



AGENDA
BREVARD CITY COUNCIL - REGULAR MEETING
Monday, February 20, 2023 - 5:30 PM
City Council Chambers

A. Welcome and Call to Order

B. Invocation

Pastor Andrew Crimmins-St. Timothy United Methodist Church

C. Pledge of Allegiance

D. Certification of Quorum

E. Approval of Agenda

F. Approval of Minutes

1. Monday, February 6, 2023 Regular Meeting

G. Public Comments

H. Certificates / Awards / Recognition

I. Special Presentation(s)

J. Public Hearing(s)

1. Proposed Amendments to City of Brevard Code of Ordinances, Chapter 2, Article IV, Division 2-Recreation Advisory Committee
2. Comprehensive Land Use Plan

K. Consent and Information

1. Tax Settlement Report-January, 2023
2. Report of Unpaid Taxes & Authorization to Advertise
3. Resolution-Investigate Sufficiency of Petition for Annexation-Catherine & David Nielsen/31 York Circle
4. Council Public Works & Utilities Committee Minutes-December 7, 2022

5. Council Housing Committee Minutes-January 10, 2023
6. Correspondence *(No Action. Offered as information only)*
 - a. Transylvania County Building Permit Activity Report-January 2023

L. Unfinished Business

M. New Business

1. Blue Zones Sign Request

N. Remarks / Future Agenda Considerations

O. Closed Session(s) (if necessary)

1. Personnel and/or Employment: GS § 143-318.11. (a)(3)(6)

P. Adjourn

Agenda Posted, Website, Sunshine List (February 16, 2023)
D. Hodsdon, City Clerk

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

MINUTES
BREVARD CITY COUNCIL
Regular Meeting
February 6, 2023 – 5:30 PM

The Brevard City Council met in regular session on Monday, February 6, 2023, at 5:30 p.m. in the Council Chambers of City Hall with Mayor Copelof presiding.

Present – Mayor Maureen Copelof, Mayor Pro Tem Gary Daniel and Council Members Mac Morrow, Maurice Jones, Geraldine Dinkins, and Aaron Baker

Staff Present – City Attorney Mack McKeller, City Manager Wilson Hooper, City Clerk Denise Hodsdon, Assistant City Manager/Finance Director Dean Luebbe, Planning Director Paul Ray, Assistant Planning Director Aaron Bland, Senior Planner Emily Brewer, Planner Katherine Buzby, Human Resources Director Kelley Craig, Police Chief Tom Jordan, Fire Chief Bobby Cooper, Acting Public Works Director Wesley Shook, Community Center Director Tyree Griffin, ORC Water Treatment Plant Dennis Richardson, ORC Wastewater Treatment Plant Emory Owen, and Tax Collector Tina Tanner

Press – Jon Rich, Transylvania Times

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

B. Invocation – Mayor Copelof offered an invocation.

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

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

E. Approval of Agenda – Mr. Jones moved, seconded by Ms. Dinkins to approve the agenda as presented. The motion carried unanimously.

F. Approval of Minutes – Mr. Morrow moved, seconded by Mr. Daniel, to approve the minutes of the January 17 meeting as presented. The motion carried unanimously.

G. Public Comment –

Linda Locks spoke about a complaint she had regarding posting of the Council agenda packet on the City's website. She said I wish the agenda packet could be posted earlier so that citizens could have more time to read it, study it and be more informed so we can be able to make some logical questions about what is going to be discussed. We need our citizens to be informed about what you all are deciding. I would hope that you would look at your ordinances that govern land use and that you also look at getting the agenda out a little earlier so that we can be informed about what you all are doing.

Annalisa Sims encouraged Council to adopt the Brevard Pedestrian & Bicycle Plan. She said I am excited about everything that is in the plan and I am not alone in this. There are many other members in the community who want to see this come to fruition and in an effort for that to come to be, we are organizing a citizen-led group so that we can work in partnership with City Council and other stakeholders to see Brevard become an even more vibrant and thriving community than it already is.

H. Certificates/Awards/Recognition – None.

I. Special Presentation(s)

I-1. Introduction of Comprehensive Land Use Plan – Paul Ray gave a PowerPoint presentation (Attached) explaining the planning process in updating and merging the City’s 2002 Land Use Plan and 2015 Comprehensive Plan into a single Comprehensive Land Use Plan (CLUP). Staff has been working with Stewart, Inc., a planning consulting firm to develop the plan. The Planning Board served as the Steering Committee for this project and has discussed the plan, its goals, the future land use map, and recommendations at multiple meetings throughout 2022. Most recently, the Planning Board reviewed the final draft and unanimously recommended adoption of the plan at their meeting on January 24, 2023. Planning Board Vice Chair James Carli added that a CLUP is a living document that can be amended as needed on an ongoing process. This document does not rezone anything, but it does provide the Planning Board and City Council with a future vision on how the community says they would like to see the City grow and change over the next 10 to 20 years.

Next steps include:

- Planning Staff will hold a Community Question & Answer session on February 16th from 8:00 am to 9:30 am at City Hall.
- Jake Petrosky from Stewart Inc. will present the draft CLUP at Council’s February 20, 2023 meeting, to be followed by a public hearing.
- Staff will also be available to answer questions at the next “Meet the Mayor” on February 23rd from 5:30 to 7:30 pm at the Mary C. Jenkins Community & Cultural Center.

During discussion, Ms. Dinkins questioned the inclusion of Blue Zones Project in with the various other plans that were taken into account. She said all the other plans that are taken into consideration make sense, but Blue Zones is a non-governmental agency and it seems out of place in the plan. If they have not pledged anything other than their stated 10-year goal of adding 400 affordable/workforce housing units, they should not be included in the CLUP. Mr. Daniel agreed with Ms. Dinkins and said that City Council has already expressed a commitment to affordable/workforce housing and our Planning Department has done remarkable work to that effort. He took offense to the Blue Zones Project being included and in essence taking credit for the work that the City and our Staff is already doing. Mr. Baker echoed the concern about the inclusion of Blue Zones Project and said it seems out of place. He said if they are going to be included in the plan, maybe they could be included in an appendix of potential future partners, but it does not belong amongst the policy documents that the City has produced over of the past 20 years.

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. Morrow moved, seconded by Mr. Jones to approve the consent agenda as presented. The motion carried unanimously.

K-1. Resolution Approving Property Tax Releases-January, 2023

RESOLUTION 2023-08

A RESOLUTION APPROVING PROPERTY TAX RELEASES

WHEREAS, The City of Brevard has previously determined to collect property taxes for the City of Brevard and the Heart of Brevard and it is necessary to release the below shown amount from the city tax records.

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

The Tax Collector is hereby authorized to remove January 2023 property values from the tax scroll in the amount of:

2022:	<u>\$726.50</u>
2021:	<u>\$ 5.27</u>

Adopted and approved this the 6th day of February, 2023.

K-2. Appointment of Katherine Buzby to Transylvania Natural Resources Council

K-3. Resolution Supporting 2023 as the Year of the Trail

RESOLUTION NO. 2023-09

A RESOLUTION SUPPORTING 2023 AS THE YEAR OF THE TRAIL

WHEREAS, Brevard is a safe, friendly, family-oriented city with small town charm, outdoor recreation, arts, and culture that bring investment opportunities, environmental consciousness, and economic diversity; and,

WHEREAS, the parks, greenways, trails, and natural areas in our community are welcoming to all and provide people of all ages and abilities access to our rich natural, cultural, and historic resources; and,

WHEREAS, the City of Brevard has a history of adopted plans that seek to implement a comprehensive trail and greenway system, including, but not limited to, the 2015 Comprehensive Plan and the Comprehensive Pedestrian & Bicycle Plan; and,

WHEREAS, there are over 15 miles of trails and greenways available in Brevard, including two City-owned trail connections into Pisgah National Forest and the hundreds of miles of trails within it; and,

WHEREAS, the trails that span across our community are an integral part of the recreational and transportation options of our area, and promote enjoyment of scenic beauty by residents and visitors alike; and,

WHEREAS, trails offer quality-of-life benefits to all as expressions of local community character and pride, as outdoor areas for education, as tools for economic development and revitalization, as free resources for healthy recreation, as accessible alternative transportation, and as sites for social and cultural events; and,

WHEREAS, the North Carolina General Assembly has designated 2023 as the Year of the Trail in North Carolina to promote and celebrate the state’s extensive network of trails that showcase our state’s beauty, vibrancy and culture; and

WHEREAS, North Carolina is known as the “Great Trails State.”

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

SECTION 1. The City of Brevard supports the Year of the Trail initiative in collaboration with the Great Trails State Coalition.

SECTION 2. City Staff is hereby directed to work with community partners in planning and executing one or more Year of the Trail celebration events.

Approved and adopted this the 6th day of February 2023.

K-4. Budget Amendment-Replace Fire Vehicle

ORDINANCE NO. 2022-09

**AN ORDINANCE AMENDING THE FY2022-2023
BUDGET AMENDMENT NUMBER 21**

SUBJECT: Budget Amendment to increase expenditures and revenues in the Fire Fund for \$89,000, for the purchase of a fully equipped F250 pickup truck.

AGENDA INFORMATION

Agenda Location:	New Business/
Department:	Finance
Contact:	Dean Luebbe, Finance Director

BRIEF SUMMARY: The 2013 F250 truck used by the Fire Chief has 120,000 miles on it and is scheduled to be replaced. If a replacement truck were ordered today, it would likely be over a year before the vehicle was received. The Fire Department has found a new 2022 F-250 at Parks Ford in

Hendersonville which is currently available at a cost of \$61,820. The total upfit on the vehicle would be an additional \$26,500.

The Fire Fund had a fund balance of \$291,618 at June 30, 2022. Approximately \$100,000 of this fund balance will be used to pay for a brush truck, which was approved in the FY22 budget, leaving a balance in excess of \$190,000.

MOTION FOR CONSIDERATION: To approve Budget Amendment Twenty-one as submitted, increasing the budget in expenditure accounts

40-5300-7400 (Capital Outlay) \$89,000

And increasing the budget in the revenue accounts

40-3990-0000 (Fund Balance Appropriated) \$89,000

ATTACHMENTS: None

MANAGER’S RECOMMENDATION: Adopt as presented

Approved and adopted this 6th day of February, 2023.

K-5. Council Rosenwald Community Advisory Board Minutes - November 17, 2022

K-6. Council Finance & Human Resources Committee Minutes - November 28, 2022

K-7. Council Public Safety Committee Minutes - December 2, 2022

K-8. Council Parks, Trails & Recreation Committee Minutes - December 21, 2022

K-9. Correspondence *(No Action. Offered as information only.)*

- a. Fire Department Annual Report**
- b. Police Department Annual Report**
- c. Transylvania County Building Permit Activity Report – December, 2022**

L. Unfinished Business –

L-1. Adoption of Brevard Pedestrian & Bicycle Plan – The proposed Brevard Pedestrian & Bicycle Plan was presented to Council by Matt Hayes of Alta Planning + Design on January 17th. Aaron Bland explained that by adopting this new plan, Council would be replacing the current Comprehensive Pedestrian Plan, which was originally adopted in 2006, as the City’s official planning and policy guidance document for pedestrian and bicycle infrastructure investments. Mr. Baker moved, seconded by Ms. Dinkins to adopt the Brevard Pedestrian & Bicycle Plan. The motion carried unanimously.

RESOLUTION NO. 2023-10

**A RESOLUTION ADOPTING THE CITY OF
BREVARD PEDESTRIAN AND BICYCLE PLAN**

WHEREAS, Brevard is a safe, friendly, family-oriented city with small town charm, outdoor recreation, arts, and culture that bring investment opportunities, environmental consciousness, and economic diversity; and,

WHEREAS, Brevard continues planning for efficient and equitable infrastructure investments and improvements to create safe, convenient, and accessible transportation options for all users; and,

WHEREAS, the City of Brevard has a history of adopted plans that seek to integrate a range of transportation options, including, but not limited to, the 2015 Comprehensive Plan, Downtown Master Plan, and the City of Brevard Complete Streets Policy; and,

WHEREAS, the City of Brevard received a Multimodal Planning Grant from the Integrated Mobility Division of the North Carolina Department of Transportation; and,

WHEREAS, the City of Brevard Pedestrian and Bicycle Plan has been developed through a comprehensive planning process which included input from a diverse group of stakeholders, the Parks, Trails & Recreation Committee, and the public at large; and,

WHEREAS, the City of Brevard Pedestrian and Bicycle Plan has been evaluated and approved by the North Carolina Department of Transportation; and,

WHEREAS, it is the desire of the City of Brevard to renew its commitment towards thoughtful planning and implementation of pedestrian and bicycle infrastructure.

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

SECTION 1. The City of Brevard adopts the attached Pedestrian and Bicycle Plan.

SECTION 2. City Staff is hereby directed to begin the Implementation Action Steps as outlined in the Plan.

Approved and adopted this the 6th day of February, 2023.

L-2. Designation of Historic Landmark-McMinn Building, 2-14 West Main Street – Katherine Buzby recalled that Council held a joint public hearing with the Joint Historic Preservation Commission (JHPC) on January 17th. The designation will be for the entire exterior of the building and the interior stairway and hallway containing the second-floor offices. Following the public hearing Council requested that staff provide information regarding the fiscal impact of the 50% reduction in city taxes. For the McMinn Building the fiscal impact is estimated to be \$4,412.90 based on the 2022 tax valuations. The JHPC has already voted to have it historically designated. Mr. Morrow moved, seconded by Mr. Baker to approve the ordinance designating the McMinn Building a Historic Landmark. The motion carried unanimously.

ORDINANCE NO. 2023-04

AN ORDINANCE DESIGNATING AS AN HISTORIC LANDMARK CERTAIN PROPERTY KNOWN AS THE McMINN BUILDING AS IS MORE SPECIFICALLY DESCRIBED IN A DEED IN THE TRANSYLVANIA COUNTY REGISTER OF DEEDS OFFICE, IN DEED BOOK 379, AT PAGE 419, AND BEING DATED AUGUST 29, 1994, SAID PROPERTY BEING OWNED BY McMINN PROPERTIES, INC.; THE PARCEL OF LAND BEING ESPECIALLY DESIGNATED IS ALL OF THE PARCEL OF LAND OCCUPIED BY THE BUILDING, LISTED UNDER TAX PARCEL NO. 8586-51-1048-000 IN THE TRANSYLVANIA COUNTY TAX OFFICE, BREVARD, NORTH CAROLINA

WHEREAS, all the prerequisites to the adoption of this Ordinance described in Chapter 160A, Article 19, as amended of the North Carolina General Statutes and Ordinance No. 26-97 of the City of Brevard have been fully completed; and

WHEREAS, the City Council has taken into full consideration all statements and information presented during a public hearing held on January __, 2023, on the question of designating certain property known as The McMinn Building as an historic landmark; and

WHEREAS, The McMinn Building was built in or near the year 1899 as commercial retail and office space is now one of the oldest historic buildings in the City of Brevard in present and continual service; and

WHEREAS, The McMinn Building possesses special significance in terms of its history, architectural and cultural importance; and

WHEREAS, the property known as The McMinn Building is presently owned by McMinn Properties, Inc.

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

Section 1. That the property known as The McMinn Building (including the entire exterior of the building, the entire parcel of land listed under Tax Parcel No. 8586-51-1048-000), and the interior

stairway and hallway is hereby designated as an historic landmark pursuant to Chapter 160A, Article 19, as amended, of the North Carolina General Statutes and Ordinance No. 26-97 of the City of Brevard. The location of said landmark is hereby noted as being situated at 2, 4, 6 and 12 West Main Street, Brevard, North Carolina. The exterior features of the McMinn Building are more completely described in the Application for Local Historic Landmark Status, dated September 10, 2022.

Section 2. That said designated historic landmark may be materially altered, restored, moved or demolished only following the issuance of a Certificate of Appropriateness by the Joint Historic Preservation Commission, With regard to issuance of any Certificate of Appropriateness, the provisions of Ordinance No. 26-97 of the City of Brevard shall control.

Section 3. This Ordinance shall not be construed to prevent or delay ordinary maintenance or repair of any architectural feature in or on said landmark that does not involve a change in design, material or outer appearance, nor to prevent or delay the construction, reconstruction, alteration, restoration, demolition or removal of any such feature in the event that a building inspector or similar official certifies to the Commission that such action is required for the public safety because of an unsafe condition. Nothing herein shall be construed or interpreted to prevent the owner of the historic landmark from making any use not prohibited by other statutes, ordinance or regulations, including the zoning ordinance of the City of Brevard.

Section 4. A suitable sign may be posted on the property with the owners' permission or near the property in the City right-of-way, indicating that said property has been designated as an historic landmark, and containing any other appropriate information. Such sign must comply with the Sign Ordinance of the City of Brevard.

Section 5. The owner of the historic landmark known as The McMinn Building shall be given notice of this Ordinance as required by law, and a certified copy of this Ordinance shall be filed and indexed in the offices of the Transylvania County Register of Deeds and Brevard City Clerk.

Section 6. The McMinn Building, hereby designated as an historic landmark, shall be subject to the provisions of Chapter 160A, Article 19, as amended, of the North Carolina General Statutes, as well as any subsequent amendments thereto, and Ordinance No. 26-97 of the City of Brevard, as well as any subsequent amendments thereto.

Section 7. This Ordinance shall be effective upon its adoption and approval.

Adopted and approved this 6th day of February, 2023.

L-3. Designation of Historic Landmark-Brevard City Hall and Fire Station, 114 & 116 West Main Street – Katherine Buzby recalled that Council held a joint public hearing with the Joint Historic Preservation Commission (JHPC) on January 17th. The designation will be for the entire exterior of the building. The fiscal impact of the 50% reduction in city taxes for the Brevard City Hall and Fire Station is estimated to be \$1,808.27 based on the 2022 tax valuations. The JHPC has already voted to have it historically designated. Mr. Morrow moved, seconded by Mr. Daniel to approve the ordinance designating the Brevard City Hall and Fire Station building a Historic Landmark. The motion carried unanimously.

ORDINANCE NO. 2023-05

AN ORDINANCE DESIGNATING AS AN HISTORIC LANDMARK CERTAIN PROPERTY KNOWN AS THE BREVARD CITY HALL AND FIRE STATION BUILDING AS IS MORE SPECIFICALLY DESCRIBED IN A DEED IN THE TRANSYLVANIA COUNTY REGISTER OF DEEDS OFFICE, IN DEED BOOK 577, AT PAGE 715, AND BEING DATED June 15, 2011, SAID PROPERTY BEING OWNED BY DREW D. DEANE, TRUSTEE FOR DREW D. DEANE AND ALEXIS DREW DEANE; THE PARCEL OF LAND BEING ESPECIALLY DESIGNATED IS ALL OF THE PARCEL OF LAND OCCUPIED BY THE BUILDING, LISTED UNDER TAX PARCEL NO. 8586-41-7304-000 IN THE TRANSYLVANIA COUNTY TAX OFFICE, BREVARD, NORTH CAROLINA

WHEREAS, all the prerequisites to the adoption of this Ordinance described in Chapter 160A, Article 19, as amended of the North Carolina General Statutes and Ordinance No. 26-97 of the City of Brevard have been fully completed; and

WHEREAS, the City Council has taken into full consideration all statements and information presented during a public hearing held on January 17, 2023, on the question of designating certain property known as The BREVARD CITY HALL AND FIRE STATION as an historic landmark; and

WHEREAS, The BREVARD CITY HALL AND FIRE STATION was built in or near the year 1899 as commercial retail and office space is now one of the oldest historic buildings in the City of Brevard in present and continual service; and

WHEREAS, The BREVARD CITY HALL AND FIRE STATION possesses special significance in terms

of its history, architectural and cultural importance; and

WHEREAS, the property known as The BREVARD CITY HALL AND FIRE STATION is presently owned by DREW D. DEANE as TRUSTEE for DREW D. DEANE and ALEXIS DREW DEANE.

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

Section 1. That the property known as The BREVARD CITY HALL AND FIRE STATION (including the entire exterior of the building, the entire parcel of land listed under Tax Parcel No. 8586-41-7304-000) is hereby designated as an historic landmark pursuant to Chapter 160A, Article 19, as amended, of the North Carolina General Statutes and Ordinance No. 26-97 of the City of Brevard. The location of said landmark is hereby noted as being situated at 114 and 116 West Main Street, Brevard, North Carolina. The exterior features of the BREVARD CITY HALL AND FIRE STATION are more completely described in the Application for Local Historic Landmark Status, dated August 15, 2022 and in the report filed October of 2022.

Section 2. That said designated historic landmark may be materially altered, restored, moved or demolished only following the issuance of a Certificate of Appropriateness by the Joint Historic Preservation Commission, With regard to issuance of any Certificate of Appropriateness, the provisions of Ordinance No. 26-97 of the City of Brevard shall control.

Section 3. This Ordinance shall not be construed to prevent or delay ordinary maintenance or repair of any architectural feature in or on said landmark that does not involve a change in design, material or outer appearance, nor to prevent or delay the construction, reconstruction, alteration, restoration, demolition or removal of any such feature in the event that a building inspector or similar official certifies to the Commission that such action is required for the public safety because of an unsafe condition. Nothing herein shall be construed or interpreted to prevent the owner of the historic landmark from making any use not prohibited by other statutes, ordinance or regulations, including the zoning ordinance of the City of Brevard.

Section 4. A suitable sign may be posted on the property with the owners' permission or near the property in the City right-of-way, indicating that said property has been designated as an historic landmark, and containing any other appropriate information. Such sign must comply with the Sign Ordinance of the City of Brevard.

Section 5. The owner of the historic landmark known as The BREVARD CITY HALL AND FIRE STATION shall be given notice of this Ordinance as required by law, and a certified copy of this Ordinance shall be filed and indexed in the offices of the Transylvania County Register of Deeds and Brevard City Clerk.

