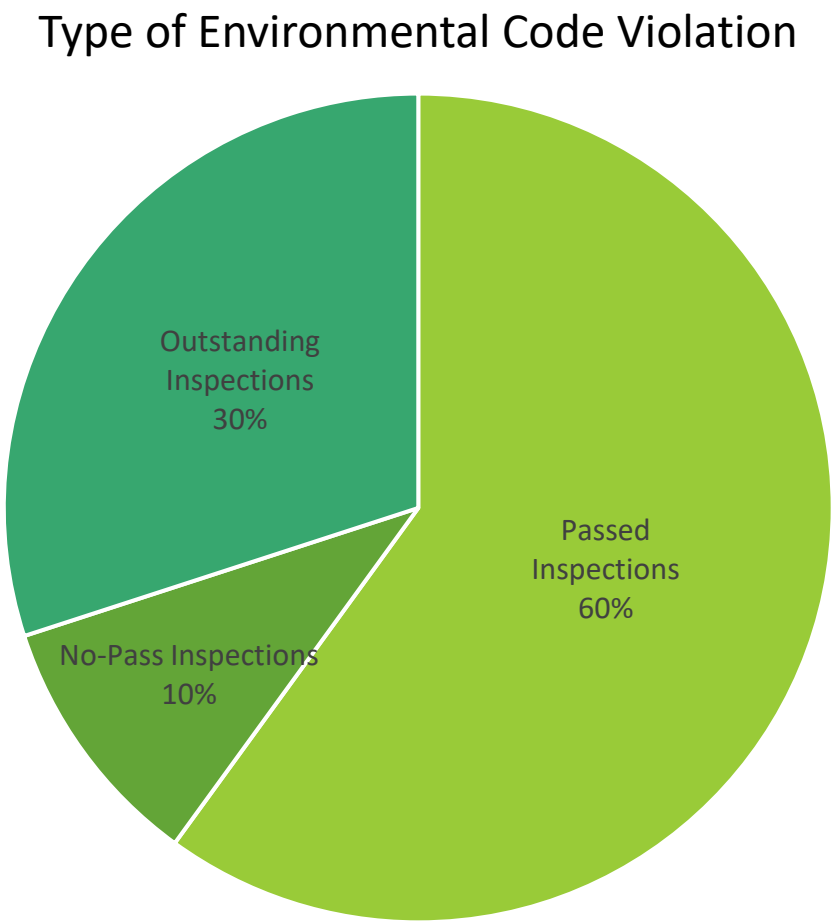
- 29 Complete Permits (43%)
  - Certificate of Compliance issued to the project; annual SCM inspections required
- 15 Permits in Construction Phase (22%)
  - Stormwater issued to project; in active construction
- 11 Permits in Planning Phase (16%)
  - Stormwater permit not yet issued to the project; application and other documentation received
- 13 Permits Awaiting Closeout (19%)
  - Mostly consists of older Buncombe County permits that were completed but not provided COC



Stormwater Permitting

- 65 Active Stormwater Permits
  - Makeup found in previous pie-chart
- 13 Never Completed Project Permits
  - Projects that were provided a permit, but project was not completed
- 23 Superseded Permits
  - Active or complete Buncombe County permits that were taken for Woodfin management