Section 6. The BREVARD CITY HALL AND FIRE STATION, hereby designated as an historic landmark, shall be subject to the provisions of Chapter 160A, Article 19, as amended, of the North Carolina General Statutes, as well as any subsequent amendments thereto, and Ordinance No. 26-97 of the City of Brevard, as well as any subsequent amendments thereto.

Section 7. This Ordinance shall be effective upon its adoption and approval.

Adopted and approved this 6th day of February, 2023.

L-4. Proposed Amendments to City of Brevard Unified Development Ordinance Chapters 15 and 16-Permit Categories – Emily Brewer recalled that Council held a public hearing on the proposed text amendment on January 17th. This is a staff-initiated text amendment that revises the planning and zoning permit categories and clarifies the responsibilities of staff, City Council, and other boards. The Planning Board discussed it on November 15, 2022 and unanimously recommended approval. Mr. Morrow moved, seconded by Mr. Baker to approve the amendments as proposed. The motion carried unanimously.

ORDINANCE NO. 2023-06

AN ORDINANCE AMENDING THE UNIFIED DEVELOPMENT ORDINANCE CHAPTER 15 – BOARDS AND COMMISSIONS AND CHAPTER 16 – ADMINISTRATION

WHEREAS, the City of Brevard Planning Board has recommended that Brevard City Code, Unified Development Ordinance, Chapter 15 – Boards and Commissions and Chapter 16 – Administration ; and,

WHEREAS, the City Council of the City of Brevard finds that the proposed amendment is consistent with the following elements of the City of Brevard Comprehensive Plans:

2015 Comprehensive Plan:

- **POLICY 4.1.I:** Evaluate the City of Brevard’s current design review process to streamline procedures; clarify roles, responsibilities, and authorities of the various review boards; and improve the overall quality of new development.

and,

WHEREAS, a public hearing was conducted on Tuesday, January 17, 2023, by the Brevard City Council, and, after hearing all persons wishing to comment, and upon review and consideration of the proposed amendments, it is the desire of the City Council of the City of Brevard that Brevard City Code, Unified Development Ordinance be amended as outlined below.

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

SECTION 01. Brevard City Code, Unified Development Ordinance Chapter 2, Chapter 3, Chapter 4, Chapter 10, and Chapter 19 are hereby amended as depicted in Exhibit A, which is attached hereto and incorporated herein by reference.

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

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

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

Adopted and approved upon first reading this the 6th day of February 2023.

L-5. Proposed Amendments to City of Brevard Unified Development Ordinance Chapters 2, 4, 17 and 19-Setback Measurements – Emily Brewer recalled that Council held a public hearing on the proposed text amendment on January 17th. This is a staff-initiated text amendment that clarifies the measurement and determination of building setbacks. The Planning Board discussed it on November 15, 2022 and unanimously recommended approval. Mr. Morrow moved, seconded by Mr. Daniel to approve the amendment as proposed. The motion carried unanimously.

ORDINANCE NO. 2023-07

AN ORDINANCE AMENDING THE UNIFIED DEVELOPMENT ORDINANCE CHAPTER 2 – DISTRICT PROVISIONS, CHAPTER 4 – GENERAL LOT AND STRUCTURE PROVISIONS, CHAPTER 17 – DEVELOPMENT PLAN REQUIREMENTS, AND CHAPTER 19 – DEFINITIONS

WHEREAS, the City of Brevard Planning Board has recommended that Brevard City Code, Unified Development Ordinance, Chapter 2 – District Provisions, Chapter 4 – General Lot and Structure Provisions, Chapter 17 – Development Plan Requirements, and Chapter 19 – Definitions be amended; and,

WHEREAS, the City Council of the City of Brevard finds that the proposed amendment is consistent with the following elements of the City of Brevard Comprehensive Plans:

2015 Comprehensive Plan:

- **POLICY 3.1.A:** Continue using land development regulations and incentives to steer future development away from environmentally sensitive areas such as steep slopes and floodplains.
- **POLICY 4.1.A:** Evaluate and amend development ordinances to facilitate infill development on vacant and under-developed parcels, as well as revitalization of developed parcels.
- **POLICY 4.1.G:** Modify development ordinances and regulations to incorporate design standards and guidelines that respect existing community character while allowing greater residential density and intensity of nonresidential development within mixed use zoning areas.
- **OBJECTIVE 5.1:** Increased safety and efficiency of vehicular traffic within and passing through Brevard.

and,

WHEREAS, a public hearing was conducted on Tuesday, January 17, 2023, by the Brevard City Council, and, after hearing all persons wishing to comment, and upon review and consideration of the proposed amendments, it is the desire of the City Council of the City of Brevard that Brevard City Code, Unified Development Ordinance be amended as outlined below.

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

SECTION 01. Brevard City Code, Unified Development Ordinance Chapter 2, Chapter 3, Chapter 4, Chapter 10, and Chapter 19 are hereby amended as depicted in Exhibit A, which is attached hereto and incorporated herein by reference.

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

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

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

Adopted and approved upon first reading this the 6th day of February 2023.

L-6. Proposed Amendments to City of Brevard Code of Ordinances Section 58-Solid Waste Management – Council held a public hearing on January 17th on the proposed amendments which are intended to increase safety, clarify unclear language, and remove dated references. Mr. Morrow moved, seconded by Mr. Daniel to approve the amendments as presented. The motion carried unanimously.

ORDINANCE NO. 2023-08

AN ORDINANCE AMENDING SECTION 58 THE CITY OF BREVARD CODE OF ORDINANCE

WHEREAS, a public hearing was conducted on January 17, 2023, by Brevard City Council, and after review and consideration of the proposed amendments, it is the desire of the City Council of the City of Brevard that Section 58 Solid Waste Management of the Brevard City Code of Ordinance be amended as outlined below; and

WHEREAS, the amendments are intended to increase safety, clarify unclear language, remove dated references, and give the Public Works Director additional legal tools to use in exceptional circumstances;

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

SECTION 01. The City of Brevard Code of Ordinance is hereby amended as set forth in Exhibit A which is attached and incorporated herein.

SECTION 02. The City Clerk of the City of Brevard is hereby authorized and directed to revise and amend the official records and the Code of Ordinance to reflect the amendments.

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

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

Adopted and approved on the 6th day of February, 2023.

M. New Business –

M-1. Main Street & Times Arcade Project Update – Mr. Hooper informed the Council that the bids for this project came in higher than we expected at \$1.9M and \$3.3M. Therefore, staff has taken the following actions:

1. Rejected both bids. Statute gives municipalities the authority to reject all bids for any reason.
2. Rebid the project with a reduced scope. The new scope will remove the Times Arcade stormwater work from the project, and focus on the Main St. streetscape improvements.
3. Reconfigure the funding plan, depending on the amount of the bids for the new scope.
4. Request that Council schedule a Special Meeting to officially reappropriate money and award bid.

Next steps and timeline are as follows:

1. February 10 – Advertise the new reduced-scope project
2. February 20 – Open Bids if we receive 3 bids
3. February 21 – Rebid if 3 bids are not received
4. March 1 – Open Bids
5. March 6 – Award bid if within budget
6. March 10 – Issue Notice to Proceed
7. March 13 – Pre-construction meeting
8. April 28 – Substantial completion of curbing
9. May 25 – Substantial completion of balance of project
10. June 30 – Final completion

Mr. Hooper noted that this is a very ambitious timeframe, but it has been built into the bid and contract with the chosen vendor and they will build that into their price so we will most likely be paying a premium to accomplish the project within that timeframe.

We originally budgeted \$880,000 for the combined project, which was made up of various revenue sources, one of which was a grant dedicated to stormwater projects. Because we are removing the stormwater portion of the project, we have to remove that revenue source. Our available budget is now reduced to \$755,000 and we have already spent approximately \$35,000 for engineering and design services, leaving an available balance of \$720,000. When we got the bids for the combined project, we asked our consulting engineer to try to identify which costs were for the streetscape. The engineer is estimating that the range for the streetscape only is between \$800,000 and \$1.3M. Mr. Hooper said it was his goal to find an extra \$500,000 in our budget and he presented some funding options for Council to consider. He recommended that we focus on the following:

1. ABC one-time surplus payment of \$40,000
2. Surplus investment income as of January 31st in the amount of \$150,000
3. Salary savings in Administration Department which totals approximately \$47,000
4. Divert \$150,000 of our parking meter revenue and repurpose for this project

Mr. Hooper is proposing that we request the remaining \$125,000 from the Tourism Development Authority and they have expressed a willingness to help with this project.

M-2. City Council Meeting Schedule Amendment – Mr. Hooper asked Council to amend their meeting schedule to include a special meeting for March 6th in order to award the contract for the Main Street streetscape project and approve a budget amendment to reallocate the funds from the various sources into the project fund. Mr. Daniel moved, seconded by Ms. Dinkins to approve the amended Council Meeting Schedule. The motion carried unanimously.

N. Remarks/Future Agenda Considerations.

Mr. Baker gave an update on the Short Term Rental Task Force. He said I hope

that people will take a look at the City's website and find the report that was produced by the consultant that we brought in to do a scientific representative survey of Brevard citizens. This was an in-depth survey and out of a sample of 500, we got 260 responses. This survey and the report having been completed represents a shift for the Task Force in that we are done collecting information and will start looking at potential policies in regard to short term rentals. The survey results did show support for the City adopting some policies that look at short term rentals and an overwhelming concern for affordable housing. We encourage folks to start coming to the meetings and we look forward to bringing potential solutions to Council in about four months.

Mr. Daniel said that a lot of the reports that we see are pretty detailed and I think we have a great staff and I am happy to be associated with the folks that run the City of Brevard.

Mr. Jones mentioned that he is the Chair of the Transylvania Community Relations Board and that board has great representation by City Council, Chamber of Commerce, Board of Education, Sheriff's Department, Rainbow Alliance, NAACP, El Centro, Brevard Police Department and two high school students. We have had listening sessions in the past and right now one of the main things I am really proud of is one of our members, Yesica Miranda created the Bilingual Club for Spanish speaking students who want to learn to speak English and vice versa. She is in her second year and the club is growing and we are getting to the point where she can't do this by herself. I am hoping that Council would see some way to be involved or support her, whether it be verbally or with acts. She has family members telling her that this is changing their kids' lives. Mr. Jones noted that this is Black History month and he wanted to drop a couple of Black History nuggets for Council. First, in 1913 the richest Black girl in America was Sarah Rector at the age of 13. She and her family were part of the Muscogee lineage and were given land that happened to have a lot of oil on it. She was getting about 100,000 gallons a day and in 1913 she was making about \$10,000 a month. Second, the first Black person born in the 13 colonies was William Tucker and he was born in 1624.

Attorney McKeller informed Council that the lawsuit against HCA is still ongoing. Currently all the motions to dismiss and the briefs back and forth have been filed. They are in front of the judge and we are awaiting his pleasure.

Mr. Hooper shared a press release announcing that he has named Dr. Rebecca McCann as the City's new Communications Coordinator and she will join us next Monday. This is a new position and we will develop a work plan that best utilizes her strengths. We will arrange meetings with Council members in the weeks to come.

Mayor Copelof reminded everyone of Council's Strategic Planning Sessions on the evenings of March 1st and March 2nd from 5:15 to 9:30 pm. That is open to the public and that is when Council will talk about how to prioritize all the different wants and needs as we go forward. We are now officially a Blue Zones certified community and are listed as the 50th Blue Zone community. We have been working on that for three years and thousands of people have been involved with it. There will be a celebration for the community on March 18th from 4:00 to 7:00 pm at the Depot. I am also very excited that we have our new Pedestrian and Bicycle Plan, that we are moving forward with our Comprehensive Land Use Plan, and that we are actually starting to execute part of our Downtown Master Plan. These are three major accomplishments and those documents are the foundation as we move forward. We are reopening the Community Garden and the application for garden plots are available on the City's website.

Mayor Copelof said she wanted to bring up an item that has come up multiple times in the last couple of years and that is the idea of signage and looking at our wayfinding signs and trying to determine what we need to put on some of those signs. For example, there is no signage that tells you where the Railroad Depot is and where some of our new recreation facilities are. We recently got a request from the Veterans Museum to be added to our signage. I am bringing this up to see if there is any feeling

from Council that staff should look into studying how do we want our wayfinding signs to look. Mr. Hooper added that real estate on those signs is a pretty scarce commodity because the State governs the size and number we can have. There are also some standards about how many destinations each sign contains. If you elect to update the content of the signs, there is the discussion of how to fund it. It is not something that can be done ad hoc and it would be helpful to have some policy and guidelines behind it. It will take some staff time and I am asking Council for permission to dedicate some staff time to creating those guidelines. During discussion, it was noted that this had been discussed in the past, but no policy was ever adopted. Mr. Hooper said Staff will pull what we have done before and he will bring that back for further discussion.

O. Closed Session(s) – None.

P. Adjourn – There being no further business, at 7:03 p.m. Mr. Morrow moved, seconded by Ms. Dinkins, to adjourn the meeting. The motion carried unanimously.

Maureen Copelof
Mayor

Denise Hodsdon, CMC
City Clerk

Minutes Approved: February 20, 2023

STAFF REPORT

City Council, Monday, February 20, 2023

Title: Proposed Amendments to City of Brevard Code of Ordinances, Chapter 2, Article IV, Division 2-Recreation Advisory Committee

Speaker: Wilson Hooper, City Manager

Prepared by: Wilson Hooper, City Manager

Approved by: Wilson Hooper, City Manager

In 1996, Article IV Division 2 of the Brevard City Code was created. It establishes a "Recreation Advisory Committee." Per the code, the committee is charged with "recommend[ing] by regular and special reports to the city council such action as may be necessary to create and develop an adequate and complete system of parks, playgrounds and recreation centers and facilities", among other responsibilities. The code was updated in 1998 to change the composition of the committee's membership.

A Recreation Advisory Committee has not met in recent memory. Rather, the functions of the committee as described in the code have been exercised by the Parks, Trails and Recreation Advisory Group that was created in June 2015 and reformed in November 2022.

Removing Article IV Division 2 of the code will do away with this redundancy and, as the Parks, Trails and Recreation Advisory Group is established by resolution rather than ordinance, give Council more flexibility with regard to the group's purpose and constitution.

ACTION:

Staff requests that Council approve the attached resolution removing Article IV Division 2 from the Brevard City Code.

Attachments:

1. DIVISION_2.__RECREATION_ADVISORY_COMMITTEE
2. Resolution remove Article IV Division 2

DIVISION 2. RECREATION ADVISORY COMMITTEE

Sec. 2-161. Creation; composition.

There is hereby created a committee composed of seven persons to be known as the recreation advisory committee.

(Ord. No. 34-96, § 1, 9-16-96; Ord. No. 6-98, § 1, 5-18-98)

Sec. 2-162. Membership.

- (a) The recreation advisory committee shall be composed of seven members appointed at large. The members shall be appointed by the city council for three-year staggered terms. Vacancies shall be filled by the city council for balance of the terms. Members shall be persons selected on the basis of their ability and interest to serve in parks and recreation, and shall reside inside the corporate limits. Members may be reappointed to serve not more than two consecutive full three-year terms. All members shall have full voting privileges.
- (b) Any member who has three consecutive absences from regular meetings, which absences are not excused by the majority of the other members, shall be replaced by the city council.

(Ord. No. 34-96, § 2, 9-16-96; Ord. No. 6-98, § 1, 5-18-98)

Sec. 2-163. Chairman and other offices.

Within 30 days after appointment, the recreation advisory committee shall elect its chairman from among the appointed members and create and fill such other of its offices as it may determine. The term of chairman shall be one year with eligibility for reelection.

(Ord. No. 34-96, § 2, 9-16-96)

Sec. 2-164. Powers and duties.

The powers and duties of the recreation advisory committee shall be to:

- (1) Select from its membership its chairman and such other officers as considered necessary and to adopt bylaws under which it will operate.
- (2) Plan and recommend by regular and special reports to the city council such action as may be necessary to create and develop an adequate and complete system of parks, playgrounds and recreation centers and facilities; to advise with the city manager concerning the supervision, organization and management of parks and playgrounds and activities thereon, recreation and social centers, playfields and similar facilities in order that the best and most satisfactory provision for supervision of community sports of all kinds, community singing, music, games, plays, celebrations and similar activities will be properly developed; to cooperate with individuals, firms or organizations interested in public recreation; and to recommend such clean and wholesome recreation and amusement for the citizens of the city as it shall deem advisable.

-
- (3) Cooperate with any other public authority and to aid and assist in coordinating recreation activities pursuant to and in accord with G.S. 160A-350—160A-356 and with the provisions of this chapter.
 - (4) Carry out the directions of the city council and the city manager and, subject to the directions of the city council and the city manager, to make recommendations to the director of parks and recreation in organizing and directing the use of all playgrounds and recreation centers owned, operated or maintained by the city.

(Ord. No. 34-96, § 3, 9-16-96)

Sec. 2-165. Meetings.

Regular meetings of the recreation advisory committee shall be held each month at a time designated by the committee in an office designated by the committee, and special meetings may be held at other times upon a call made by the director of recreation or by the chairman of the recreation advisory committee.

(Ord. No. 34-96, § 4, 9-16-96)

Sec. 2-166. Financial liability.

Neither the recreation advisory committee nor any person representing such committee shall incur any financial liability in the name of the city.

(Ord. No. 34-96, § 5, 9-16-96)

Sec. 2-167. Annual report.

The recreation advisory committee shall render annually to the city council a full report of its work.

(Ord. No. 34-96, § 6, 9-16-96)

Secs. 2-168—2-230. Reserved.

ORDINANCE NO. 2023-XX

**AN ORDINANCE REMOVING CHAPTER 2, ARTICLE IV, DIVISION 2
OF THE CODE OF ORDINANCES OF THE CITY OF BREVARD**

WHEREAS, Chapter 2, Article IV, Division 2, "Recreation Advisory Committee" of the Code of Ordinances of the City of Brevard was last updated in 1998; and

WHEREAS, the responsibilities of the Recreation Advisory Committee are now exercised by the Parks, Trails, & Recreation Advisory Committee

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

Chapter 2, Article IV, Division 2 is removed from the Brevard Code Ordinances.

Approved and adopted this ____ day of _____, 2023.

Maureen Copelof
Mayor

ATTEST:

Denise Hodsdon
City Clerk

APPROVED AS TO FORM:

Mack McKeller
City Attorney

STAFF REPORT

City Council, Monday, February 20, 2023

Title: Comprehensive Land Use Plan

Speaker: Jake Petrosky, Stewart, Inc.

Prepared by: Emily Brewer, Senior Planner

Approved by: Wilson Hooper, City Manager, Paul Ray, Planning Director

Background

In November of 2021, City Council authorized the City to enter into a contract with Stewart Inc., a planning consulting firm, to update and merge the City's 2002 Land Use Plan and 2015 Comprehensive Plan into a single Comprehensive Land Use Plan. Since that time, City Staff has been working with staff from Stewart Inc. to develop the plan.

The Planning Board served as the Steering Committee for this project and has discussed the plan, its goals, the future land use map, and recommendations at multiple meetings throughout 2022. Most recently, the Planning Board reviewed the final draft and unanimously recommended adoption of the plan at their meeting on January 24, 2023. On February 6, 2023, Planning Director Paul Ray shared a special presentation to introduce the Plan to City Council in advance of tonight's public hearing.

Discussion

The 2030 Comprehensive Land Use Plan is organized into five chapters:

1. Introduction
2. Goals & Recommendations
3. Community Engagement
4. Implementation
5. Appendices

Jake Petrosky from Stewart Inc. will give an overview and facilitate discussion of the complete draft plan, which is included as Attachment 1, in advance of the public hearing.

- Chapter 1 provides information on what the plan is, how to use it, previous planning efforts, and existing conditions in Brevard.
- Chapter 2 focuses on actionable elements and includes overarching goals, the future land use map, character area descriptions, recommendations, and strategies.
- Chapter 3 summarizes the community engagement activities and key findings.
- Chapter 4 outlines action steps derived from the recommendations in Chapter 2, highlighting the resources required and the timeframe for implementation.
- Chapter 5 provides details of the presentations given and comments received.

Policy Analysis

Chapter 160D of the North Carolina General Statutes states that, if it wishes to exercise zoning and land use regulations, “a local government shall adopt and reasonably maintain a comprehensive plan.” The UNC School of Government suggests factors in determining reasonableness based on growth rate and other factors, but professional practice calls for these plans to be updated every 5-10-years. Based on this, the 2015 Comprehensive Plan is nearing time for an update and the 2002 Future Land Use Plan is quite outdated.

These previous planning documents addressed many of the same topics, such as livable communities, economic development, and environmental health, but needed to be refined to reflect Brevard’s ever-changing urban fabric and the evolving needs of its community. By adopting a revised Comprehensive Land Use Plan, the City is better equipped to serve the community over the next 7 years, in addition to fulfilling its statutory requirements.

Action

No action requested. For information, public hearing, and discussion only. Staff requests that Council adopt the Plan and instruct staff to begin work on its implementation at its regular meeting on March 20, 2023.

Attachments:

1. Building Brevard 2030 Comprehensive Land Use Plan (2/14/2023 Draft)



BUILDING BREVARD

2030 COMPREHENSIVE LAND USE PLAN



DRAFT
February 14, 2023



The City of
Brevard
North Carolina



ACKNOWLEDGMENTS

City Manager

Wilson Hooper

City Clerk

Denise Hodsdon

Town Board

Maureen Copelof, Mayor

Gary Daniel, Mayor Pro Tempore

Aaron Baker

Geraldine Dinkins

Maurice Jones

Mac Morrow

Planning Board

Greg Hunter, Chair

Reid Wood, Vice Chair

Molly Jenkins

John Schommer

James Carli

Peter Chaveas

Department Heads

Dean Luebbe, Assistant City Manager / Finance Director

Robert Cooper, Fire Chief

Kelley Craig, Human Resources Director

C. Thomas Jordan, Chief of Police

Wesley Shook, Interim Public Works Director

Emory G. Owen, Wastewater Operator in Charge

Dennis Richardson, Water Treatment Operator in Charge

Paul Ray, Planning Director

Tyree Griffin, Community Center Director

Planning Department Staff

Aaron Bland, Assistant Planning Director

Emily Brewer, Senior Planner

Katherine Buzby, Planner

Janice Pinson, Administrative Services Manager

Special Thanks

Special thanks to the citizens that participated in the development of the plan by taking the survey and attending the public meetings. Also thank you to the Planning Board for serving as the steering committee for the plan.



STEWART

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3	COMMUNITY ENGAGEMENT	54
4	IMPLEMENTATION	64
5	APPENDIX	76



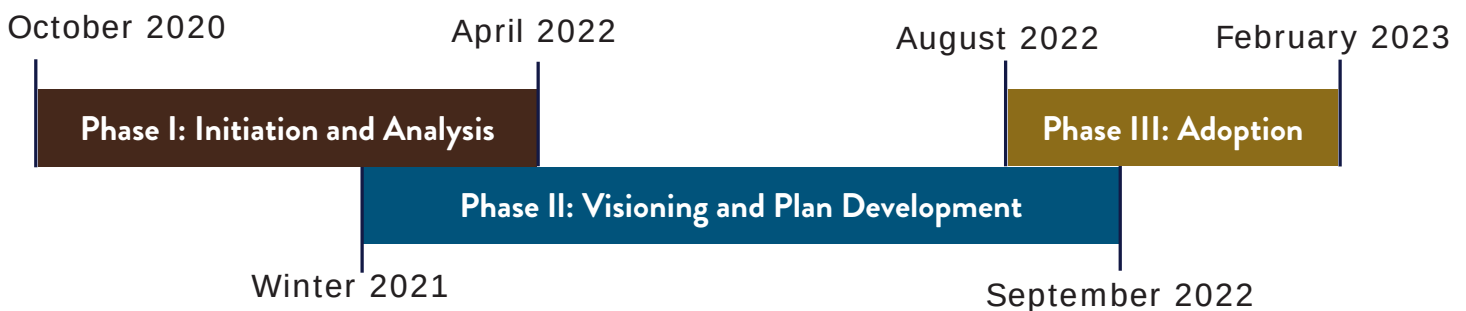
INTRODUCTION



THE COMPREHENSIVE LAND USE PLAN

The Comprehensive Land Use Plan is an essential tool for guiding the City of Brevard's growth and development in a way that reflects the community it serves. The 2030 Comprehensive Land Use Plan is a guide for the next ten-to-twenty years. Initiated in the autumn of 2020, the comprehensive planning process included community and stakeholder engagement, geographic data analysis, and a synthesis of goals and recommendations for the City of Brevard. The Covid-19 pandemic delayed the project during the first year, but the process was restarted in the winter of 2021. A major component of the Comprehensive Plan is the Future Land Use Map, which helps to illustrate a desired pattern of growth for the City and its extraterritorial jurisdiction (ETJ).

PROJECT SCHEDULE



Why Plan?

The Comprehensive Plan is an opportunity for a community to assess its current condition, identify its goals for the future, and chart a path forward to achieve those goals. It is also a State-required document for enacting or enforcing zoning in North Carolina.

This plan replaces the City of Brevard's 2015 Comprehensive Plan and the 2002 Land Use Plan. The updated Plan will serve as guidance for planning and land use decisions in the City of Brevard and its extra-territorial jurisdiction (ETJ).

The Process

The fourteen-month plan development process included substantial community engagement paired with in-depth analysis of existing conditions in the City. The project team, consisting of Planning Department staff and a consulting team, conducted demographic research, geospatial analysis, and reviewed

existing planning documents. To further shape a set of goals for the City of Brevard's future, the team sought input from stakeholders, members of the public, City staff, and elected and appointed boards. The input and analyses led to a series of draft goals and recommendations, which were presented to the public and stakeholders for additional feedback. The adopted plan is a culmination of all these activities.

Engagement

Community engagement was a key element of this plan. Outreach included stakeholder interviews, four public meetings in different locations, two surveys, and conversations with many city leaders, residents, and business owners across the City. Project announcements were made to the public using traditional and social media as well as flyers distributed around town. A summary of public engagement is available in Chapter Three.

What is a Comprehensive Plan?



A STATE REQUIREMENT

North Carolina's General Statutes require all jurisdictions to have a current Comprehensive Plan to guide future development.



DEVELOPMENT GUIDANCE

Comprehensive Plans set guidance for location and intensity of certain types of development, which guides decision making for County staff, elected officials, and appointed boards.



A LONG-RANGE PLAN

Comprehensive Plans look 10-20 years in the future and make projections based on past trends and data.



POLICY, NOT REGULATION

The Comprehensive Plan is a policy document, meaning it influences decision-making as opposed to dictating requirements. It is not a rezoning of the County.

Plan Organization

The Comprehensive Plan consists of five chapters. The first chapter provides an introduction to the comprehensive planning process as well as an introduction to the City of Brevard. It highlights existing conditions data and early analysis, setting the stage for subsequent chapters.

Chapter 2 focuses on actionable elements of the Plan that will be referenced on a regular basis, including goals, the Future Land Use Map, Future Land Use Character Areas, and recommendations. Recommendations are organized in four topic areas: land use and housing; active transportation and community health; parks, natural resources, and cultural resources; and economic development, infrastructure, and resiliency.

Chapter 3 documents highlights of community engagement and input received during the planning process. Chapter 4 provides key strategies for implementation of recommendations, including expected timeframes, responsible parties, and performance indicators. Chapter 5 includes appendices, which provide additional background information, detailed analyses, and raw data that may be useful to supplement elements of the Plan as necessary.

How to Use This Plan

Brevard's 2030 Comprehensive Land Use Plan will serve as a strategic guide for land use, infrastructure, and programming decisions for the City and its ETJ. The Future Land Use Map and accompanying character area descriptions should be referenced by decision-makers, including City staff, Planning Board, and the City Council, in rezoning cases and development proposals. The complete set of recommendations should be used by City leadership and staff to craft a strategic work plan.

This plan should also serve as guidance for investors and the general public when making land acquisition and development decisions. Although the Plan is only a guide, it should lower the risk of unexpected land use changes in the City's jurisdiction.



LAND USE AND HOUSING



ACTIVE TRANSPORTATION & COMMUNITY HEALTH



PARKS, NATURAL & CULTURAL RESOURCES



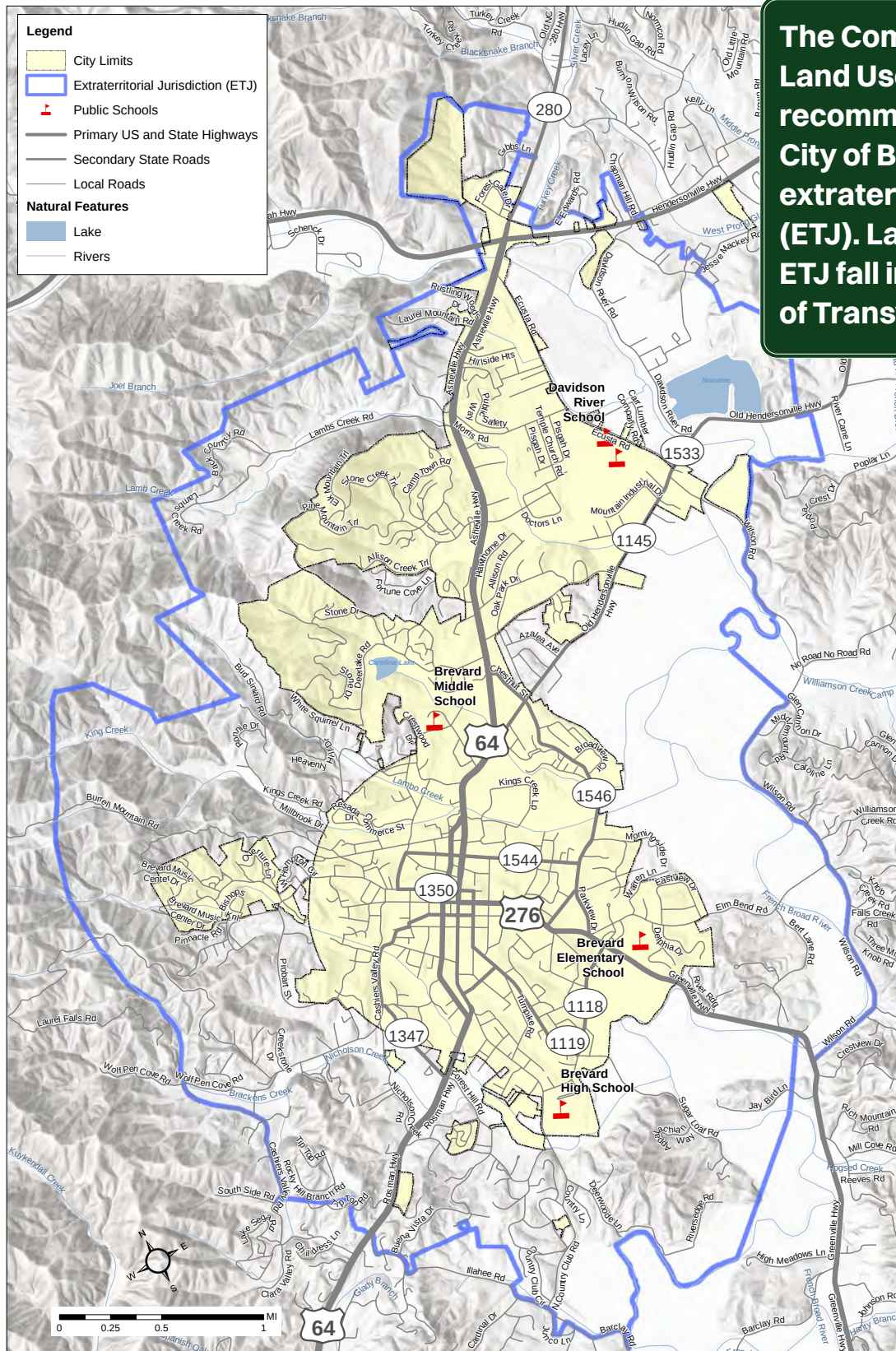
ECONOMIC DEVELOPMENT, INFRASTRUCTURE & RESILIENCY

Plan Updates

The Comprehensive Plan should be updated every five-to-seven years to remain relevant. In particular, the Future Land Use Map may need to reflect changes in infrastructure, rezonings, and direction from City leadership.

Best practices in urban planning are always evolving and recommendations are interrelated. As the City changes over time, design, development, operations, and maintenance are all critical elements to preserving the integrity of the built and natural environment. Current best practices are an important part of this Plan, but strategies should continually be reexamined and updated to maintain relevance over time.

STUDY AREA



The Comprehensive Land Use Plan will make recommendations for the City of Brevard and its extraterritorial jurisdiction (ETJ). Lands beyond the ETJ fall into the jurisdiction of Transylvania County.

PREVIOUS PLANS & STUDIES

The following are summaries of recent planning efforts, projects, and policies, many of which remain functionally relevant at the time of review.

2002 Land Use Plan

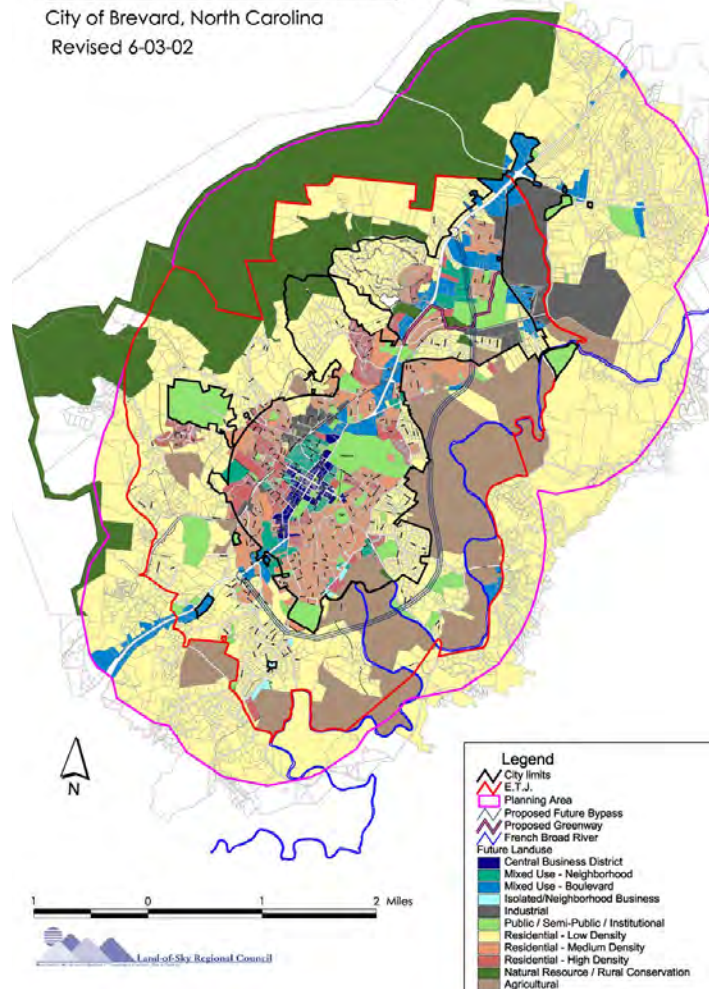
The 2002 Land Use Plan is shaped by multiple guiding principles:

- ◆ Plan for a well-designed, connected community with a traditional, friendly, mountain character.
- ◆ Reaffirm and continue to revitalize the City center.
- ◆ Develop a strong and environmentally sensitive economy supported by a prepared work force.
- ◆ Provide for quality neighborhoods and affordable places to live.
- ◆ Create a better present and future for our children and young adults.
- ◆ Enrich lives through cultural, educational, and recreational experiences.
- ◆ Practice environmental stewardship.
- ◆ Strengthen City government through partnerships with local citizens.
- ◆ Commit to investing strategically to create a sustainable tax base.

The plan framework includes elements, with recommendations and implementation strategies, for economic development; environmental quality; gateways, corridors, and downtown; cultural, educational, and recreational enrichment; transportation; housing and neighborhoods; and public safety and health. Future Land Use Categories include Central Business District; Mixed Use – Boulevard, Mixed Use – Neighborhood; Isolated/Neighborhood Business; Industrial; Public / Semi-public; Residential – Low Density; Residential – Medium Density; Residential – High Density; Natural Resource Areas / Rural Conservation; Agricultural; Floodway; and Corridor Protection Overlay.

Map IV - 1: Future Land Use

City of Brevard, North Carolina
Revised 6-03-02



2015 Comprehensive Plan

The 2015 Comp Plan is a pared-down policy plan that targets five functional elements: arts and culture; economic health; environmental health; livable community; and infrastructure. It is not in conflict with any existing plans; rather, it simplifies some of the elements of earlier plans to establish a “direction-setting” framework with clearly stated goals, objectives, and policies for each element. The 2015 Comp Plan did not include an update of the 2002 Land Use Map.

The Unified Development Ordinance of the City of Brevard

Brevard's UDO was first adopted in 2006. It established the following base districts for use as zoning categories.

- ◆ **General Residential (GR4 and GR8)**
 - » Intended for existing residential neighborhoods and new residential development
 - » GR4 Max Density: 4 du/acre; Max Ground Floor Area: 10,000 sq. ft.
 - » GR8 Max Density: 8 du /acre; Max Ground Floor Area: 8,000 sq. ft.
- ◆ **Residential Mixed-Use (RMX)**
 - » Higher density residential development in close proximity (within ½—¼ mile) to existing and planned commercial centers
 - » Max Density: 15 du /acre; Max Ground Floor Area (single family and duplex): 8,000 sq. ft. Max Ground Floor Area (multifamily and non-residential): 25,000 sq. ft.
- ◆ **Neighborhood Mixed-Use (NMX)**
 - » Coded to provide pedestrian-scaled, higher density residential homes and opportunities for limited scale commercial activities along existing mixed-use corridors and new neighborhoods
 - » Max Density: 25 du /acre; Max Ground Floor Area 30,000 sq. ft.
- ◆ **Downtown Mixed-Use (DMX)**
 - » Traditional downtown area
 - » Max Density: None; Max Ground Floor Area 25,000 sq. ft.
- ◆ **Corridor Mixed-Use (CMX)**
 - » Convenient access, minimize traffic congestion, and reduce the visual impact of auto-oriented uses along the city's major thoroughfares.
 - » Max Density: 40 du /acre; Max Ground Floor Area 50,000 sq. ft.

- ◆ **Institutional Campus (IC)**
 - » Academic and religious campuses, as well as government and health-care facilities.
 - » Max density of 12 du /acre; Max Ground Floor 100,000 sq. ft.
- ◆ **General Industrial (GI)**
 - » General industrial land uses and a broader variety of operations, including manufacturing, processing, and assembling of parts and products and distribution of products at wholesale or retail
 - » Max Ground Floor 100,000 sq. ft.

The UDO authorizes the use of Conditional Zoning Districts in each of the above districts to allow for flexibility and create potential incentives to developers. "In return for greater flexibility in site design requirements, conditional zoning districts are expected to deliver exceptional quality community designs that preserve critical environmental resources, provide above-average open space amenities, incorporate creative design in the layout of buildings, open space and circulation; assure compatibility with surrounding land uses and neighborhood character; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure." Mixed uses are encouraged in Conditional Zoning Districts.

The UDO includes three overlay districts:

- ◆ **Manufactured Home Overlay District (MHD):** allows manufactured homes by right
- ◆ **Highway 64 Corridor Sign Overlay District:** sign standards for Highway 64 corridor
- ◆ **Downtown Development Overlay District:** community character; human-scaled, pedestrian-friendly environment.

Additionally, Brevard's UDO includes:

- ◆ Some form-based development criteria (Chapter 5)
- ◆ Stormwater management, steep-slope requirements, erosion control, and surface water projection (Chapter 6)
- ◆ Dedicated open space requirements (Chapter 7)
 - » Residential and mixed-use developments with more than eight total units are required to dedicate open space.
 - » An Open Space Dedication Matrix is used to identify the amount of required open space based on the number of proposed bedrooms.
 - » Increases in density are encouraged alongside increases in dedicated open space.
 - » Residential development in the Downtown and Neighborhood Mixed Use Districts are exempt from Open Space provisions.
- ◆ Landscaping requirements and tree protection (Chapter 8)
- ◆ Circulation and connectivity (Chapter 9)
- ◆ Parking, lighting, signs (Chapters 10, 11, 12)
 - » Non-residential uses in the Downtown Mixed-Use District and Railroad Avenue Neighborhood Mixed-Use District are exempt from minimum parking requirements.
 - » One bicycle parking space (minimum of a 4-bicycle rack) is required for every 20 vehicle parking spaces
- ◆ Infrastructure improvement requirements (Chapter 13)

Downtown Master Plan (2021)

Brevard's Downtown Master Plan includes four focus areas:

- ◆ Wellness, Connectivity, & Culture
- ◆ Economic Vitality & Commerce
- ◆ Business District Owners
- ◆ Municipal Infrastructure, Safety, & Development

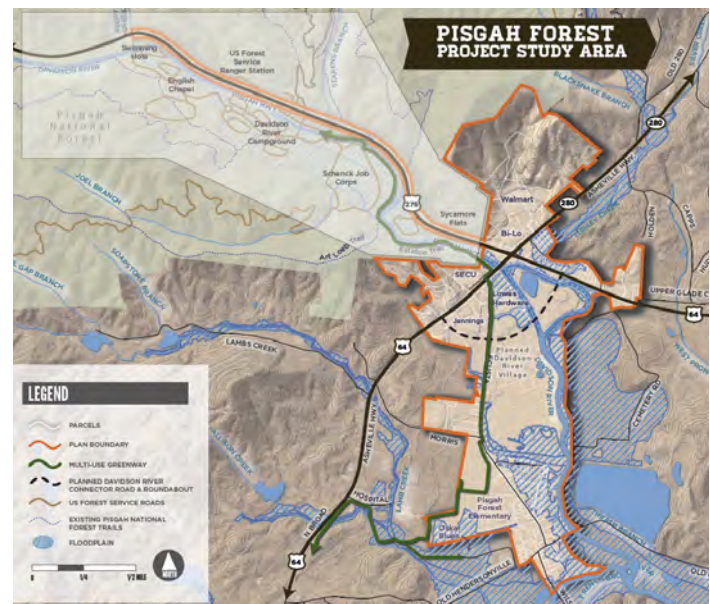
The goals of the Plan are to reinforce identity; enhance mobility, accessibility, and safety; improve the pedestrian experience; and promote economic vitality.

Implementation strategies focus on gateway corridors, parking, bike boulevards, alleys/connectors, streetscape, loading zones, and landscape management.

Pisgah Forest Small Area Plan (2016)

The Pisgah Forest Small Area plan centers on the intersection of NC280, US 276, and US 64, which is characterized as having poor traffic flow with significant pedestrian activity that is generally unsafe. The area is attractive to businesses catering to visitors to Brevard, particularly those on their way to Pisgah National Forest. Major projects include the Ecusta Rail Trail (moving forward) and the Davidson River Village, which stalled in part due to the economic downturn of 2008.

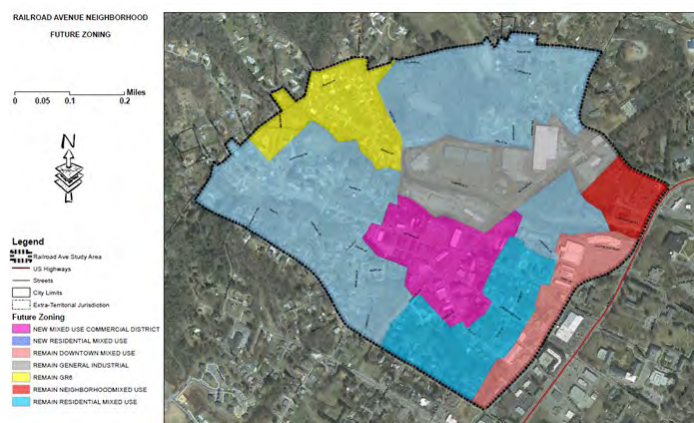
The primary goal of the plan is encourage quality development in the Pisgah Forest area that accommodates but de-emphasizes vehicles. Medium-term goals include reducing congestion, improving intersection safety, expanding and creating new safe bicycle and pedestrian connections, and encouraging compatible clusters of industry in the area. Long-term goals are to encourage mixed-use infill development, establish a bold gateway for both the National Forest and City of Brevard, and create a complete bike and pedestrian system of connector



trails. Although this plan was never formally adopted by City Council, parts of the plan are being implemented as part of planned roadway improvements.