SCM Annual Inspections



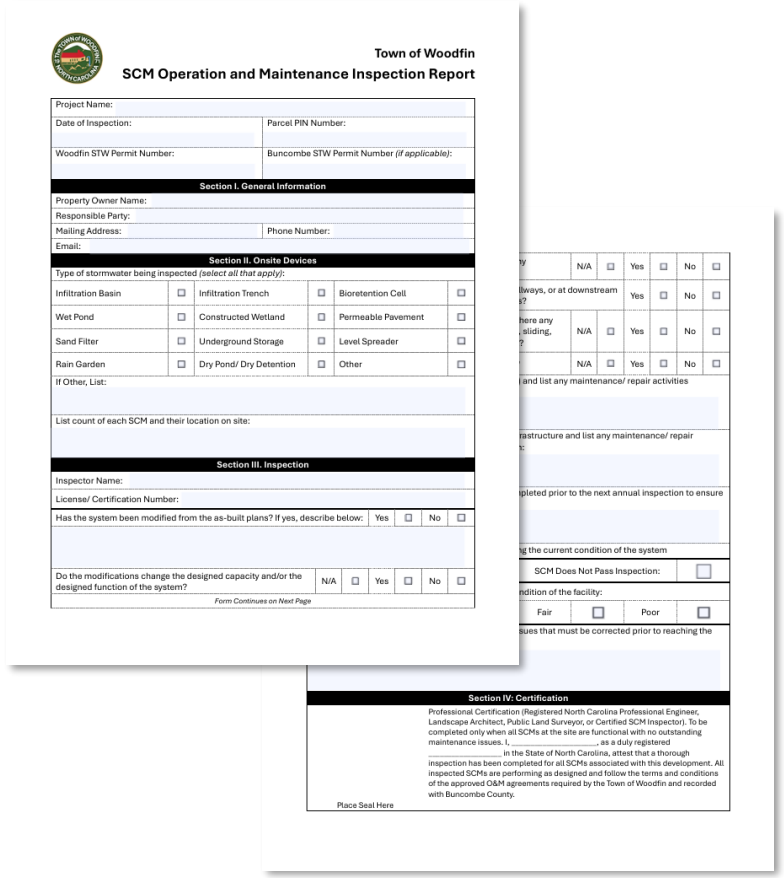
30 Annual Inspection Notices Provided

**Completed stormwater permits that have been issued COCs*

- 18 Passed Inspections
  - Inspection completed and system operational
- 3 No-Pass Inspections
  - Inspection completed and system requires improvements
- 9 Outstanding Inspections
  - No inspection completed

SCM Annual Inspections Changes

- First required inspection for many properties
- Rebuilt and shortened annual inspection form
- Penalties for non-compliance will be listed in initial notice
- If no response after second follow up notice, Notice of Violation will be mailed
- Looking at possibility of online submittals for ease of response



Town of Woodfin

SCM Operation and Maintenance Inspection Report

Project Name:

Date of Inspection: | Parcel PIN Number:

Woodfin STW Permit Number: | Buncombe STW Permit Number *(if applicable)*:

Section I. General Information

Property Owner Name:

Responsible Party:

Mailing Address: | Phone Number:

Email:

Section II. Onsite Devices

Type of stormwater being inspected *(select all that apply)*:

Infiltration Basin	☐	Infiltration Trench	☐	Bioretention Cell	☐
Wet Pond	☐	Constructed Wetland	☐	Permeable Pavement	☐
Sand Filter	☐	Underground Storage	☐	Level Spreader	☐
Rain Garden	☐	Dry Pond/ Dry Detention	☐	Other	☐

If Other, List:

List count of each SCM and their location on site:

Section III. Inspection

Inspector Name:

License/ Certification Number:

Has the system been modified from the as-built plans? If yes, describe below: Yes ☐ No ☐

Do the modifications change the designed capacity and/or the designed function of the system? N/A ☐ Yes ☐ No ☐

Form Continues on Next Page

N/A ☐ Yes ☐ No ☐

Yes ☐ No ☐

N/A ☐ Yes ☐ No ☐

N/A ☐ Yes ☐ No ☐

and list any maintenance/ repair activities

rastructure and list any maintenance/ repair

pleted prior to the next annual inspection to ensure

g the current condition of the system

SCM Does Not Pass Inspection: ☐

ndition of the facility:

Fair ☐ Poor ☐

sues that must be corrected prior to reaching the

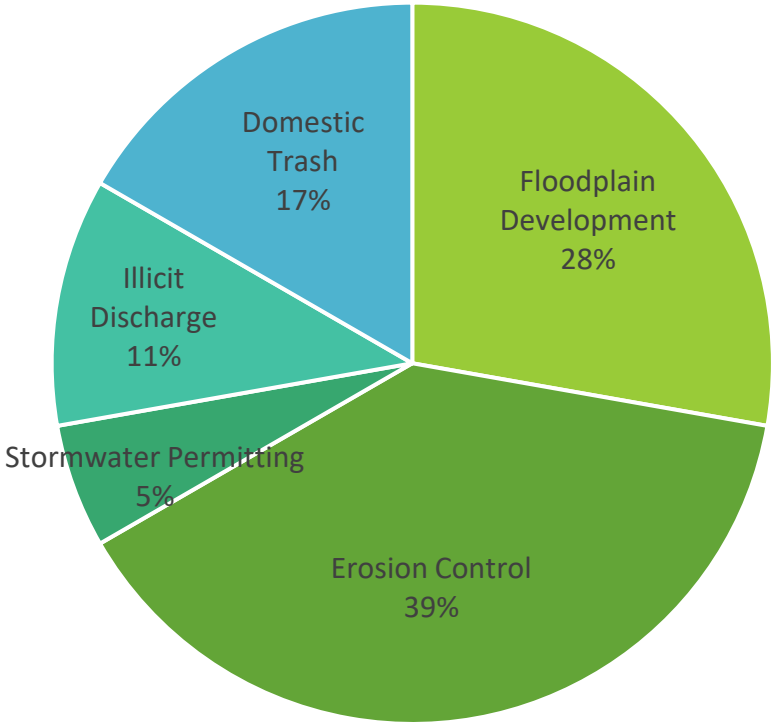
Section IV: Certification

Professional Certification (Registered North Carolina Professional Engineer, Landscape Architect, Public Land Surveyor, or Certified SCM Inspector). To be completed only when all SCMs at the site are functional with no outstanding maintenance issues. I, _____, as a duly registered _____ in the State of North Carolina, attest that a thorough inspection has been completed for all SCMs associated with this development. All inspected SCMs are performing as designed and follow the terms and conditions of the approved O&M agreements required by the Town of Woodfin and recorded with Buncombe County.