Railroad Avenue Community Plan (2014)

The Railroad Avenue Community Plan focuses on an area of the city that was once an important business and warehousing district. Recently, the area has experienced an upswing in investment, and the community is changing. Although the plan was not adopted by City Council it outlines major challenges including public infrastructure, including streets, sidewalks, and underground utilities, which is some of the oldest in the City. Actions to be taken by the City are organized in the following areas: infrastructure, community, economic development, land use/zoning, and the environment (natural resources).



Stormwater Master Plan (2007)

The Stormwater Master Plan seeks to improve stormwater infrastructure to mitigate urban stormwater runoff, allowing the City of Brevard to handle increased volumes of stormwater runoff associated with large storm events. It also aims to identify opportunities for improving the quality of the urban stormwater runoff before it leaves the storm sewers and discharges into the area's streams.

The Plan includes a stormwater conveyance inventory; culvert capacity analyses for Lamb Creek, Norton Creek, and Jumping Branch; capital improvement recommendations for Lamb Creek, Norton Creek, and Jumping Branch, including a stream restoration and linear stormwater park for Norton Creek; and ordinance recommendations for stormwater management.

Water Supply Evaluation (2015)

In 2015 a water supply analysis was done by the engineering firm McGill Associates to develop new water demand projections for the City's public water system. Brevard's current water treatment plant with an intake on Cathey's Creek, a tributary of the French Broad River, has a permitted capacity of 2.6 million gallons per day (MGD). The study modeled nearly 100 years of stream flow data for Cathey's Creek and demand projections for population growth and new industrial users. The study found that the current water supply has low vulnerability in the near future, but is projected to exceed 80% of its permitted capacity on an average day as soon as 2045. The report recommended the construction of a second intake on Cathey's Creek immediately upstream of its confluence with the French Broad River and an expansion of treatment capacity by 50% to 3.9 MGD.

Transylvania County / City of Brevard Parks and Recreation Master Plan (2016)

The Transylvania County / Brevard City Parks and Rec Master Plan offers a thorough assessment of park facilities in both jurisdictions as well as recommendations for future investments. Generally, the Plan tends to focus on improvement of existing facilities and programs, recognizing strong park usage by residents



alongside concern by the authors about aging facilities and general maintenance.

The Plan highlights Bracken Mountain, the Brevard Greenway System, Franklin Park, and Silvermont (County park in City limits) as examples of meeting today's standards for high quality parks. The City of Brevard does not have a separate Parks Department, but it does staff two positions for park maintenance. The City also does not offer any recreation programs except for special events held in downtown Brevard.

Transylvania County Comprehensive Transportation Plan (CTP)

The County's CTP (draft from September 2021) identifies multiple transportation improvements for a variety of modes in and around the City of Brevard.

Highway Recommendations include modernization improvements on Ecusta Road, Old Hendersonville Highway (SR 1504), Wilson Road (SR 1540), Neely Road, Gallimore Road, and North County Club Road. Caldwell Street north and south of Main Street is in need access management and congestion/mobility improvements, and the Cashiers Valley / Railroad Ave corridor is highlighted with some potential road connections and as a safety / economic development project. Several intersections have also been identified for improvement, including the major 276/64 Junction at Pisgah Forest.

Bicycle and pedestrian recommendations include numerous proposed improvements across the City, and transit recommendations include proposed regional bus corridor with service to Pisgah Forest, and a rural fixed bus route with connecting service from Pisgah Forest to downtown Brevard and beyond.

Transylvania County Bicycle Plan (2019)

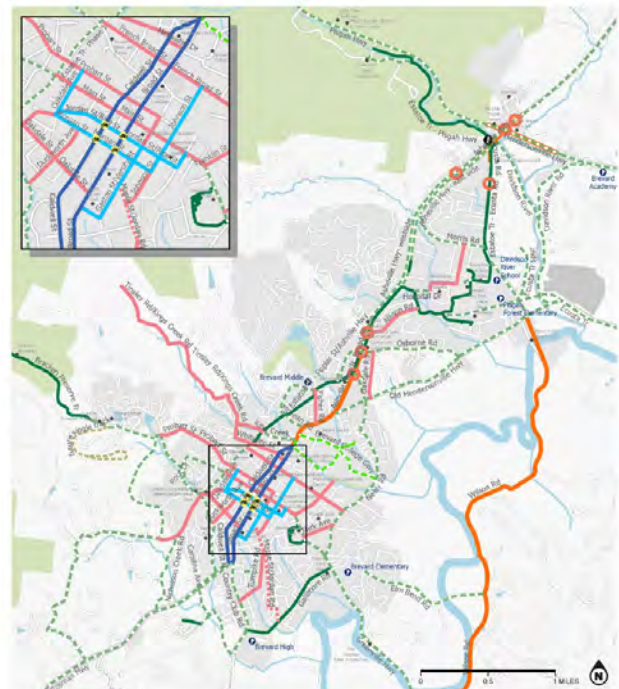
The Transylvania County Bike Plan provides detailed recommendations for facilities, policies, programs, and

implementation throughout the County. The plan's vision is to have "an interconnected network of paved paths, bike lanes, and other bike infrastructure that will provide greater safety, health, connectivity, and alternative transportation routes between communities and destinations in Transylvania County and throughout the region." The Plan recognizes Brevard's Greenway as "one of the highlights of the existing bicycle network", and many of the recommendations use Brevard as a hub for regional bike connections.

Brevard Pedestrian and Bicycle Plan (2023)

This plan establishes a vision that "Brevard will be a premier destination for biking and walking, with a safe and expansive network of bicycle and pedestrian facilities connecting the city to the surrounding outdoor recreation and cultural destinations."

The pedestrian and bicycle plan documents the past and current support for a walk- and bicycle-friendly Brevard and highlights the current conditions impacting walking and bicycling in the city today. It features policy, program, and infrastructure recommendations that seek to improve conditions for walking and bicycling.



EXISTING CONDITIONS HIGHLIGHTS

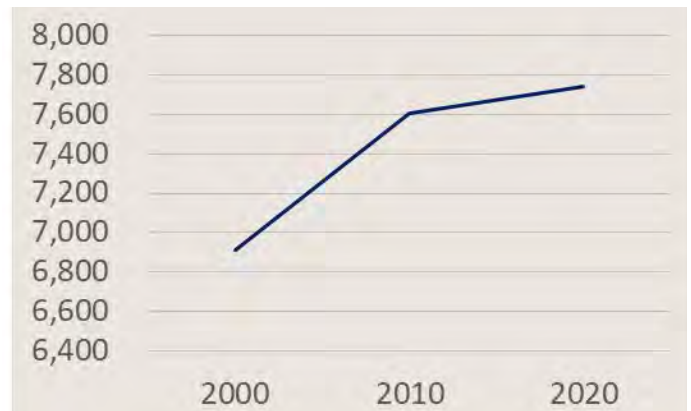
Demographics

According to the 2020 Census, Brevard's population was 7,744. Brevard has experienced greater than twelve percent growth in population over the past twenty years (2000-2020). For comparison, this is less than half the rate of growth of population in the State of North Carolina ((29.7%).

Between 2000 and 2019, the median age of Brevard grew from 45 to almost 52. Similar aging population trends are reflected in much of western North Carolina according to the NC Department of Health and Human Services.

With approximately 80 percent of the population, residents that identify as "White alone" are the majority in Brevard, and those who identify as "Black or African American alone" residents account for 8.9 percent of the population. Those who identify as 'Two or more races' account for another 6.2 percent. Asian, American Indian and Alaska Native, Native Hawaiian and Pacific Islander all combine to account for 1.5 percent. The remainder may identify as Hispanic or Latino, but the Census counts this differently due to the many different

POPULATION GROWTH



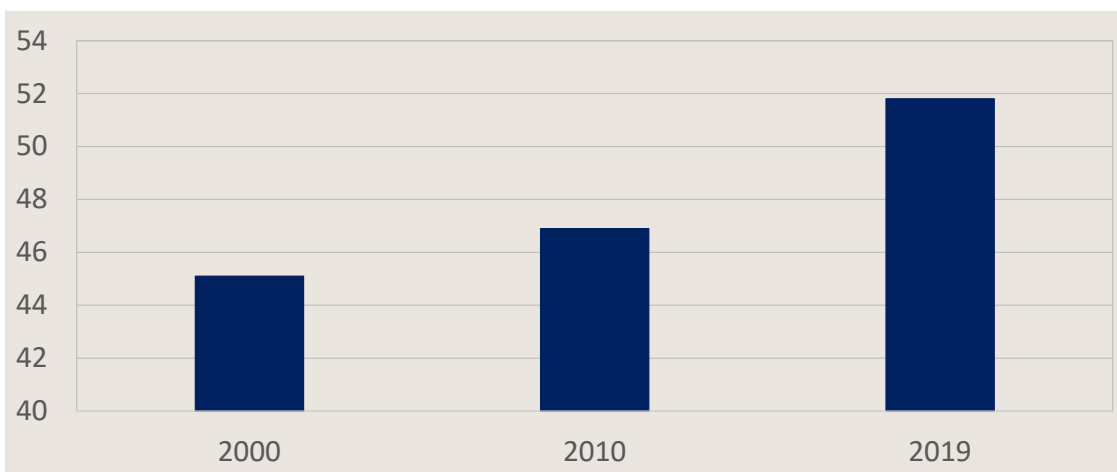
Source: Decennial Census

Latino races. From an ethnicity standpoint, 426 residents, or 5.5 percent of the population identify as Hispanic or Latino.

Income

Median household income was \$42,213 in 2019, compared to \$50,212 in Transylvania County and \$54,602 in North Carolina. The lower income may be related to higher percentages of students and retirees, but data also suggest that Brevard is missing some of the higher paying jobs associated with larger corporate entities.

MEDIAN AGE



Source: Decennial Census; 2019 American Community Survey

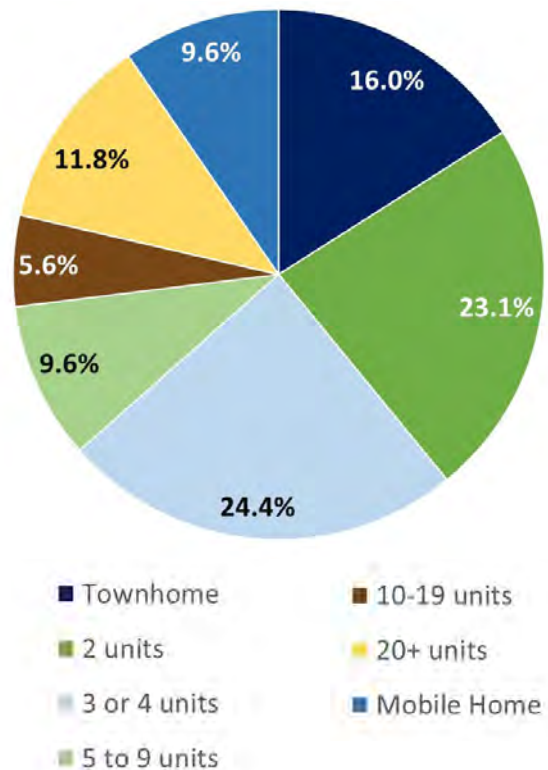
Housing

Seventy percent of the existing housing stock in Brevard is made up of single-family detached dwellings. The remaining thirty percent includes apartments, mobile homes, and townhomes, with almost half located in two-, three-, and four-unit structures.

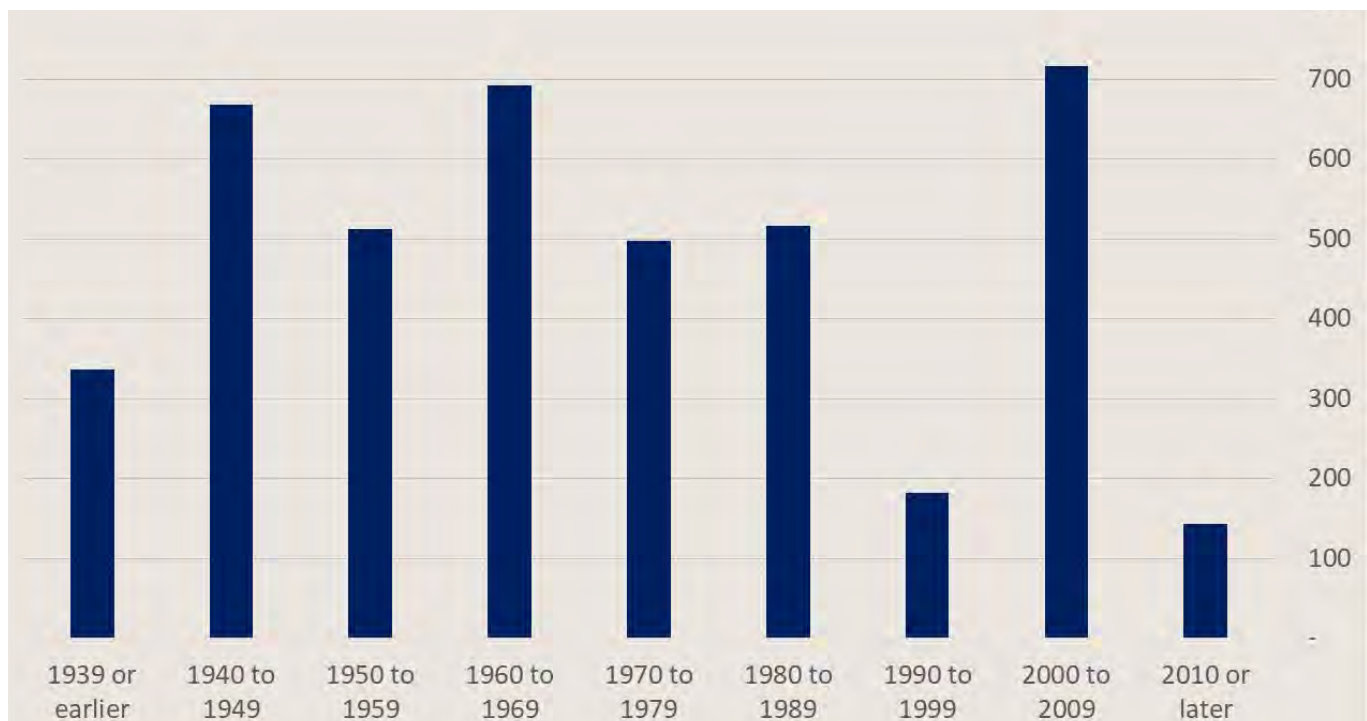
Relative to income, housing is expensive in Brevard, where more than 47% of renters are considered cost-burdened by U.S. Department of Housing and Urban Development (HUD) standards. Purchasing a home may be difficult for young professionals and families, while demand for higher end homes and increasing speculation in short-term rentals may exacerbate the shortage of workforce and affordable housing. Cost of housing has likely been influenced by lack of supply, with relatively few new housing units having been constructed since 2010.

The City has been actively working to recruit developers who can provide affordable and workforce housing, but challenges include a lack of available land and high land costs.

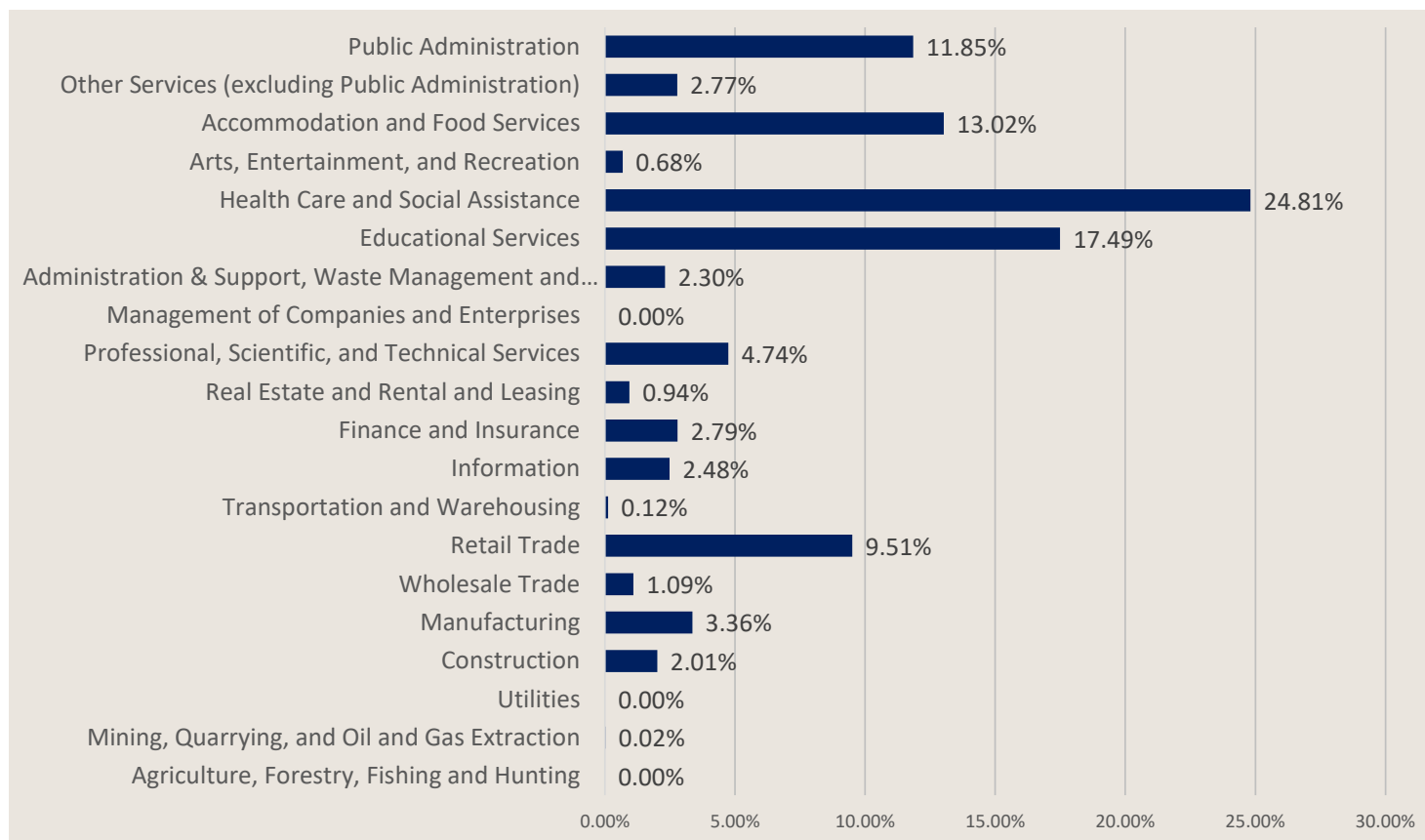
UNITS IN NON-SINGLE FAMILY STRUCTURES



HOUSING STOCK YEAR OF CONSTRUCTION



CITY OF BREVARD JOBS BY NAICS SECTOR (2019)



Economy

Today, Brevard's economy is driven by government, healthcare, education, and tourism. Historically, this was not always the case, with several industrial and manufacturing facilities in and around Brevard operating into the 1990s and early 2000s. The transition to a service-based economy has resulted in fewer blue- and white-collar jobs and lower incomes overall.

The five largest employers in Transylvania County are:

1. Transylvania County Schools
2. Transylvania County
3. Transylvania Regional Hospital
4. Gaia Herbs, Inc.
5. Ingles Markets, Inc.

Tourism is fundamental to Brevard's viability over the years. Local and regional attractions abound, and long-standing institutions attract an influx of visitors,

particularly during the summer months when camps are in session and the Brevard Music Center is in full operation. The Music Center itself brings 40,000 people attending performances over the summer months and recently completed construction on a 400-seat indoor concert hall. The summer camps are particularly impactful on the weekends when children are dropped off and picked up by their parents, who will often spend time and money in town during the trip. A 2011 economic impact study estimated a \$26 million impact in western North Carolina.

Brevard is also a gateway to outdoor recreation and natural scenery. The Blue Ridge Parkway, Pisgah National Forest, and DuPont State Recreational Forest each attract more than a million visitors per year, according to the Transylvania County Tourism Development Authority. Gorges State Park and Headwaters State Park are also located in the County. While these activities are not taking place in the City,

they do often result in hotel stays, meals in local restaurants, and shopping in local stores.

The Brevard/Transylvania Chamber of Commerce and Heart of Brevard (see Downtown Section) recently teamed up to initiate the Think Local Transylvania campaign, whose mission is to "support small local businesses and nonprofits, foster county-wide togetherness, celebrate our unique place, and grow a thriving and resilient economy for all in Transylvania County."

Natural Resources

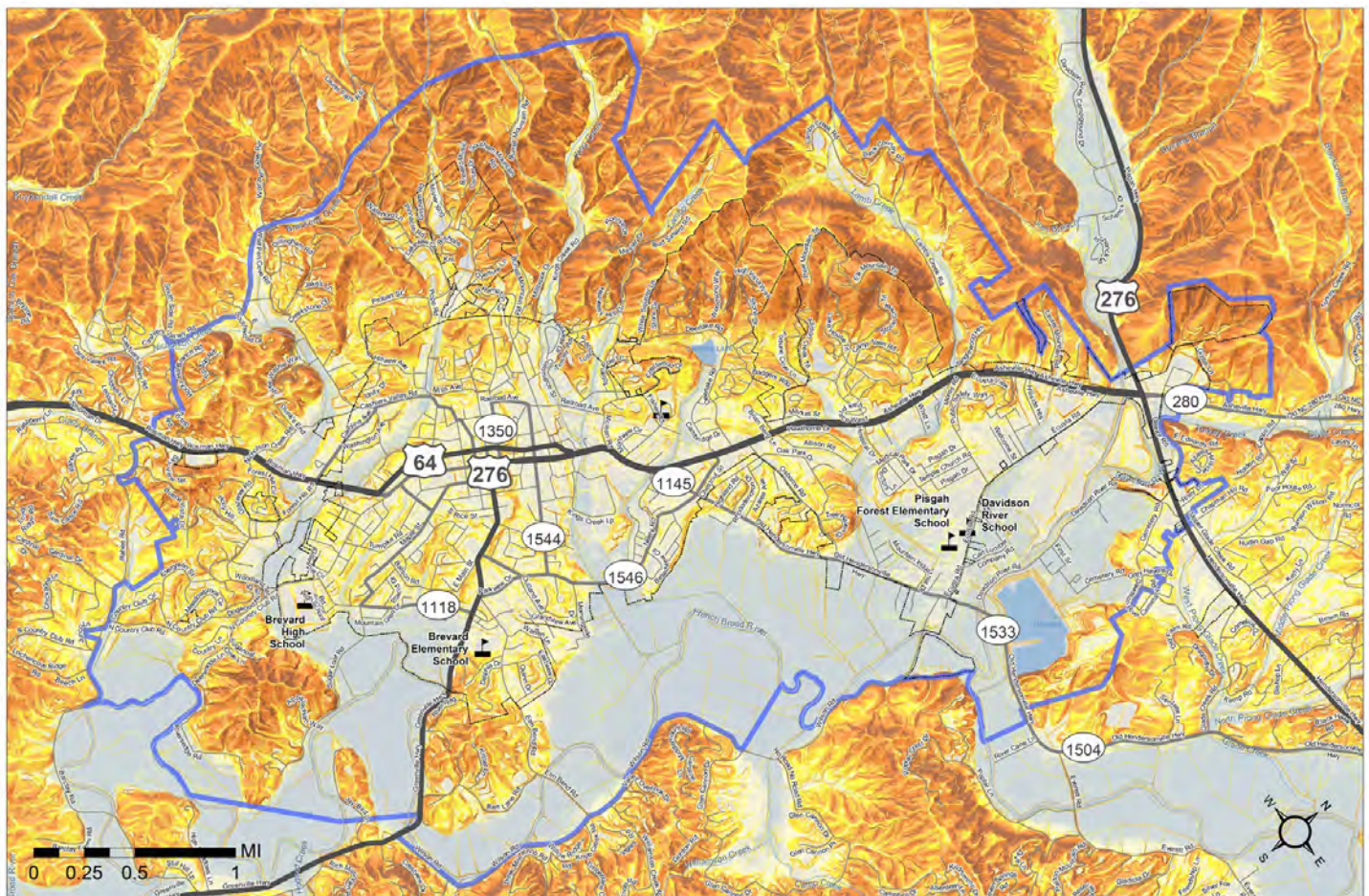
With the French Broad River to the east and Pisgah National Forest to the west, Brevard is surrounded by many valuable natural resources. A large percentage of lands within the study area are environmentally sensitive

and/or difficult to develop. Floodplains and steep slopes are some of the most sensitive lands, best suited for uses like outdoor recreation and agriculture.

Brevard's unique geography and natural environment contribute greatly to its desirability as a place to live and visit, yet these resources are continually threatened in different ways. The French Broad River suffers from intermittent water quality issues due to runoff, agriculture, and impacted riparian habitat. Popular recreation sites, such as those in nearby Pisgah National Forest become overcrowded during the summer, and are increasingly grappling with how to accommodate large numbers of visitors and their vehicles. Viewsheds and wildlife migration corridors are under threat of development, and non-native invasive species have gained a foothold in some areas.

DEVELOPMENT CONSTRAINTS MAP

STEEP SLOPES SHOWN IN ORANGE AND FLOODPLAIN SHOWN AS LIGHT BLUE





Bracken Preserve ribbon cutting (Source: City of Brevard)

Parks & Recreation

Brevard's parks are operated and maintained by the Building and Grounds Division of the City's Public Works Department. The City owns and maintains ten parks, the Brevard Greenway, the French Broad Community Center, and the Mary C. Jenkins Community and Cultural Center. The parks are:

- ◆ Bracken Preserve (429 acres)
- ◆ Tannery Park (25 acres)
- ◆ Brevard City Sports Complex (20 acres)
- ◆ Hap Simpson Park (8.4 acres)
- ◆ Franklin Park (4.2 acres)
- ◆ Silversteen Park (1.5 acres)
- ◆ Depot Railroad Avenue Park (0.88 acres)
- ◆ Pickelsimer Park (.18 acres)
- ◆ Edna Glaze Park (.15 acres)
- ◆ Clemson Plaza (.1 acres)
- ◆ Brevard Dog Park (2.6 acres)

In addition to the City's parks, Transylvania County owns and operates Activity Center Park, Silvermont Park, and South Broad Park, all within city limits.

The City/County Parks and Recreation Master Plan from 2016 prioritizes operations and maintenance of existing parks and facilities, but the City continues to add new holdings to meet the needs of all residents and ensure equitable access to recreation facilities.

The Brevard Greenway is a system of multi-use paths throughout town, with connection to the Pisgah National Forest via the Estatoe Trail and through Bracken Preserve. The Greenway will eventually extend through the Tannery Park site as well.

Transportation & Infrastructure

The center of Brevard — the corner of Broad and Main — is also the junction of U.S. Highway 64 and U.S. Highway 276. U.S. 64 travels west to Rosman and east to Hendersonville, while U.S. 276 runs south to Greenville, South Carolina and north to Waynesville. Pisgah Forest is Brevard's second major transportation node in the northeastern corner of town, where U.S. 64 joins N.C. 280 from Asheville and U.S. 276 comes in from the north. Between Pisgah Forest and the center of Brevard is the Asheville Highway, a four-lane road that carries U.S. 64 and U.S. 276 and has developed into a commercial corridor over time.

The North Carolina Department of Transportation has implemented several traffic and transportation improvements in recent years. The "unbalanced couplet" in Downtown, where Broad and Caldwell share the bulk of through-traffic, devotes one extra lane on Broad traveling north out of town and one extra lane on Caldwell traveling south toward Rosman.

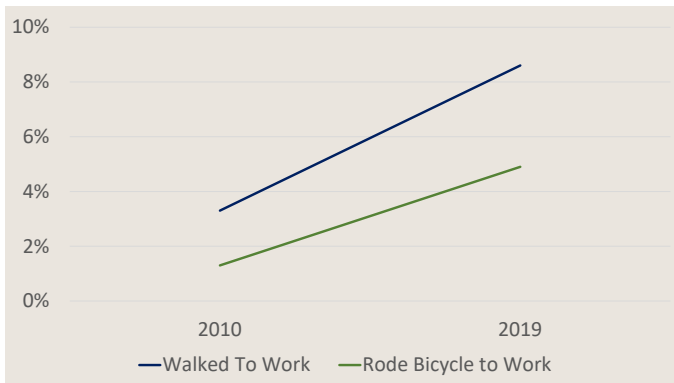
The new Davidson River Connector and roundabout have been completed in anticipation of new development near Pisgah Forest, and three additional roundabouts are slated for the Asheville Highway corridor.



Davidson River Connector

WALKING/BIKING TO WORK

(% OF TOTAL WORKFORCE)



Downtown Brevard is defined by a street grid network, and most Downtown streets are lined with sidewalks on both sides. While the grid becomes less defined beyond Downtown, most streets in surrounding neighborhoods are well connected, if lacking sidewalks in many places. Sidewalks have been incorporated in some of the newer developments north of downtown.

Until early 2022, Brevard did not have any fixed route transit service, but Transylvania County has begun operating the Transylvania in Motion (TiM) bus between Pisgah Forest and Rosman. The service runs Monday through Friday from 7am to 7pm.

Brevard has been working to improve its network of bicycle and pedestrian facilities, with a focus on sidewalks and multi-use trail development. Census statistics show an increase in commuting on bicycle or on foot between 2010 and 2019.

The City of Brevard has made substantial investments in its water and sewer system in the recent past. It recently won a 2018 Engineering Excellence Award from American Council of Engineering Companies of North Carolina (ACECNC) for the Neely Road Wastewater Improvements Project.

The City's wastewater treatment includes a RBC (rotating biological contactor) system, and may be in need of additional upgrades to handle future growth. Currently operating at 70 percent of capacity with only a few heavy contributors (such as the Oskar Blues brewery), the system can treat 2.5 million gallons of

water each day. Inflow during major rain events is an issue and will take the system beyond capacity, where added chlorine is required to ensure the water is treated.

Brevard's drinking water is pulled from a reservoir intake on Catheys Creek and is treated at a 2.6 million gallon plant. In 2021, the system operated at 58 percent capacity, producing an average of 1.4 million gallons of potable water each day. Brevard College is currently the largest user. One of Brevard's unique water issues is the lack of pressure in Downtown, particularly on upper stories.

Downtown

Downtown Brevard is the primary activity center in the City. It is the central business district and a hub of local shopping, restaurants, and an assortment of special events and festivals.

The Heart of Brevard (HOB) is a non-profit economic development organization and nationally accredited Main Street program that advocates for the most central portion of Downtown. In its 2022 report, HOB reported more than \$1.2 Million invested in its focus area, with ten new businesses and 36 new full- and part-time jobs. A study conducted in 2011 by Urban3 showed Downtown has the highest tax value per acre in all of Transylvania county.



Main Street closure for HalloweenFest (Source: City of Brevard)

Existing Land Use

Land Use refers to the primary activity occurring on a particular parcel of land. Land use designations are not always perfectly accurate, but the intent is to gain a broad picture of the community that may inform future development needs and patterns.

Single-Family Residential

Single-family detached structures account for the majority of residential uses in Brevard. In addition to the more compact residential neighborhoods closer to Downtown, there are also many single-family houses that sit on larger parcels, accounting for the large amount of acreage devoted to single-family and rural residential.

Multi-Family Residential

Multi-family residential uses account for a wide-range of building types, development styles, and ownership models. Apartment buildings and complexes are the most straightforward examples, but duplexes, triplexes, and other smaller multi-plexes fall into this category. Attached townhomes are also considered multi-family uses. These uses account for a small percentage of land and are scattered throughout the City.

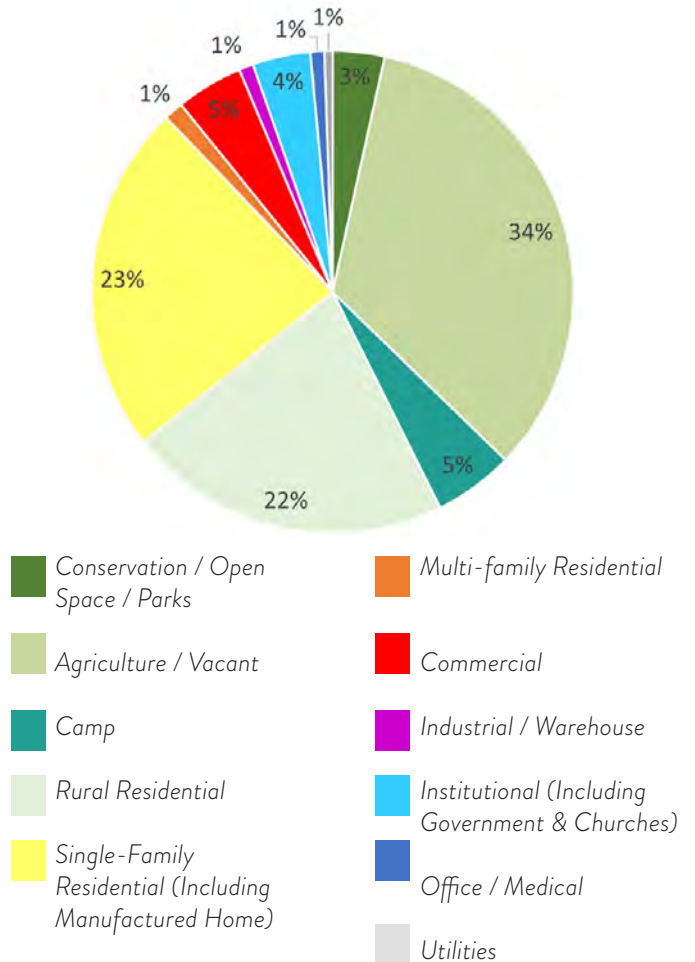
Commercial

Commercial uses come in many shapes and sizes, from small-scale retail and office in Downtown to large scale retail and hospitality along the Asheville Highway corridor and in Pisgah Forest. Smaller pockets of commercial activity are scattered across the City in several unique activity centers.

Industrial

Most of Brevard's industrial activities are concentrated along the Railroad Avenue corridor, just northwest of Downtown, and near the intersection of Ecusta Road and Old Hendersonville Highway in the northeast corner of the City. Current uses would be considered light industrial; examples include warehousing and distribution, breweries, and manufacturing.

EXISTING LAND USE CHART

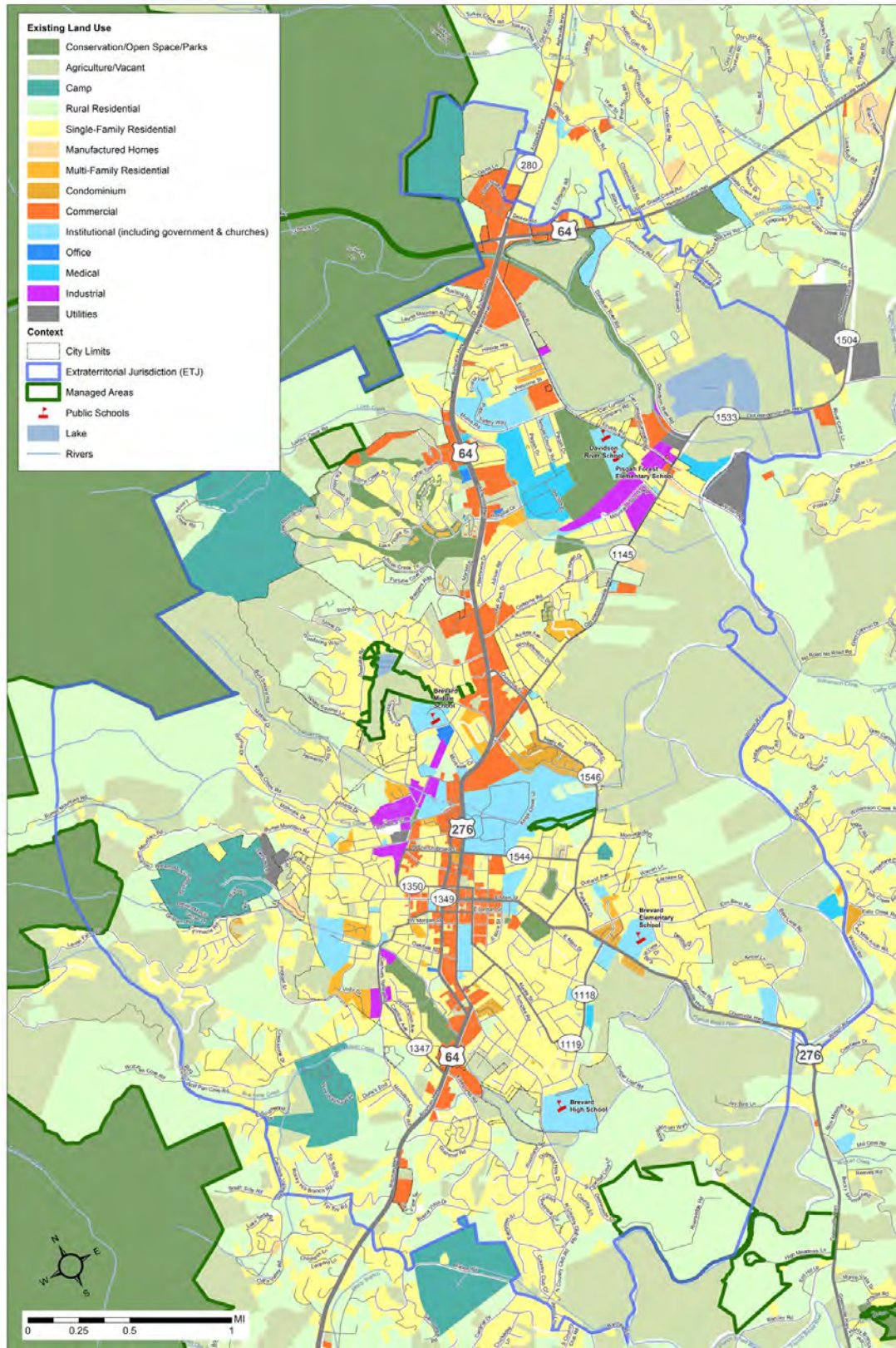


Other Uses

Brevard has a number of unique institutional land uses. The history and concentration of summer camps is unique to the region and an important element of Brevard's history. Many of these institutions were established in the early 1900s and remain an important driver of summer visitors. Other large institutional land holders include Brevard College, the Brevard Music Center, and the Transylvania Regional Hospital.

A good portion of acreage surrounding Brevard is development-constrained. Land on the eastern edge of the City, extending into the ETJ and the French Broad River floodplain, is primarily used for agriculture. Vacant forested parcels tend to be located on the steep mountain slopes on the western side of town.

EXISTING LAND USE MAP





2 GOALS & RECOMMENDATIONS



The City of
Brevard
North Carolina



This chapter begins with the goals that are meant to guide future decisions. These goals also provide a framework for measuring progress in the coming years on priorities identified during the planning process. Following the goals is the Future Land Use Map and character areas. This map serves as a visual representation of the pattern of development anticipated in the City. The character areas illustrate the type and scale of development encouraged in different areas of the City. Recommendations are organized by topic and are divided into the following chapters:

- Land Use & Housing
- Active Transportation & Community Health
- Parks, Natural Resources, & Cultural Resources
- Economic Development, Infrastructure, & Resiliency

GOALS

- 1.** Expand **housing opportunities** for all residents while preserving the **character of Brevard** and its neighborhoods.
- 2.** Encourage a development pattern that respects Brevard's **sense of place** and prioritizes **livable communities**.
- 3.** Ensure **fairness** and **equity** in providing for the health, safety, and welfare of **all citizens and groups**.
- 4.** Create a built environment that prioritizes a **safe, active, multi-modal transportation** system and **community health** and wellness.
- 5.** Celebrate Brevard's **natural resources** through conservation of environmentally sensitive areas, improving **access to recreation**, and restoration of native ecosystems.
- 6.** Integrate **arts, culture, diversity, and history** into everyday life and build on Brevard's identity as a dynamic community to live, work, play, and create.
- 7.** Support **economic vitality** and grow the tax base, cultivate **local businesses**, and attract **sustainable industry**.
- 8.** Plan for efficient, equitable, and **resilient infrastructure** and services that maintain and improve quality of life throughout the city.

FUTURE LAND USE MAP & CHARACTER AREAS

The following pages include the Future Land Use Map and Character Areas. The Future Land Use Map shows the intended land use pattern in Brevard for the next twenty years. It is designed to guide development, manage growth, and inform land use decision-making in the City and its extraterritorial jurisdiction (ETJ).

The Character Areas shown below and described after the Future Land Use Map explain intent and provide typical uses and shared design characteristics of different areas of the City. Each character area may have a variety of land uses and zoning districts within them. They are not as detailed and rigid as zoning districts, although certain zoning districts and types of development may fit better in different areas.

The Future Land Use Map and Character Areas are not exhaustive or prohibitive. For instance, some uses may be appropriate in many (or all) future land use character

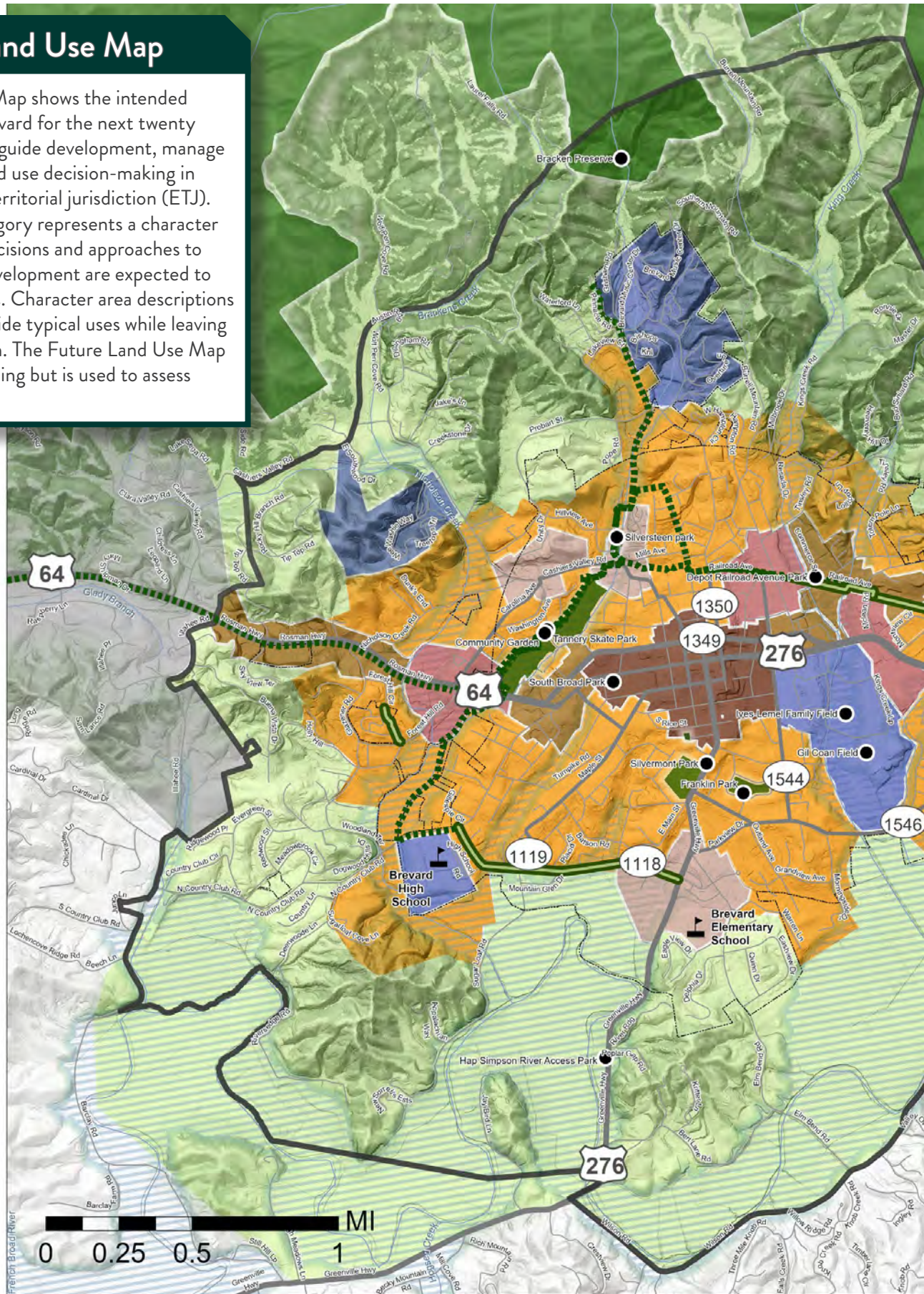
areas. These might include uses such as government maintenance buildings and small utility substations (electric, natural gas, sewer lift stations, water towers, etc.). However, some uses should be carefully considered so that they do not unintentionally create a demand for development in inappropriate areas. For instance, institutional uses such as a new school or church might be appropriate in most residential areas, but if located in rural areas it may invite inappropriate additional development. The size of operations is also a consideration. For example, a small church might be appropriate in a rural context, but a mega church may not. It is up to the governing boards at the time of the application to decide what will most accurately promote the goals established in this plan.