Place Seal Here

Code Enforcement

Type of Environmental Code Violation



18 Provided Violations since July 9, 2025*

**not corrected under other methods or passed on to Buncombe County for correction*

- 7 Erosion Control Violations
  - Erosion breaching due to active construction site
- 5 Floodplain Development Violations
  - Unpermitted work in regulated floodplain
- 1 Stormwater Permitting Violation
- 2 Illicit Discharge Violations
  - Organic or inorganic chemicals discharged into stormwater system
- 3 Domestic Trash Violations

Current Projects

Cleaning of Townwide Drop Inlets

Timeline

- Contract approved in May 2025
- Completed in 8/25

Scope & Cause

- Cleaning all 275 identified drop inlets in the, Town maintained, MS4 stormwater system
- Cleaning was completed with the use of a vacuum truck and collected items were disposed of at the landfill
- Completed as a requirement of our MS4 permit

Cost of Work

- $24,778.13



Locating of Outfalls and Swales

Timeline

- Contract approved in December 2025
- Data completed, map currently being finalized

Scope & Cause

- Scope consisted of locating and identifying major and minor outfalls
- Completed as a requirement of our MS4 permit
- Conduct annual inspections of system starting in next permit cycle

Cost of Work

- $24,778.13



Reynolds Mountain Blvd. Sinkhole Repair

Timeline

- Contract Approved in September 2026
- Work currently underway

Scope & Cause

- Scope consists of repairing of repairing (3) sinkholes, replacing (5) culverts, replacing (1) junction box and other required sitework

Cost of Work

- $55,225





Beaverdam Creek Trash Trout

Timeline

- No-rise certification completed
- Awaiting finalization of contract
- Awaiting final flood permitting

Scope & Cause

- Installation of trash collection system at the mouth of Beaverdam Creek
- Heavy amounts of trash in creek identified by Woodfin staff

Cost of Work

- $7,500



Looking Ahead

Looking Ahead

- Analyze data from AnchorQEA prioritization study to determine capital improvement projects
- Conduct regular IDDE inspections
- Complete annual inspections for ALL permitted SCMs
- Volunteer opportunities *(presented to PACE committee)*
  - Beaverdam Creek Cleanup Day
  - Pollinator Pathways
  - Invasive Species Removal

Beaverdam Creek Cleanup Day

Parameter Name	Value
Drainage Area	12.5
Percent_Impervious_NLCD2011	5.4

Urban Peak-Flow Statistics

Urban Peak-Flow Statistics Parameters [Region 2 Urban Blue Ridge FS007-00]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	12.5	square miles	0.04	41
LC11IMP	Percent_Impervious_NLCD2011	5.4	percent	2	54.6

Urban Peak-Flow Statistics Flow Report [Region 2 Urban Blue Ridge FS007-00]

PIL: Lower 90% Prediction Interval, PIU: Upper 90% Prediction Interval, ASEp: Average Standard Error of Prediction, SE: Standard Error, PC: Percent Correct, RMSE: Root Mean Squared Error, PseudoR^2: Pseudo R Squared (other -- see report)

Statistic	Value	Unit	SE
Urban 50-percent AEP flood	685	ft^3/s	40.4
Urban 20-Percent AEP flood	1160	ft^3/s	38.5
Urban 10-percent AEP flood	1520	ft^3/s	38.3
Urban 4-percent AEP flood	2230	ft^3/s	38.7
Urban 2-percent AEP flood	2640	ft^3/s	37.8
Urban 1-percent AEP flood	3060	ft^3/s	37.8