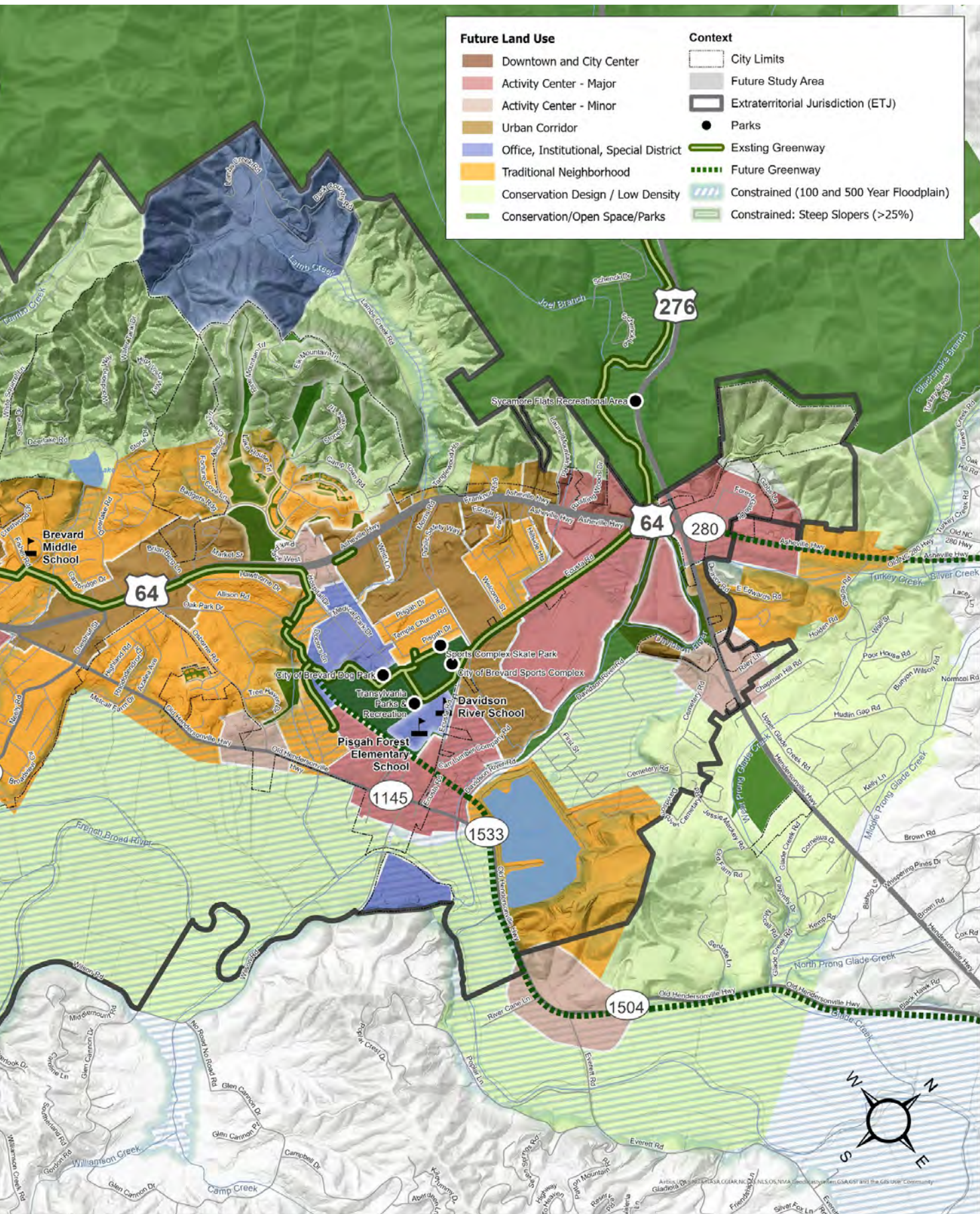
Character Areas

	Downtown & City Center		Conservation Design / Low Density
	Activity Center - Major		Conservation/Open Space/Parks
	Activity Center - Minor		Constrained: Steep Slopes (>25%)
	Urban Corridor		Constrained: Floodplain (100 and 500 Year)
	Office, Institutional, Special District		
	Traditional Neighborhood		

Future Land Use Map

The Future Land Use Map shows the intended land use pattern in Brevard for the next twenty years. It is designed to guide development, manage growth, and inform land use decision-making in the City and its extraterritorial jurisdiction (ETJ). Each color-coded category represents a character area where land use decisions and approaches to development and redevelopment are expected to follow similar principles. Character area descriptions explain intent and provide typical uses while leaving room for interpretation. The Future Land Use Map is not as detailed as zoning but is used to assess rezoning requests.





Downtown & City Center

This character area refers to Brevard's historic downtown where commercial, employment, residential, civic, and supporting uses are located. The urban environment includes a sensitive blend of preserved and renovated older structures, high-quality new construction, and public spaces that integrate with surrounding properties. City blocks are organized in a traditional grid pattern with a pedestrian-friendly network of sidewalks and alleys where buildings are situated close to the street. Buildings with a vertical mix of uses are encouraged with active frontage along key streets. Parking is located on the street, in parking decks, and in existing surface lots.



Typical Uses: Commercial; office; institutional; multi-family residential; public gathering space

Activity Center - Major

Activity Centers represent unique destinations across the City. They are meant to be the focus of targeted urban design initiatives with a focus on infill, adaptive



reuse, and creative solutions to address opportunities and challenges in each unique place. An Activity Center may cater to visitors with retail and evening entertainment, or it may be an employment district that is most active during business hours. They are worthy of small-area planning,



with an emphasis on placemaking and careful consideration of the public realm.

Typical Uses: Commercial; office; single- and multi-family and attached residential; light industrial; public gathering space

Office, Inst., & Special District



The Office, Institutional, and Special District captures specific areas of Brevard that are owned and/or managed by major institutions and government entities, including Brevard

College, the Transylvania Regional Hospital, Transylvania County, and the City of Brevard. Most land use decisions are driven by institutional needs, and strategic partnership opportunities exist where those needs intersect with public and/or private endeavors. Collaborative opportunities include public health initiatives, local business support, transportation alternatives, shared facilities, and community events.

Typical Uses: Institutional campus; corporate campus; summer camp



Traditional Neighborhood

The Traditional Neighborhood character area is primarily comprised of single-family residential uses with small-scale multi-family and townhomes permitted. The Traditional Neighborhood



category is designed to maintain the character of established neighborhoods while allowing some flexibility of housing types. Traditional Neighborhoods are typically adjacent to urban areas and Activity Centers. Streets are well-connected and typically include pedestrian facilities that allow residents to walk within the neighborhood and to surrounding areas.



Typical Uses: Single- and multi-family residential; small-scale office; neighborhood commercial; small-scale lodging; public parks

Activity Center - Minor



Neighborhood Centers provide a setting for services and activities that are supportive of surrounding residential neighborhoods. This character area may center around a community anchor,

such as a school, park, library, or small commercial district. Uses and design considerations call for context-sensitive solutions, fostering community identity and a sense of shared ownership of neighborhood resources.

Typical Uses:

Institutional;
small-scale commercial;
single- and multi-family
residential; public
gathering space



Urban Corridor

Urban Corridors are oriented along major transportation corridors that serve a local and regional market. Uses may vary widely. Emphasis is on a development form and encouraging architectural and site design that improves gateway corridors. Buildings should screen parking areas and transitions and buffers will reduce impacts to nearby homes. Access management should be prioritized to ensure safety, mobility, and multi-modal connectivity.

Typical Uses: Large- and small-scale commercial, multi-family and attached residential



Conservation Design / Low Density

These areas include lower density areas that have significant natural resources and/or constraints. Conservation Design is encouraged to protect natural resources. This type of development clusters structures and site improvements together on a portion of a site while reserving the remainder of the site for open space. Smaller lots are typically used in the developed portion of the site and density transfers from constrained areas of the site are encouraged in zoning regulations. This type of neighborhood design provides flexibility, particularly in areas with challenging topography. There is also often a savings in development costs due to less road surface, shorter utility runs, and reduced grading and site preparation. The preserved land may be owned and managed by a homeowners association or land trust.



Typical uses: Single- and multi-family residential; agriculture; outdoor recreation; lodging

Open Space & Constraints

The Open Space designation applies to parks, public recreational areas, conservation areas, floodplains, steep slopes, and some private recreational facilities. Primary uses include trails and greenways, wildlife management, environmental restoration / mitigation / preservation, and educational uses. Structures that support or are associated with the intended uses are typically permitted in non-vulnerable areas.

Constrained areas include, steep slopes and floodplains. Additional development standards or reduced density may be needed in these areas.



Future Land Use Character Area Table

The following table outlines residential subdivision and building types encouraged and discouraged in different Future Land Use Character Areas.

Future Land Use Character Area	Applicable Zoning Districts	Building Size (Max Floor Plate)	Height and Bulk	
			Building Height	Lot Coverage Max
City Center / Downtown	DMU, CMU, RMU	30,000 sq. ft.	2-5 Stories	100%
Activity Center - Major	CMU, NMX, SD	100,000 sq. ft.	2-7 Stories	90%
Activity Center - Minor	NMX, RMX	30,000 sq. ft.	2-4 Stories	70%
Urban Corridor	CMU, NMX, RMX	50,000 sq. ft.	1-4 Stories	80%
OISD	IC, GI	100,000 sq. ft.	Varies	Varies
Traditional Neighborhood	GR8, RMX	10-12,000 sq. ft.	1-4 Stories	60%
Conservation Design / Low Density	GR4	10,000 sq. ft.	1-3 Stories	30%
Conservation / Open Space	-	-	-	-

Legend:



= Allowed / Encouraged



= If Contextually Appropriate, Potential Limitations, Design Criteria or Utility Availability

■ = Discouraged

Future Land Use Character Area	Residential Type				
	Live-work Unit	Apartments & Condos (>30 units)	Multiplex (Up to 30 units)	Attached (Townhomes, Duplex, Triplex, Quads)	Detached
City Center / Downtown	☑	☑	☑	*	*
Activity Center - Major	☑	☑	☑	☑	*
Activity Center - Minor	☑	*	☑	☑	☑
Urban Corridor	☑	☑	☑	☑	*
OISD	*	*	*	*	*
Traditional Neighborhood	*	-	*	☑	☑
Conservation Design / Low Density	-	-	-	*	☑
Conservation / Open Space	-	-	-	-	-

Legend:

☑ = Allowed / Encouraged

* = If Contextually Appropriate, Potential Limitations, Design Criteria or Utility Availability

- = Discouraged



LAND USE & HOUSING

EVALUATE, UPDATE, AND AMEND CITY POLICIES AND ORDINANCES TO ENSURE CONSISTENCY WITH THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP.

LUH-1: Amend the Unified Development Ordinance (UDO) to support implementation of the Comprehensive Land Use Plan. Many of the recommendations in this Plan can be achieved through changes to the City's land use regulations. Some changes may be easier to implement than others. A collaborative effort between City Council, Planning Board and staff should determine and advance priorities.

LUH-2: Evaluate rezoning requests based on the Future Land Use Map and character area descriptions. The Future Land Use Map should be referenced each time a property is considered for rezoning. Decisions that deviate from the Future Land Use Map should be considered seriously and will necessitate an amendment.

LUH-3: Update the Comprehensive Land Use Plan every 5-7 years and amend the plan as needed.

ENCOURAGE A GROWTH PATTERN THAT TAKES ADVANTAGE OF EXISTING INFRASTRUCTURE.

LUH-4: Identify areas across the City that are best positioned to accommodate future growth. Areas with well-connected streets, proximity to parks and schools, and access to public utilities are in the best position to accommodate new growth.

LUH-5: Consider adjustments to the development approval process and other incentives for projects that meet defined criteria in growth opportunity areas. There are a number of incentives that could be considered to encourage growth in areas that are appropriate examples include allowing buildings with additional height, decreasing dimensional requirements (i.e. setbacks or lot widths), considering density bonuses and removing barriers to certain housing types.

LUH-6: Encourage rezonings to allow for a mix of uses in Activity Centers. Allowing different land uses such as commercial and residential in close proximity to each other can help make a city or neighborhood more walkable and lead to reduced numbers of car trips. Major and Minor Activity Centers with both have a mix of land uses, but Major Activity Centers will be more intense with a greater nonresidential footprint.

SUPPORT GROWTH IN DOWNTOWN BREVARD WITH CLEAR DESIGN STANDARDS AND A PREDICTABLE APPROVAL PROCESS.

LUH-7: Consider the development of a form-based code for Downtown that supports a human-scaled, pedestrian-friendly environment. Key design elements that should be emphasized in the form-based approach include:

- ▶ Development in the Downtown (roughly the area currently covered by the Downtown Design Overlay District (DDOD)) should continue to require multi-story buildings required to be built close to the street (via maximum setbacks (build-to lines) and/or percentages. Buildings should have a vertical mix of uses, such as commercial and office on ground floor with residential and/or offices above. Architectural standards that emphasize quality design should continue, but development form should take precedent. Uses that generate pedestrian traffic should be encouraged along key frontages. Continue to require no non-residential parking on-site.
- ▶ Areas in the greater City Center area (areas outside of the current DDOD) should also have defined maximum allowable setbacks and/or build-to lines. Stand-alone multi-family buildings should be allowed. Large areas of surface parking should be discouraged.

LUH-8: Evaluate current standards for building height downtown. Add height minimums in the DDOD (i.e. 2 story minimum). Consider allowance for additional height (i.e. an additional story or two) in certain areas. Potential areas, alternative measures or incentives include:

- ▶ Allow additional stories outside the core of the Downtown area (DDOD)
- ▶ Calculate max height via alternative measures (i.e. max building height below Courthouse steeple)
- ▶ Allow additional stories with setbacks
- ▶ Allow through incentives (i.e. for the provision of affordable or workforce housing units).

Transect

A transect is an illustration of the form and transition of the built environment. It is used to help define and organize the structure of a city and how neighborhoods fit into the overall structure. The transect below illustrates traditional American town design and emphasizes walkable streets, an appropriate mix of uses, and housing diversity. The Future Land Use Map can be thought of as a way to help define the future transect for the City.

Conservation /
Open Space

Conservation
Design / Low
Density

Traditional
Neighborhood

Minor Activity
Center

Urban Corridor

Major Activity
Center

Downtown

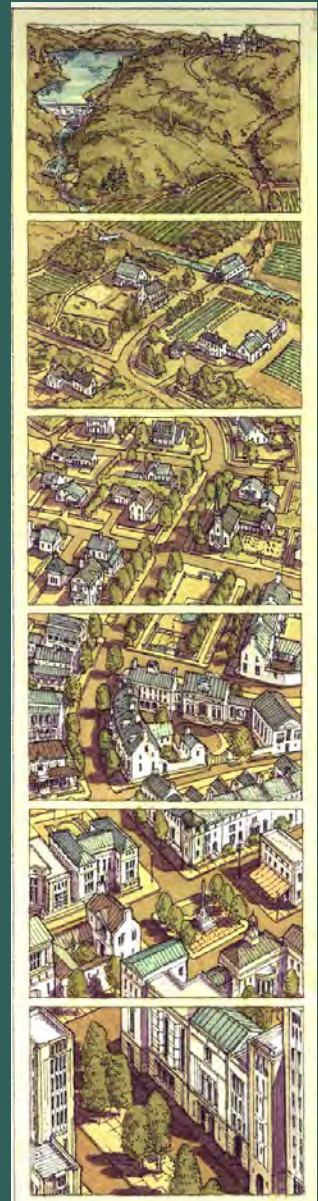


Image source: Center for Applied Transect Studies, Duany Plater-Zyberk & Company / James Wassell

SUPPORT CONTEXT-SENSITIVE INFILL AND REDEVELOPMENT OF UNDERUTILIZED OR OUTDATED COMMERCIAL AREAS.

LUH-9: Evaluate and amend development ordinances to facilitate infill development on vacant and underdeveloped parcels, as well as revitalization of developed parcels. Amendments should incorporate design standards and guidelines that respect existing community character while allowing greater residential density and intensity of nonresidential development within mixed-use areas.

LUH-10: Establish zoning overlay districts for the Asheville Highway Corridor and Pisgah Forest Area.

The purpose of the overlay districts is to establish stricter standards and to improve multimodal safety and convenience when accessing places for goods, services, housing, and employment through a predictable pattern of development and architectural design. The corridor should accommodate a variety of residential and nonresidential uses in addition to highway-oriented commercial. The areas are important gateways to the City and the Pisgah National Forest, and aesthetic considerations should be included into overlay district standards. Form-based elements may include building form, site access requirements, parking location or design, block structure, frontage, and public space requirements.

Asheville Highway Corridor

The Asheville Highway Corridor is an important gateway into the City of Brevard. It also presents an opportunity for infill and redevelopment since it is comprised of some of the only flat land that is located outside of the floodplain in the City. Redevelopment should take advantage of larger properties located where key connections exist or can be made to existing public streets. The concepts below show potential redevelopment at a few key sites along the corridor. Visual improvements to the Asheville Highway frontage could include new buildings, street trees and public space such as plazas and parks. Exact building form, massing and scale could be defined through the creation of a form-based code or overlay for the corridor.



Redevelopment potential just north of downtown Brevard.



Potential reuse / redevelopment of the Ingles plaza.

ADDRESS HOUSING SHORTAGE BY REMOVING BARRIERS TO MULTI-FAMILY AND “MISSING MIDDLE” HOUSING OPPORTUNITIES.

LUH-11: Identify and address dimensional requirements that may serve as obstacles to housing development. Large minimum lot widths, road frontage, and setback requirements can be a hindrance to development and redevelopment projects, particularly in areas with topographic challenges and irregular parcel boundaries. The Unified Development Ordinance (UDO) currently has no minimum lot size for zoning districts and regulates intensity of development in other ways. This is a progressive approach that should be maintained, at least in most districts, because it can provide flexibility in design and lead to more affordable housing in the long-term.



Quadplexes like the one above on the corner of England Street and Probart Street can provide a transition from commercial areas to single-family neighborhoods.

Missing Middle Housing

The “missing middle” refers to a range of housing types that, in terms of bulk, scale, and density, fall somewhere between the detached single-family residence and the mid-rise apartment building. Brevard has recently made strides to increase opportunities for missing middle housing, and those efforts should help to provide more housing options but more code updates may be needed to meet housing needs. This could be accomplished a number of ways but will likely mean a mix of apartments, missing middle housing types, single family homes and accessory units.



Image source: Opticos Design, MissingMiddleHousing.com

LUH-12: Address and adjust parcel density allowances to allow for "missing middle" housing types in all zoning districts with defined standards.

Recent changes to the UDO that allow triplexes and quadraplexes is an example of how the City can encourage missing middle housing types. Code revisions that allow additional housing typologies should be considered including:

- ▶ Allowances for multi-family structures in certain areas.
- ▶ Allowance for additional density and other criteria in RMX and NMX zoning districts to allow for cottage courts and multiplexes.
- ▶ Allowances for multi-family uses along the Asheville and Rosman Highway Corridors
- ▶ Even higher allowances or density bonuses at activity centers with affordable/workforce units and/or enhanced transportation alternatives
- ▶ Allowances and requirements for accessory dwelling units including increasing the floor area for secondary dwelling units and elimination of parking requirements for accessory dwelling units in neighborhoods with adequate, available on-street parking.

INCREASE SUPPLY OF AFFORDABLE AND WORKFORCE HOUSING.

LUH-13: Utilize the Housing Trust Fund to leverage private investment to create affordable and workforce housing units. Consider updates to the Housing Trust Fund, including:

- ▶ Update bylaws, policies, procedures, and applications to reflect current needs.
- ▶ Establish funding mechanisms to increase contributions to the HTF.
- ▶ Consider land acquisition and partnerships to support projects with a mix of affordable and workforce housing units.

LUH-14: Seek developer agreements for divestment of City properties that guarantee affordable and workforce housing units for a defined period of time.