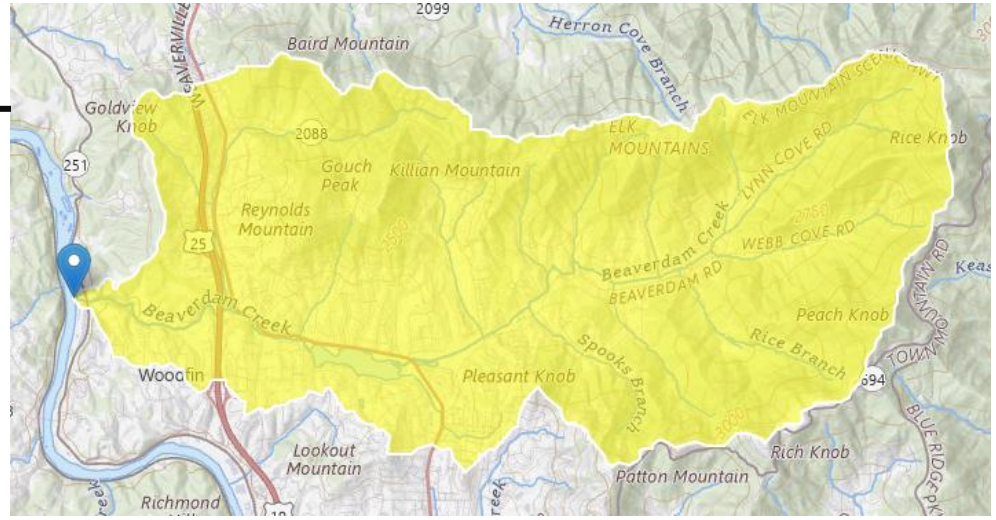
Urban Peak-Flow Statistics Citations

Mason, Robert R., Jr.; Fuste, Luis A.; King, Jeffrey N.; Thomas, Wilbert O., Jr.,2002, The National Flood-Frequency Program -- Methods for Estimating Flood Magnitude and Frequency in Rural and Urban Areas in North Carolina, 2001: U.S. Geological Survey Fact Sheet 007-00, 4 p.

Urban 50-percent AEP flood	
685	ft^3/s

Urban 1-percent AEP flood	
3060	ft^3/s

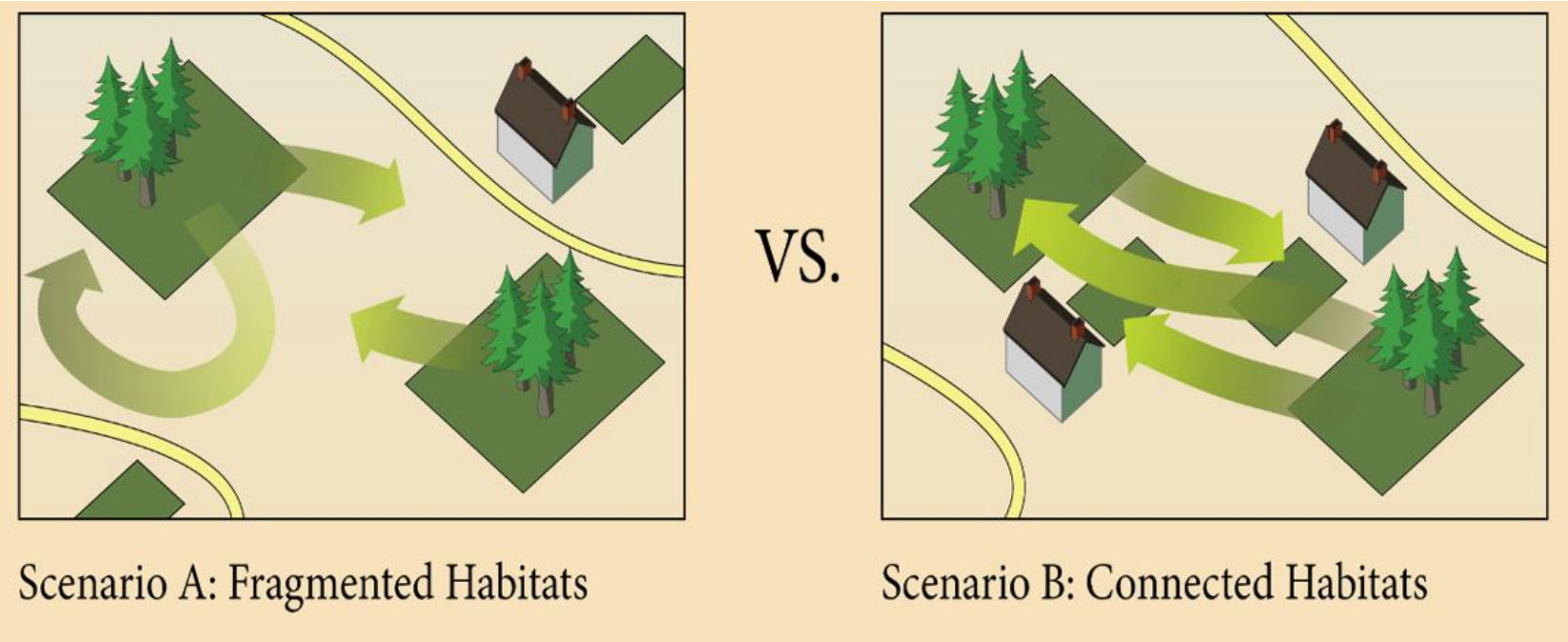
**NC Stream Stats*

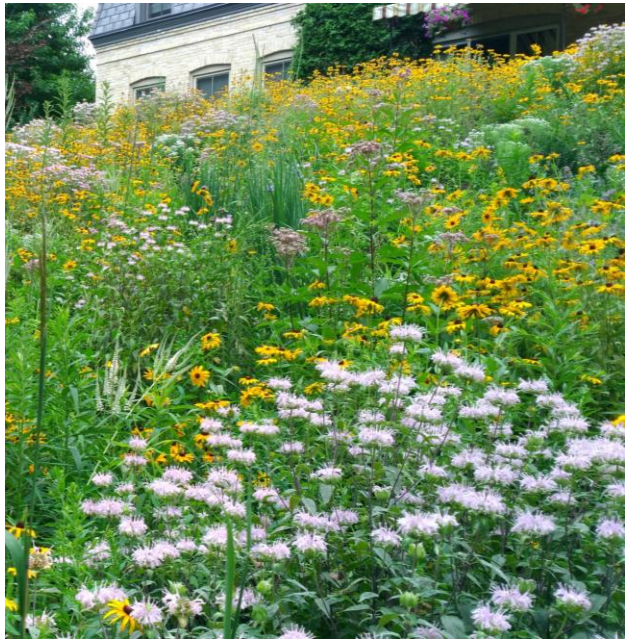


Drainage Area

Pollinator Pathways

- What is a pollinator pathway?





Pollinator Pathways



Elk Mountain Blvd Parcel

Old Basketball Court Slope





Invasive Species Removal

- Recommend working on the cutting back of Multi-Flora Rose first upon the completion and full reopening of Silverline Park
- Also able to incorporate a riverbank clean up day
- Move to add other areas and species in coming years
- Discussing volunteer opportunities with Riverlink



Questions?