The Town of Davidson requires a percentage of housing in new development that meets certain criteria to be priced affordable to households earning less than 80-120% of the Area Median Income (AMI). A payment in lieu option also exists. These funds are utilized for a variety of housing programs. Image Source: Town of Davidson

LUH-15: Consider additional incentives and policies to support workforce and affordable housing. Examples of policies and incentives include:

- ▶ Density bonuses
- ▶ Streamlined approval processes
- ▶ Fee waivers
- ▶ Increase funding for affordable and workforce housing
- ▶ Voluntary, conditional or mandatory inclusionary zoning

See the Housing Toolkit beginning on page 39 for more detailed information and options to support workforce and affordable housing.

STABILIZE AND PRESERVE THE CHARACTER OF NEIGHBORHOODS

LUH-16: Provide support for the preservation and rehabilitation of existing affordable housing.

Promote homeowner and rental assistance programs, including those operated/funded by regional, state, and federal entities. Consider the establishment of a local microgrant program for home improvement, and partner with local organizations and/or private entities to offer home improvement information to residents.

LUH-17: Monitor impacts and consider additional regulations for short-term rentals. Follow recommendations from City's Short Term Rental Task Force.

LUH-18: Collaborate with neighborhoods to explore opportunities for zoning overlays, historic preservation, adaptive reuse, infill projects, special events, and other neighborhood-specific activities. Neighborhoods are at the heart of defining the character of a City, and Brevard is lucky to have many unique neighborhoods within its jurisdiction. Neighborhood organizations and homeowner associations are essential partners in fostering engaged communities making sure city programs address priorities.

ENGAGE AND EMPOWER NEIGHBORHOODS

LUH-19: Enhance communication of land use planning efforts, policy development, approvals and processes. Create online public information portal to provide updates on proposed and in-progress development projects. Strive to make planning documents and UDO more approachable and user friendly to empower citizens to understand and advocate for their neighborhoods.

LUH-20: Encourage the creation of well-designed complete and cohesive neighborhoods. A complete neighborhood successfully incorporates old and new construction, a mix of housing types, access to shopping options and food, connectivity, and access to greenspace. Consider updating the Traditional Neighborhood Development (TND) option in the UDO or encouraging the addition of key components of complete neighborhoods through the Conditional Zoning process. Consider measures to ensure cohesion between old and new development including:

- ▶ Strong buffers to assist in transition of uses and intensity.
- ▶ Potential limits to scale and massing, like floor-to-area (FAR) or built upon area limits in some areas.

LUH-21: Conduct small area plans to clarify neighborhood character and address local impacts and needs related to land use regulations and City programs. Small areas plans can help set the stage for future development activity, design regulations, targeted service enhancements and administration of small grants program(s) aimed at beautification, preservation, and public realm improvements.

LUH-22: Consider participatory budgeting for a portion of neighborhood funding. Participatory Budgeting is a citizen engagement process where community members decide how to allocate a portion of a public budget. Citizens make direct decisions about how government funds are spent in their community by prioritizing public programs and projects.



Neighborhood meetings can be important opportunities for dialog between residents, city staff and elected officials to discuss trends so that city programs and regulations can be tailored to address emerging issues.

PRESERVE CHARACTER OF LOW-DENSITY AND RURAL AREAS.

LUH-23: Incorporate flexible zoning standards and simplified approvals for camps, campuses, and institutions.

LUH-24: Refine zoning districts and slope regulations in constrained areas.

- ▶ Refine steep slope calculation methods and threshold for protection.
- ▶ Consider the creation of an agricultural / conservation zoning district as appropriate. This new zoning district or overlay could be used for agricultural conservation, steep slopes, ridgeline protection, floodplain, etc.

LUH-25: Limit the scale and footprint of new development in Conservation Design /Low Density areas identified on the Future Land Use Map. New subdivisions or other development in these areas should employ conservation style design and cluster development and primary site improvements away from sensitive environmental resources such as steep slopes, riparian areas, and rare habitats. The City should maintain flexibility in lot size and consider allowing more housing products or other incentives for these types of developments. Incentives could be provided in exchange for preservation of 40% or more of the site as open space.

Conservation Subdivisions

Conservation design is an alternative to conventional subdivision design. Conservation design is encouraged in areas with vulnerable natural resources in the City of Brevard's planning area. These areas generally fall in the Conservation Design / Low Density future land use class shown on the Future Land Use Map on pages 26-27. The goal in these areas is to cluster development away from sensitive natural resources. The design of subdivisions in these areas can be improved by maintaining flexibility in a few key dimensional requirements in exchange for preservation of more quality open space. Current regulations include a maximum density and do not specify minimum lot sizes. With future code updates this flexibility should be maintained, additional incentives should be considered and allowable density should be evaluated for many areas with significant environmental constraints. The graphic on the left below illustrates a conventional development design. The graphic on the right shows a conservation style subdivision with a lower overall density, more open space, greater tree preservation, and preservation of agricultural fields as an entry feature. Open space design and location are important, as larger blocks of contiguous open space can support a greater variety of species. Preserved riparian corridors up to 300 feet also help protect water quality and serve as wildlife corridors. Specifying priority open space types and simplifying the approval process for developments that meet defined design criteria can make conservation design the default choice in areas with significant natural resources.

Conventional
Subdivision
Design



Conservation
Subdivision
Design



HOUSING TOOLKIT

INTRODUCTION

Affordable housing is a complex subject, both in terms of its causes and means of addressing it, especially in local governments. As the Southeast continues to attract more and more full-time residents, affordable housing is discussed in almost every community. Local governments in North Carolina are limited in their means of addressing housing affordability, primarily because of limits on how land use, private property rights, home design and prices may be regulated. These regulatory and market related barriers often mean that popular solutions from other states are not necessarily available in North Carolina.

A one-size-fits all method is not a practical approach to address affordable housing concerns and should be tailored to the housing market conditions of an area. Below are some potential means of addressing housing affordability, and how they may be applied in North Carolina and specifically, in the City of Brevard. This is by no means an exhaustive list of remedies but this document explores options for local governments to increase the proportion of affordable housing and/or workforce housing in communities.

TERMINOLOGY

“Affordable housing” has become a blanket term used when discussing how to best combat rising housing cost, however, it is beneficial to distinguish locally between different types. It has its roots in the public subsidized housing terminology. Typically, public subsidized housing has eligibility requirements for income. However, “affordable housing” has been co-opted by the larger discussion of housing cost and now is often used interchangeably with “attainable housing”, which is a broader concept. Below are some common terms used when referring to affordable housing:

“Area Median Income (AMI)” the midpoint of the income distribution for a specific geographic area, as defined by the U.S. Department of Housing and Urban Development (HUD) using data from the U.S. Census Bureau. This statistic is used by HUD for purposes of determining the eligibility of applicants for certain federal housing programs.

“Affordable housing” is housing that costs no more than 30% of a household’s income, including utilities, for households earning up to 80% of the AMI.

- Affordable housing can be income-restricted, meaning it is specifically developed as affordable housing and is only available to households that meet specific income limits.
- Affordable housing can also be market rate, meaning it is affordable based on market price and is not restricted based on household income. These housing units are susceptible to market fluctuations and may increase in price, rendering them unaffordable.

“Workforce housing” is housing affordable to households earning between 80% and 120% of the AMI. Workforce housing is generally thought to be for middle-income workers which includes professions such as police officers, firefighters, teachers, health care workers, retail clerks, and the like. Households that need workforce housing may not always qualify for subsidized housing.

ENCOURAGING AFFORDABILITY

There are a number of ways local governments can encourage more affordable housing in the community. Options range from removing barriers to housing, encouraging a greater mix of housing types to incentives and different levels of inclusionary zoning. An outline of these options is provided below.



IDENTIFICATION AND REMOVAL OF BARRIERS

Dimensional requirements for residential development including minimum lot sizes, lot widths, setbacks and height restrictions can add to the cost of new housing. Some basic requirements targeted at regulating massing and scale can help new development fit neighborhood character, however, flexibility that allows for infill and redevelopment of existing lots and the ability to design around topographic constraints is needed. Encouraging compact development and mixed use development (residential uses on the same property as commercial or other nonresidential uses) in areas with access to utilities and transportation infrastructure will be important to addressing housing issues long-term in the City of Brevard.

MISSING MIDDLE HOUSING

Over the last 40 years the market and local regulations have been supportive of single family housing development and larger-scale apartments. "Missing middle" housing refers to housing products with smaller lots or attached housing typologies that are generally in between apartments and the typical detached single family subdivision. Unit types such as duplexes, fourplexes, cottage courts, and live-work units fall into this category. These missing middle housing types can be much more dense overall than a typical subdivision, but the scale of the buildings can be less imposing than three or four story, 50 or 100 unit apartment complexes. Local policies and standards can influence the viability of these smaller-scale attached housing types and over the long-term, these policies can result in more housing. The City of Brevard has taken some steps towards making triplexes and quadraplexes easier to build in the City. Code amendments balanced this with design requirements to make sure new development fits with local character. Future code revisions should be evaluated to allow for additional housing typologies in key areas of the City.

CONDITIONAL ZONING

Conditional zoning can serve as the mechanism for encouraging the development of affordable housing in places where inclusionary zoning is not being used. Developers can voluntarily provide affordable housing units, generally in exchange for a regulatory incentive (see below). Due to its voluntary nature, this type of program is usually considered the safest—politically and legally—for a local government to enact, but also cannot guarantee income-restricted affordable housing. The down side to this method is that it can be a difficult condition for a local government to enforce due to the private nature of the condition(s).

INCENTIVES

Providing density incentives to encourage affordable or workforce housing in new development is an option that can be implemented through changes in the zoning ordinance. Incentives can be in the form of density bonuses (i.e. additional units overall or on a per-acre basis), additional height allowances, or other modification in zoning requirements.

Additional procedural incentives can be developed. These incentives allow for expedited review or approval, or a reduction in fees if a development meets defined criteria, usually involving a defined number of affordable or workforce housing units.



RENT CONTROL & INCLUSIONARY ZONING

North Carolina municipalities have fewer options for encouraging affordable housing than other states. North Carolina State statute G.S. 42-14.1 expressly prohibits rent control. Another common tool of achieving affordable housing around the country, mandatory inclusionary zoning, is a legal gray area being neither expressly allowed nor forbidden by state statutes. Mandatory inclusionary zoning has been attempted by cities like Chapel Hill and Davidson, but is as yet untested in court. A voluntary program typically employs conditional zoning as the mechanism for encouraging the development of workforce housing. Due to its voluntary nature and the use of incentives, this type of inclusionary zoning program is usually considered the safest—politically and legally—for a local government to enact.

DIRECT INTERVENTION MEASURES

In addition to enacting ordinances to bring about affordable housing, municipalities can take other measures to directly increase affordable housing supply, particularly income-restricted affordable housing.

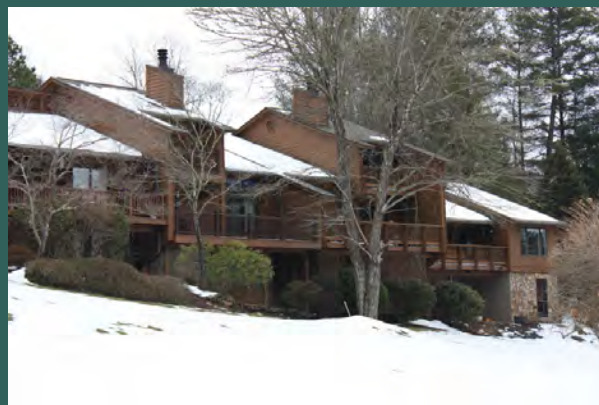
FUNDING

The largest obstacle to direct intervention measures is often funding. Local governments can enact small tax increases, leverage bonds, or establish fees which are collected and put directly toward affordable housing efforts.

PUBLIC LAND DISPOSITION AND PUBLIC-PRIVATE-PARTNERSHIPS

A number of cities in North Carolina and elsewhere are evaluating the appropriate uses for publicly owned properties. In some cases land is ideal for accommodating future government uses or parks. Others may be considered as opportunities for affordable housing. A land disposition study typically involves evaluating future uses of one or more government owned properties. Prior to the sale of properties, local governments can enter into developer agreements to ensure the delivery and maintenance of affordable housing.

Another way a local government can directly increase the supply of below market rate housing is to enter into direct partnership with developers to subsidize the development of affordable housing units. The City of Brevard has an Affordable Housing Trust Fund to utilize for this process, however funds are limited.



IMPACT FEES

Some cities around the country have imposed impact fees, which are upfront charges for infrastructure related to new development, and earmarked those funds for increasing the supply of affordable housing. The State of North Carolina does not explicitly authorize impact fees for affordable housing, so local governments wishing to do so may need to seek special legislation from the General Assembly if they wish to implement affordable housing impact fees.

GRANTS

For local governments meeting the requirements, the US Department of Housing and Urban Development provides annual grants for improving housing for low-income residents through the Community Development Block Grant (CDBG) Entitlement Program.

COMMUNITY LAND TRUST

Local governments and/or other entities can consider land acquisition or establishing a community land trust to preserve sites for affordable housing. These programs typically require significant financial and staffing commitments.

EMPLOYEE HOUSING

In many areas with high housing costs employers play an active role in acquiring and providing housing for employees. Although this requires limited actions by the local government, understanding the needs of employers and working with private developers to understand barriers to employee housing can help to define local solutions.

MAINTENANCE OF AFFORDABILITY

Income-restricted affordable housing can be preserved long-term in different ways depending on ownership structure:

- **Ownership:** Deed restrictions that limit any subsequent sales of the home to income-eligible borrowers at an affordable price. The resale restrictions are attached to the property's deed and may be enforced for decades. Limiting the sale price of a home can limit the ability of the seller to build wealth because home value appreciation is limited.
- **Rentals:** Rental housing restricted to households meeting certain income eligibility requirements. These units can be owned by local governments, non-governmental organizations, or by private owners. Owners

may receive a subsidy payment from the state or a federal tax credit for keeping the rent at lower than market rate.

- The Low-income Housing Tax Credit, or LIHTC, is a federal income tax credit for companies that invest in affordable rental housing that meets specific program guidelines. LIHTC properties account for the majority of affordable housing in the United States today.

Naturally occurring affordable housing (NOAH) is also an important source of housing. Long-time residents with paid off mortgages may not be able to afford new housing in the same neighborhood and may be susceptible to displacement. Tax abatement programs that grant relief from property tax increases, due to rising values are one way to support existing home owners. An example program in the City of Durham grants up to \$750 of tax relief to qualifying homeowners.



ADDITIONAL CONSIDERATIONS

Many factors affect housing costs. Major influences include location, local economy, land and building costs, housing type, and market trends. To some extent, housing costs are very basically a result of supply and demand. Where there is more demand, prices will rise, and increasing supply can help lower demand. Conversely, local policies or conditions that restrict housing supply or housing density contribute to higher housing costs.

SHORT TERM RENTALS

The explosion in popularity of the short-term rental market (ex – AirBNB, VRBO, HomeAway, etc.) has a direct effect on housing supply. As more housing units are converted to vacation rental properties, they are not available as primary residences. In communities that are popular tourist destinations, a higher proportion of homes are being used as short-term rentals, which can lower local housing supply for residents.

REFERENCES

Summary of Inclusionary Zoning as it relates to North Carolina Law -
<https://canons.sog.unc.edu/a-primer-on-inclusionary-zoning/>

Missing Middle Housing - <https://missingmiddlehousing.com/>

- A website addressing Missing Middle Housing, or house-scale residential building types with multiple units that can be used to increase housing unit density and housing type diversity.

Center for Neighborhood Technology Housing & Transportation Index - <https://htaindex.cnt.org/about/>

- Index that rates affordability of places based on combined expense of housing and transportation.

Local Government Support for Privately Owned Affordable Housing -
<https://canons.sog.unc.edu/2022/05/local-government-support-for-privately-owned-affordable-housing/>



ACTIVE TRANSPORTATION & COMMUNITY HEALTH

ENHANCE TRANSPORTATION NETWORK FOR ALL MODES OF TRAVEL AND CONTINUE TO IMPLEMENT THE CITY’S COMPLETE STREETS POLICY.

ATCH-1: Evaluate planned transportation projects to determine opportunities to improve conditions for all modes of travel including pedestrians, bicyclists and transit users.

ATCH-2: Prioritize implementation of the Brevard Pedestrian and Bicycle Plan and improvement of neighborhood connections to existing and planned sidewalks and greenways.

- Establish or increase local funds devoted to addressing sidewalk and trail gaps. This could be used for matching state and federal funds for projects as well.

The Land Use and Transportation Connection

Linking transportation and land use refers to the process of guiding development and expansion of communities with the goal of better coordination of land use and transportation that accommodates pedestrian and bike safety, mobility, enhances public transportation service, improves road network connectivity, and includes a multimodal approach to transportation. Typically, this is accomplished through supporting land-use development patterns to create a variety of transportation options. Source: U.S. DOT



ATCH-3: Require new development to include a connected system of public streets and pedestrian facilities. Consider updates to the UDO to clarify street frontage and connection requirements, especially along the Asheville Highway Corridor. This could be tied to a form-based code for this area.

ATCH-4: Plan for additional street connections in and near key activity centers. Additional street connections can disperse traffic and reduce the burden new development has on primary roadways.

ATCH-5: Invest in building transit ridership. Fixed-route transit provider Transylvania in Motion (TiM) began operating between Brevard and Rosman in early 2022. Though it will take time to grow, the City should help promote TiM to potential user groups and work with the County to increase ridership in this early period of operation. Potential users include citizens without access to a car, citizens who may choose transit in combination with other modes such as biking or walking, students, and visitors.

ATCH-6: Work with the County and the Land of Sky Rural Planning Organization (RPO) to pursue Federal funding for transit service to destinations within the National Forest.

ATCH-7: Explore partnerships for on-demand micro-transit service. An example is the new Via program in Wilson, North Carolina. Unlike a bus system, riders request a trip through an app or by phone.

LINK LAND USE WITH TRANSPORTATION

ATCH-8: Study available on-street and off-street parking capacity and utilization trends downtown and near key activity centers. Findings can inform policy changes, managing existing parking and prioritizing new on-street or off-street parking.

ATCH-9: Right-size parking requirements and develop incentives for multimodal access and alternative approaches to meeting parking demand. Parking is often seen as necessary in Brevard, but

Reducing Parking Demand

In addition to right-sizing, or in some cases eliminating, minimum parking requirements, cities can reduce parking demand with a range of programs and strategies including:

- Encouraging shared parking
- Increasing carpooling and transit usage
- Providing safe, comfortable biking and walking paths
- Allowing for a mix of uses in new development
- Encouraging housing near shops and services



surface parking lots are rarely fully utilized and are often not the highest and best use for a piece of land, especially downtown. Too much parking can also have the negative effect of making the city less walkable. An evaluation and potentially a reduction or elimination of minimum parking requirements for certain uses or in areas with adequate public or on-street parking is recommended.

ATCH-10: Consider multimodal transportation needs, including connectivity and access, during development design and approval process. Update requirements to consider other modes of travel during transportation impact analysis. Continue requiring bicycle parking for certain types of development. Through conditional zoning process, encourage connections to greenways, sidewalks, transit stops.

CONTINUALLY WORK TO IMPROVE SAFETY, COMFORT, AND CONVENIENCE FOR PEDESTRIANS ACROSS THE CITY.

ATCH-11: Prioritize pedestrians in Downtown and Major Activity Centers. While Downtown already benefits from a high level of pedestrian traffic, measures can always be taken to increase the pedestrian mode-share and improve pedestrian safety and comfort. Specific recommendations include:

- ▶ Evaluate and improve areas of high volume and unsafe pedestrian activity. Across the city, identify pedestrian crossing priorities, opportunities for mid-block crosswalks, new signalization, and potential for increased space between pedestrians and vehicular traffic.
- ▶ Identify sidewalks in need of repair/replacement and prioritize missing links in Downtown, Major Activity Centers and surrounding neighborhoods.
- ▶ Increase enforcement activities to curtail speeding in key areas such as along Broad and Caldwell Street.
- ▶ Mitigate traffic congestion and improve pedestrian safety during high traffic volume periods (events, festivals, summer camp release weekends) by encouraging off-site parking. Explore partnering with event organizers and private providers (such as hotels) to utilize off-site parking with shuttle services for events.

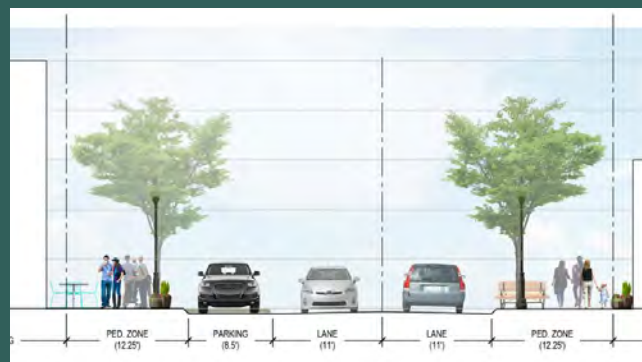
ATCH-12: Ensure site plans include safe pedestrian access between public right-of-way and building entrance. Encourage enhancement to walkways such as lighting, landscape, and resting areas with furnishings.

ATCH-13: Encourage a "park once" approach for accommodating visitors Downtown and in Major Activity Centers. This approach can reduce traffic and consolidate parking in certain areas.

- ▶ In the long term, a public parking deck downtown may provide a high-volume facility that can serve multiple areas and reduce the need for surface parking.
- ▶ The feasibility of a public parking lot in the King Street area should be studied.

Complete Streets

The City of Brevard has endorsed a "Complete Street" approach to transportation planning. This approach prioritizes the creation and design of a transportation network that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, and freight.



ATCH-14: Update pedestrian wayfinding system.

This includes adding wayfinding signage for the Estatee Trail greenway system.

ATCH-15: Review and enhance City's approach to traffic calming. Update policies related to traffic calming.