Quarterly Police Department Report

JACQUI BOYKIN, POLICE CHIEF

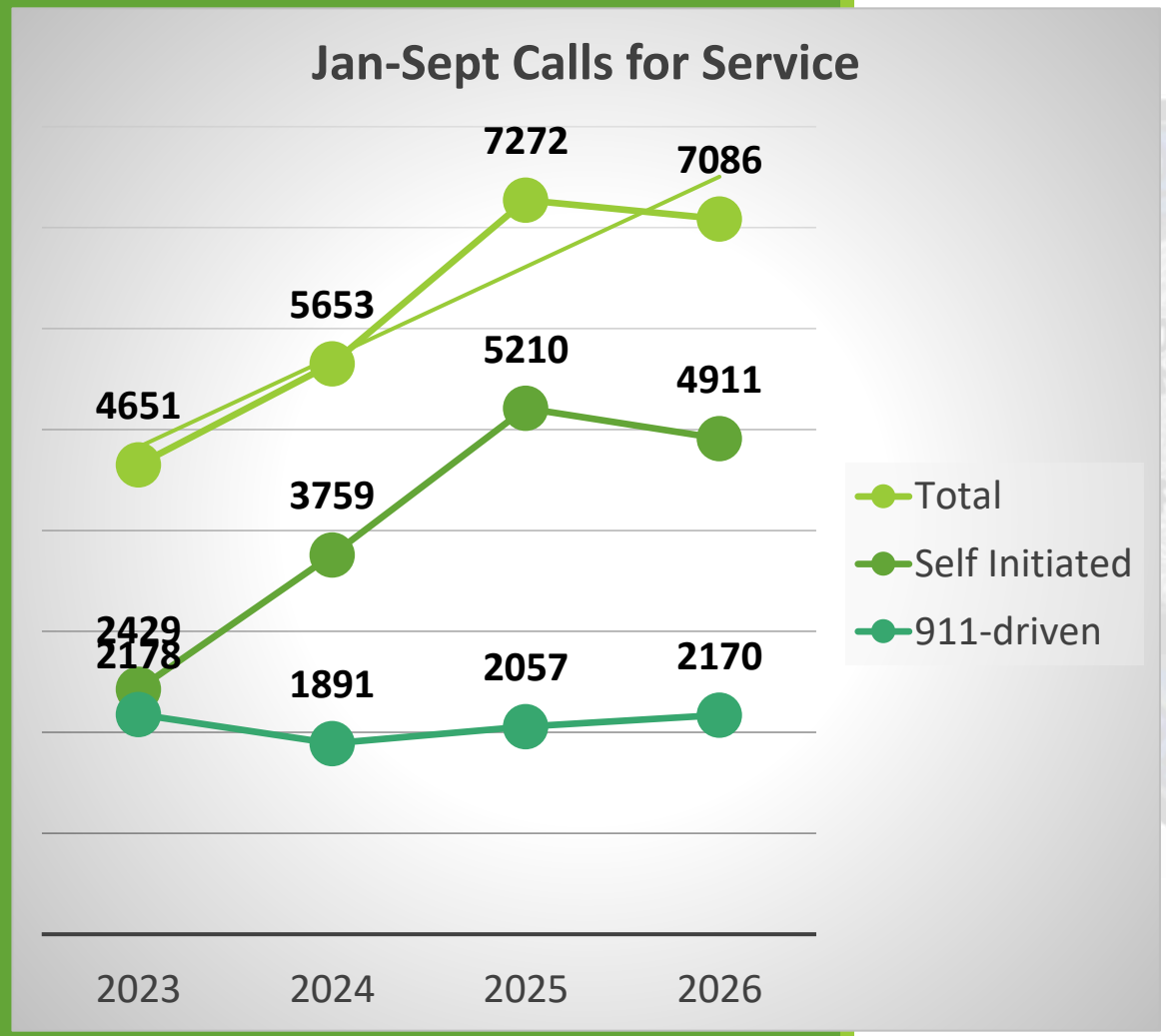
Woodfin Police

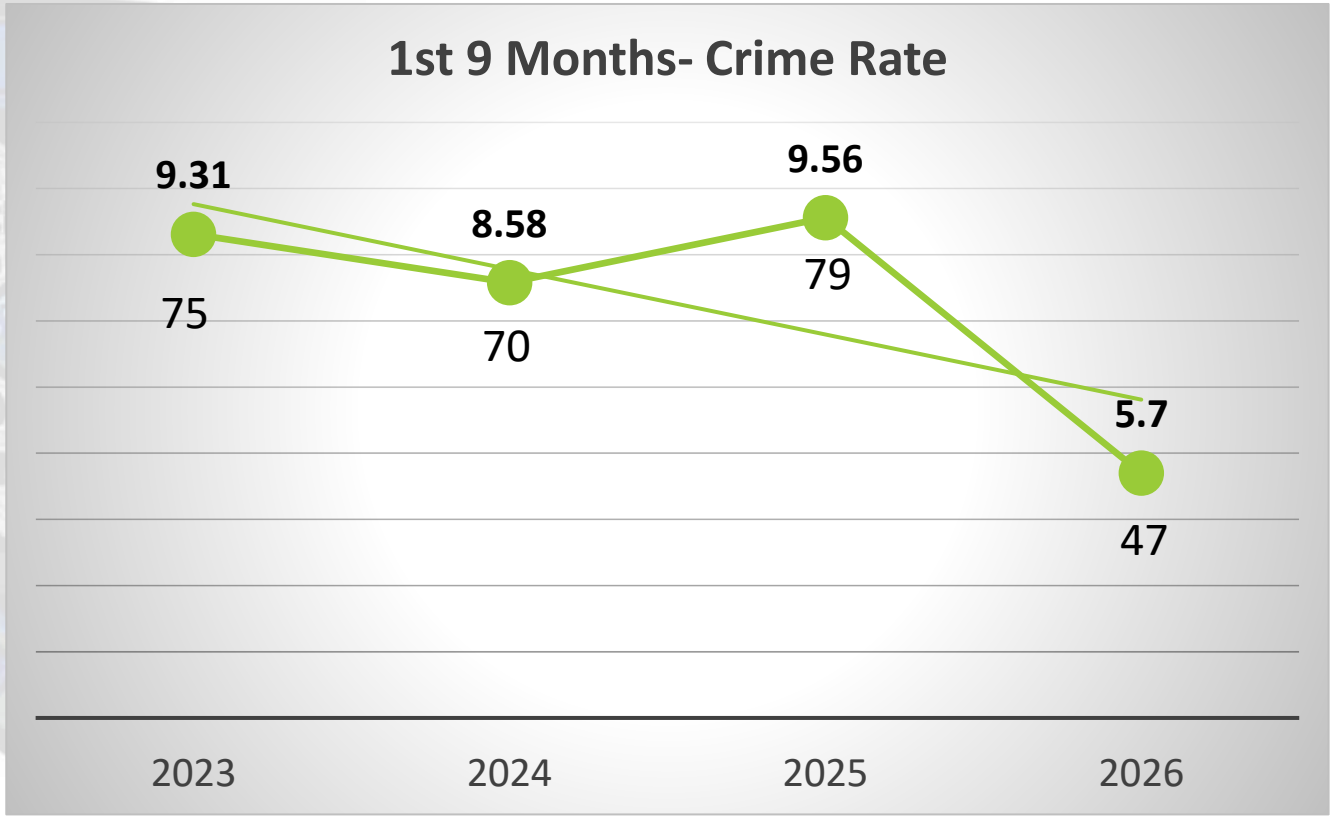
Quarterly Update- 9 Months Gone

October 20, 2026

Established 1971

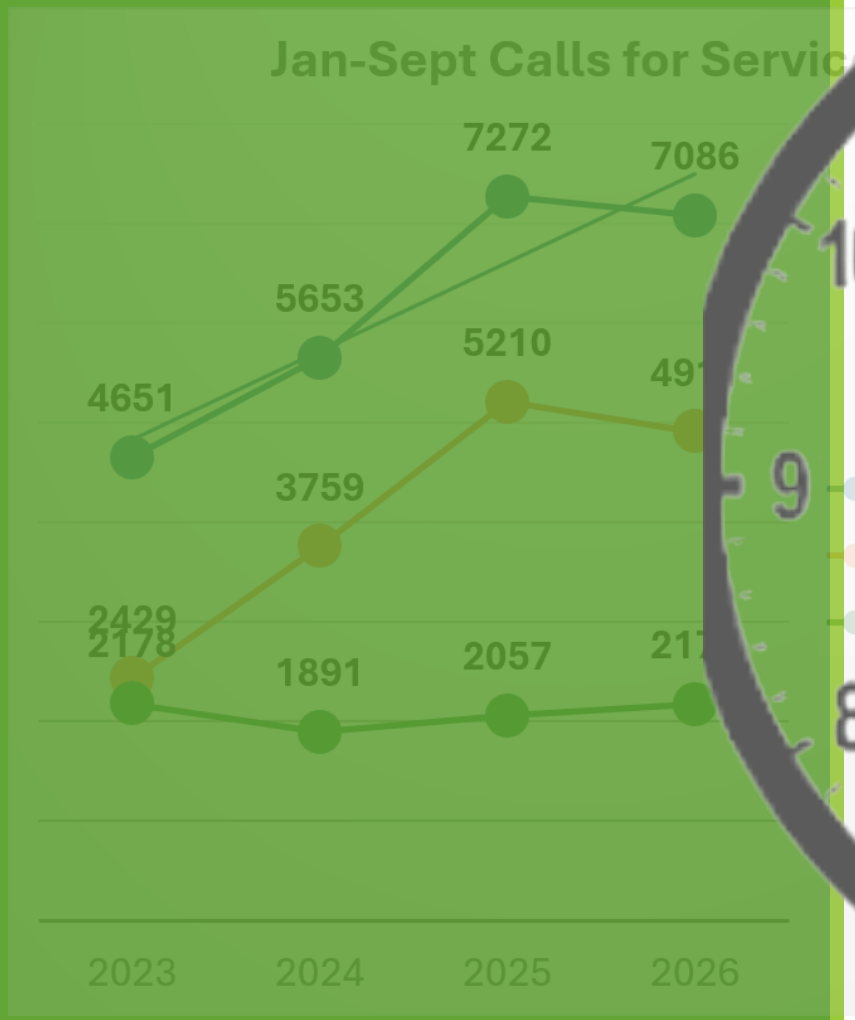
Performance Metrics





Established 1971

Performance Metrics







Established 1971

Personnel Updates

$



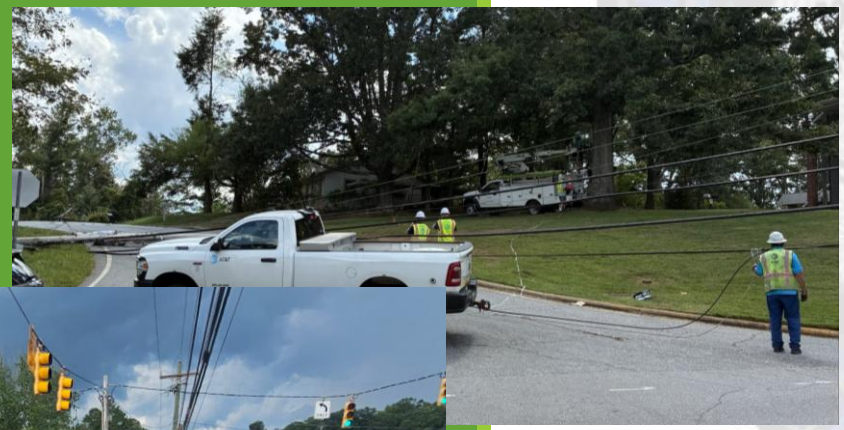




Established 1971

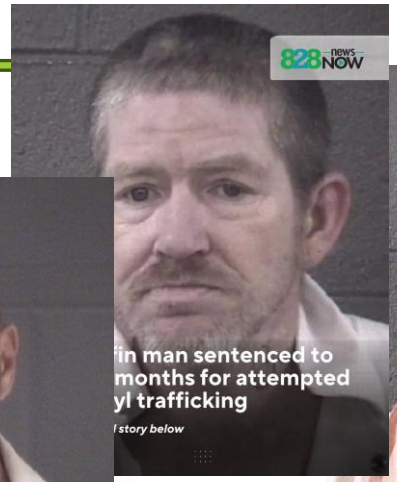
Notable Events During 3rd Quarter

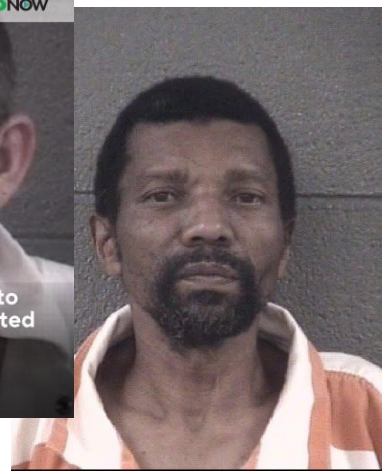
- Arrests and Convictions
- Traffic Doozies
- Interns
- New Mascot















Established 1971

Did you know?

NCLEA
North Carolina
Law Enforcement Accreditation

116

Administration, Organization, and Professional Standards

Training	Communications
Personnel	Detainees/ Prisoners
Records Management	Evidence
Use of Force	Court Operations
Patrol Operations	Critical Incidents

NCLM
NC LEAGUE OF MUNICIPALITIES

44

Administration

Training	Internal Affairs
Hiring	Evidence

Operations

Use of Force	Detainees
Safety	Vehicle Operations
K9	SWAT

Established 1971

Unfinished Business

-Public Hearing-

Conditional Rezoning – Ord. #2026-11

Continued from September 18, 2026

RICKY HURLEY, PLANNING DIRECTOR

Conditional Zoning – 291 Weaverville Rd.

Staff Recommendation:

- Staff recommends continuing this request and public hearing for one additional month to allow the applicant time to provide additional site plan information.

Suggested Motion:

- I move to continue consideration of Ord. #2026-11 and public hearing to November 17, 2026.

New Business

Personnel Policy

SHANNON TUCH, TOWN MANAGER

Personnel Policy Update

- Best practice to review and update every 3-5 years
- Current policy was originally adopted in 2017 w/ one modest revision in 2023
- Council identified an update to the personnel policy as a top priority in the 2026 strategic plan
- The Town of Woodfin received a small grant for consultant services to aid in the update

Personnel Policy Update

Common Reasons for Revisions:

- New laws or regulations (consistency)
- Operational or technology shifts (modernization)
- Audit findings (compliance)
- Fulfill strategic goals (progress)
- Reflect town values (aligned)
- Remove duplication, correct cross references, simplify language (clarity)

Personnel Policy Update

Numerous modernization & clarifying revisions

14 material changes

- 4 changes reflect common best practices
- 3 additions offer new benefits
- 2 changes based on benchmarking peers
- 3 additions for matters previously unaddressed
- 1 revisions reflects current operational practice
- 1 revision is a simplification

Personnel Policy Update

Numerous modernization & clarifying revisions

14 material changes

- 4 changes reflect common best practices
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- 2 changes based on benchmarking peers
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- 1 revisions reflects current operational practice
- 1 revision is a simplification

4 of the 14 changes
do not
affect current employees *

Personnel Policy Update

Best Practices:

- Moving employees from ‘Covered’ to ‘At Will’ *
- Probationary period extended for key positions
- Leave of absence & leave without pay
- Workers’ Compensation leave

Personnel Policy Update

New Benefit:

- Compensatory time for exempt employees
- Health Reimbursement Arrangement (HRA)
- Floating holiday (1)

Personnel Policy Update

Benchmarking:

- Longevity pay *
- Retiree health insurance *

Personnel Policy Update

Previously Unaddressed:

- Employment of relatives *
- Romantic relationships
- Remote work arrangements

Personnel Policy Update

Operational alignment:

- Holiday bank

Simplification:

- Disciplinary action

Personnel Policy Update

Staff Recommendation:

- Staff recommend that council take the next month to review changes and seek any additional information.

Suggested Motion:

- N/A – staff is not recommending action at this time.

Closed Session

Adjournment