- ▶ Policies should require a speed study and target low-volume neighborhood streets with high speeds. Potential treatments should be specified and include employ curb extensions and narrow travel lanes as preferred options.
- ▶ Consider utilizing tactical urbanism installations to test/refine designs for safety improvements.

CONTINUE DEVELOPMENT OF THE CITY'S TRAIL AND GREENWAY NETWORK.

ATCH-16: Complete priorities greenways including the **Estatoe Trail** and the **Ecusta Trail**. Pursue grants and prioritize local funding to be used for key segments and/or matching grants.

ATCH-17: Encourage trail-oriented development and redevelopment in underutilized areas along the **Ecusta Trail**, **Estatoe Trail**, and the rest of the **Brevard Area Trail System**. Consider developing trail-side development standards that help activate the edge of properties adjacent to greenways. Standards could include establishing when pedestrian entryways and connections to the trail are required, minimizing blank walls in favor of windows, architectural detail or public art and site design criteria that discourages outdoor storage or trash storage along the trail.

IMPROVE ACCESS TO HEALTHCARE AND HEALTHY LIVING RESOURCES.

ATCH-18: Support efforts to keep and improve health care services in Brevard.

ATCH-19: Consider incentives for new child care operations, physicians and/or services in the City.

ATCH-20: Support healthy initiatives including the Transylvania County Vision Zero initiative and activities related to the built environment, access to healthy foods and the establishment of community gardens.

Blue Zones Project

Brevard was selected as the 50th Blue Zone Project in 2019. Per its website, the Blue Zones Project is “a community-wide, evidence-based approach to improve health and well-being in making healthier choices easier for everyone.” The program, sponsored by Pisgah Health Foundation, held events and activities to promote personal well-being and build a healthy community. Blue Zones also worked directly with employers, schools, restaurants, grocery stores, and faith-based organizations to promote healthy habits in every aspect of a person’s life. In March 2023, Brevard was recognized as a Certified Blue Zones Community.





PARKS, NATURAL RESOURCES, & CULTURAL RESOURCES

MAINTAIN AND EXPAND PUBLIC PARKS AND PROGRAMMING.

PNRC-1: Maintain and improve existing parks.

- ▶ Continue improvements at Silversteen Park (parking lot underway, addition of splash pad and shelter planned).
- ▶ Consider opportunities to expand or connect to existing public parks and lands including Bracken Preserve.



Silversteen Park in the Historic Rosenwald Community is undergoing renovations including the addition of a parking lot to serve the park and the nearby Mary C. Jenkins Community and Cultural Center.

IMPROVE ACCESS TO RECREATION OPPORTUNITIES THROUGHOUT BREVARD.

PNRC-2: Continue remediation efforts and planning and design of improvements in Tannery Park to optimize opportunities for public use.

- ▶ Design and construct Estatoe trail connection through park.
- ▶ Explore partnerships with schools and non-profit organizations for programming, equipment and/or maintenance of new parks and facilities.

PNRC-3: Regularly review and update programming (coordinate with Transylvania County).

PNRC-4: Connections to and between parks.

Prioritize greenway and sidewalk connections that link neighborhoods to key recreational destinations.

ENCOURAGE PARKS AND OPEN SPACE IN NEW DEVELOPMENT.

PNRC-5: Require conservation design in areas with sensitive natural resources. Priorities include steep slopes, areas adjacent to Pisgah National Forest, riparian areas, floodplains, wetlands (and connected uplands), unique habitats and areas identified as Natural Heritage Natural Areas.

PNRC-6: Encourage natural amenities to be preserved as open space in new developments. Preserve primary viewsheds, scenic vistas, ridgelines and rare habitats. Incentivize new development to utilize parks and common spaces as organizing features in new development.

SUPPORT EXPANDED OUTDOOR RECREATION OPPORTUNITIES

PNRC-7: Partner with non-profits and the US Forest Service to improve access to Pisgah National Forest. This could include additional hiking and biking routes, transit service to key destinations in the forest, parking and/or wayfinding improvements.

PNRC-8: Improve access to the French Broad River. Prioritize a greenway connection to the French Broad River (potentially Hal Simpson Park). Partner with Transylvania County to improve existing river access facilities. Work with Conserving Carolina and landowners to locate additional canoe access along the river.

PNRC-9: Through the development review and approval process encourage private development to improve access to greenways, parks and public lands for the benefit of future residents and commercial tenants.



The forested ridges of Pisgah National Forest provide a backdrop to agricultural fields adjacent to the French Broad River.

PROTECT SENSITIVE LANDS AND RESTORE BIODIVERSITY.

PNRC-10: Preserve steep slopes and natural areas adjacent to Pisgah Forest. Continue to enforce steep slope and stream buffer requirements for new development. Coordinate with landowners and land trust to conserve strategic lands.

PNRC-11: Preserve and restore natural areas adjacent to the French Broad River. The health of the French Broad River system has been compromised for years. Consider system-specific riparian buffer requirements or incentives that expand buffer widths for key tributaries. Coordinate with landowners and land trusts to permanently preserve sections of the French Broad River floodplain. Encourage new development to set aside the floodplain as preserved open space. Study use of hazard mitigation grants for land purchase. Pursue partnerships and grants to restore floodplain forests and river cane breaks on riverbank properties.

PNRC-12: Monitor water quality throughout the French Broad River basin and evaluate steps to improve indicators.

- ▶ Coordinate with non-profits to establish 5-, 10-, and 25- year targets for river health indicators. Encourage the reestablishment native vegetation in the floodplain
- ▶ Partner with non-profit to determine feasibility and funding for a "trash trout" collector in a key tributary of the French Broad River.

PNRC-13: Encourage the use of native species in public projects and private developments.

- ▶ Evaluate current plant lists and requirements for buffers and other planting types. Consider a minimum amount of native plant material requirement (i.e. 25%).

PNRC-14: Support education programs aimed at increasing awareness of the impacts of urban development and agriculture on river health.

MAINTAIN AND ENHANCE THE URBAN TREE CANOPY.

ATCH-21: Maintain Tree City USA designation.

- ▶ Fund community forestry programs and activities at a rate of least \$2 per capita.
- ▶ Continue ongoing activities including tree maintenance, management and plantings.
- ▶ Continue Arbor Day Proclamation and consider expanded events to include educational activities for K-12 schools.

ATCH-22: Maintain and improve diversity (age and species) of the urban tree canopy.

- ▶ Inventory street trees and trees on publicly owned lands.
- ▶ Require native species as a percentage of plantings in new developments.
- ▶ Plan for and replace bradford pears on Main Street with an alternative species (preferably native).
- ▶ Utilize native plants in roadway plantings along Asheville Highway.

Benefits of the Urban forest

The urban environment is comprised of both the built and natural components of people's surroundings. All trees and vegetation planted in our urban areas, regardless of if they are planted in a forested park, an individual's back yard, or along public rights-of-way, make up the urban forest that surrounds our community. The urban forest and its tree canopy provide critical cooling services for urban environments. Trees serve as natural shade structures that block the sun, remove various pollutants from the air, evaporate emissions, and remove and store carbon. Beyond the environmental benefits, there are countless physical human health benefits for people who spend their time in nature.

A growing body of scholarly research links exposure to nature to health promotion and disease prevention. The seminal work in this topic, conducted in 1984 by Ulrich, et al., determined that a patient's view through a window had an impact on recovery from surgery. Among the sample, patients with a view of a natural scene had shorter postoperative hospital stays, received fewer negative evaluative comments in nurses' notes, and took fewer painkillers than the other patients that viewed a brick wall (R. S. Ulrich, 1984). Since then, studies have continued to prove that spending time in nature reduces stress, improves cognitive function, lowers blood pressure, improves respiratory function, improves child development, and improves immune function.

Regardless of these benefits, urban areas often lose trees and green space as more development occurs. Increasing and maintain green infrastructure restores some of the natural processes required to create healthier urban environments. Despite its importance, the urban forest and its tree canopy are not always considered a critical piece of our urban environment. Like all other types of city infrastructure, the urban forest requires ongoing maintenance, monitoring, and regulation to maintain and maximize the benefits associated with it.

CELEBRATE, PRESERVE AND RESTORE HISTORICAL LANDMARKS.

PNRC-15: Continue participating in North Carolina Historic Preservation Office's Certified Local Government (CLG) program via the Transylvania County Joint Historic Preservation Commission.

PNRC-16: Update historical architectural survey. The new survey will be used to identify historic structures worthy of preservation and protection. Utilize local landmark designation for individual buildings, structures, sites, areas, or objects that have historical, architectural, archaeological, or cultural value.

PNRC-17: Promote State and Federal tax credits for contributing structures in National Register Historic District. Develop awareness programs about tax credits and other funding opportunities for the rehabilitation/reuse of historic properties. Develop awareness that owners of local landmarks are eligible to apply for an annual 50% property tax referral as long as the property's historical integrity is maintained. Educate property owners on the ability to combine historic tax credits, low-income housing tax credits, and new market tax credits.

PNRC-18: Explore new funding mechanisms to expand programs for educational activities, small grants, acquisition of properties, walking tours, publications, conferences, and other uses.

PNRC-19: Consider utilizing a small historic preservation sales tax to generate funds to be used within the Main Street Historic District.

SUPPORT ARTS AND CULTURE ORGANIZATIONS AND ENCOURAGE YEAR-ROUND PROGRAMMING AVAILABLE TO RESIDENTS AND VISITORS.

PNRC-20: Invest in public infrastructure and facilities, as well as the operations and maintenance necessary to support festivals and cultural events occurring in Downtown public spaces.

PNRC-21: Continue to partner with Brevard College and the Brevard Music Center to offer off-season programs and events.

PNRC-22: Establish a dedicated, permanent City Farmers Market location.

PNRC-23: Create opportunities for arts and cultural programming, public art, sculptures, and murals throughout the City.



Music events, including those at the Brevard Music Center bring thousands of visitors to the area and reinforce the City's identity as a cultural destination.



ECONOMIC DEVELOPMENT, INFRASTRUCTURE, & RESILIENCY

CONTINUE INVESTMENT IN UTILITIES AND PUBLIC INFRASTRUCTURE.

EDIR-1: Consider long-term financial impact of annexation and service decisions.

EDIR-2: Pursue upgrades to the public water and sewer system. Prioritize updates to the wastewater treatment plant to accommodate growth and maintain water quality in the French Broad River. Budget and pursue grants to address infiltration and inflow in the sewer system, serve areas with aging septic tanks, replace water tanks and key transmission infrastructure, and locate a new water intake downstream of current intake.

EDIR-3: Encourage building and site upgrades Downtown and in other key commercial areas. Consider expansion of existing facade grant program to expand to include building upfits and/or outdoor seating improvements.

EDIR-4: Work to resolve underutilized upper levels in downtown structures due to inadequate water pressure required to operate emergency sprinkler systems. Consider use of CDBG funds or other small grants program to assist with building-specific pump systems. Alternatively, the City may consider pressure zone enhancements to improvement water pressure in elevated areas across larger portions of the Downtown.

EDIR-5: Prioritize street and sidewalk repairs based on recent condition assessments.



Street and sidewalk maintenance is an important function of the Streets Division within the Department of Public Works. A recent condition assessment is available to prioritize repaving efforts.

EDIR-6: Evaluate potential funding sources for infrastructure improvements in key activity centers, including the use of Tax Increment Finance (TIF) districts.

IMPROVE STORMWATER MANAGEMENT AND INFRASTRUCTURE TO ACCOMMODATE INCREASED RAINFALL EVENTS.

EDIR-7: Update City's Stormwater Management Plan (2007).

EDIR-8: Where possible, encourage and incentivize the use of low-impact development and green stormwater infrastructure (GSI) techniques to manage stormwater.

EDIR-9: Consider long-term ways to fund stormwater infrastructure and maintenance (impervious surface based fee).

EDIR-10: Consider/evaluate built-upon regulations to allow for adequate infiltration in different zoning districts.

EDIR-11: Continue investment in upgrades to stormwater infrastructure downtown and in strategic growth areas.

DIVERSIFY AND ENHANCE BREVARD'S ECONOMIC IMPACT TO SUPPORT WORKERS AND BUSINESSES.

EDIR-12: Coordinate with Transylvania Economic Alliance to encourage business retention, expansion and recruitment.

EDIR-13: Consider designation of one or more social districts to encourage the food and beverage cluster.

EDIR-14: Identify and market sites for low-impact industrial operations. The loss of manufacturing operations has had a negative impact on the variety of employment opportunities in the City, and many locals travel elsewhere to find wages that support the cost of living in Brevard. New operations with high wage should be a target for recruitment to diversify employment opportunities and support residents.

EDIR-15: Implement best practices of sustainable tourism. Continue to coordinate with Transylvania



Looking Glass Falls and other natural attractions within Pisgah National Forest cause an influx in tourists during the summer and fall. Coordination with the Forest Service and other entities is needed to improve infrastructure and support sustainable tourism.

Always on sustainable tourism initiatives, and revisit/update sustainability performance indicators from 2017 assessment.

EDIR-16: Promote "triple-bottom-line" sustainability with equal emphasis on economic, environmental, and social impacts. Assist businesses with managing waste, conservation of water and energy, sustainable sourcing of goods and services. Highlight local businesses that are active in the community and those that are minority-owned. Create an awards program to highlight local businesses that implement best practices in sustainability.

ADDRESS THE IMPACTS OF A CHANGING CLIMATE.

EDIR-17: Reduce the City's carbon and ecological footprint.

- ▶ Pursue LEED certification or equivalent for new government buildings.
- ▶ Consider cost effective alternative energy projects to support government activities.
- ▶ Encourage the use of electric vehicles and micro-mobility such as scooters, e-bikes and golf carts.

EDIR-18: Incorporate climate resiliency considerations into City strategic planning initiatives and investments with a focus on vulnerability to flooding, landslides, and extreme weather.



3 COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT

Role of the Community

The best plans are those that represent the community. Citizen participation helps answer "Where do we want to go?" Input was used to define priorities in this plan and should guide staff work plans and budget expenditures in years to come.

Community engagement initiatives for this plan began in November 2020 and continued throughout the planning process. Citizens with a broad perspective of views and values were engaged through multiple ways including: stakeholder interviews, two community surveys, drop-in events, public meetings, steering committee meetings, and a public hearing.

PUBLIC ENGAGEMENT

Who was involved?

Public engagement for the 2030 Comprehensive Land Use Plan aimed to reach as many people as possible. Public engagement occurred in two different initiatives to develop this Plan. The first initiative ran from October 2020-December 2020. This initiative included the following engagement opportunities:

- ◆ Virtual Kickoff
- ◆ Drop-In Events
- ◆ Two Stakeholder Meetings
- ◆ Public Survey

The second initiative began in November 2021. During this initiative, the following engagement opportunities occurred:

- ◆ Kickoff Meeting and Community Tour
- ◆ **5** Steering Committee Meetings
- ◆ Five Stakeholder / Focus Group Meetings
- ◆ City Council Meetings and Discussions
- ◆ Public Survey
- ◆ Four Public Workshops

A summary from both initiatives can be found in this Chapter and more information is in the Appendix.



Steering Committee

The City's Planning Board acted as the Steering Committee during the process. They met 5 times over the course of the project to provide direction and input for the Plan.

Stakeholder Focus Group Meetings

A series of five one-hour long focus group sessions were conducted with stakeholders early in the process. Each stakeholder group provided insight of a variety of topics including, housing, infrastructure, parks & recreation, transportation, culture, education, and economic development.

Building Brevard Public Workshops

Four public workshops were held August - October in 2022. Input is summarized beginning on page 63.



IN-PERSON
PARTICIPANTS

110+

Stakeholder Interview Summary

Stakeholder interviews were conducted in five one-hour sessions with people with a variety of backgrounds over the course of one day in March 2022. This informal meeting provided significant assistance to the project team through identifying the city's current conditions, future projects, and community priorities.

The top comments from each stakeholder session have been organized into planning topics below.



Themes	What we heard
Housing	The demand for affordable and workforce housing in Brevard is high.
Economic Development	Tourism has had both positive impacts and negative on the local economy. More diversity in the local economy needed. Housing is key to attracting and retaining talented employees.
City services, infrastructure, utilities	Water pressure issues in downtown is prohibiting the use of upper stories. Powell Bill funding going towards street maintenance. There is a lot of deferred maintenance (i.e. sidewalks, curb cuts, drainage, and stormwater needs).
Downtown	Recent support and outreach to downtown businesses during Covid. Downtown Master Plan is a great plan, but there are limited mechanisms and funding for implementation. Many buildings in downtown have underutilized upper stories. Incentives are needed for redevelopment in and around downtown.
Parks, Recreation, and Culture	There have been several park improvements including the addition of a skate park and a dog park. There is significant support for Ecusta Trail. Brevard has two National Register districts and partners with the County's Historic Preservation Commission.
Transportation	The new Transylvania in Motion fixed route has 30 stops and is seeking to expand service to include weekend service and service to scenic areas. There is a demand to increase biking infrastructure and encouragement activities.
Diversity, Equity, and Inclusion	There is a need to expand representation of the Rosenwald community and the Hispanic community in engagement efforts and governmental activities. There is a significant population that is food insecure.

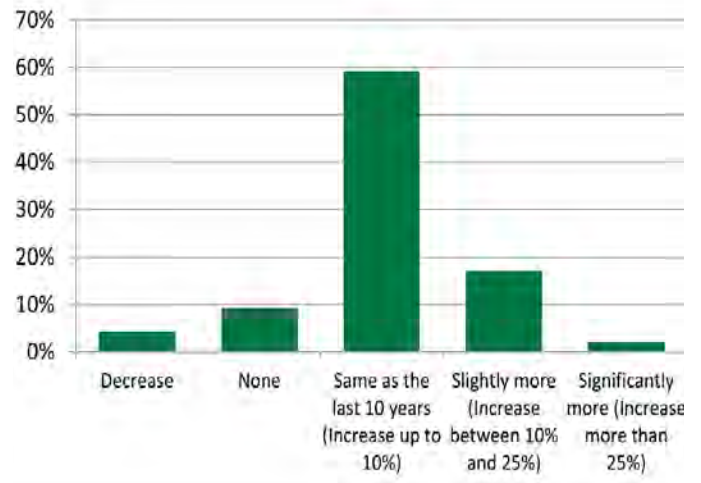
Public Surveys

Each of the two engagement initiatives had a community input survey. The first survey included questions about the community's priorities for the next 10-20 years. While the second survey asked about how much the current goals had been met and what goals were still relevant.

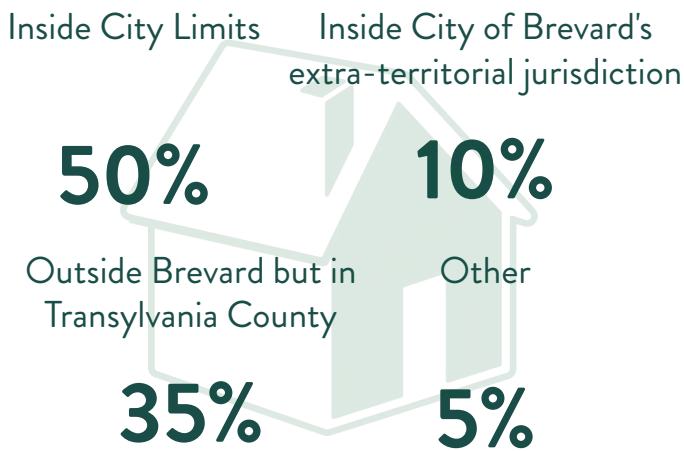
First Public Survey

The first survey began in the fall of 2020 and included 20 questions. Out of the 800 responses, 600 responded to the demographics questions. Half of the people who took the survey live inside Brevard's city limits and have lived here for less than 10 years. Nearly 25% of people who took the survey have an annual household income between \$75,000 and \$99,999.

How much growth is appropriate over the next 10 years?



Where do you live?

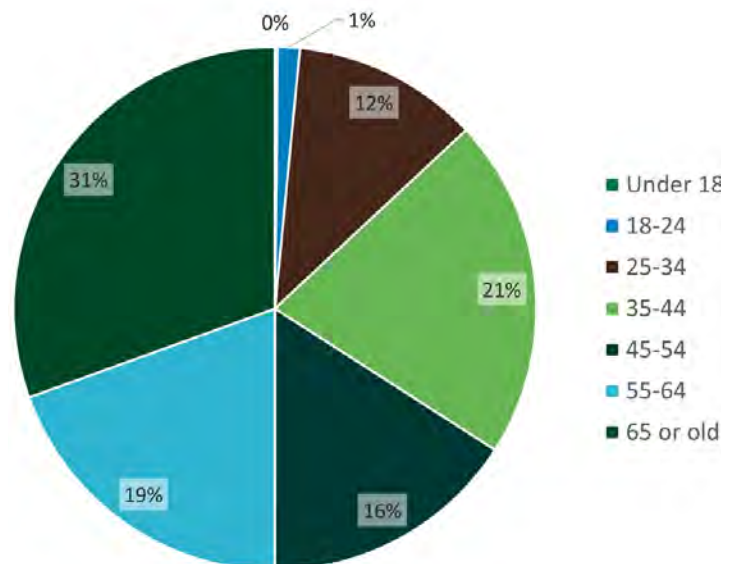


Length of Residence

50%

have lived in Brevard less than 10 years

Age



Vision and Priorities

This section shows the results from the visions questions from the first public survey. The results are categorized by topic, for the full results from the survey please see the Appendix.

VISIONS

GROWTH

- ◆ Preserve what currently exists
- ◆ Attract new businesses
- ◆ Attract specific types of development

ECONOMIC DEVELOPMENT

- ◆ Regulate certain land uses to guide development
- ◆ Improve outdoor recreation opportunities
- ◆ Attract industries that have not traditionally been a part of the employment base

DOWNTOWN

- ◆ A walkable/bikeable downtown that is vibrant and inviting with a mix of uses
- ◆ Support preservation of older historic and architecturally relevant structures
- ◆ Businesses downtown are open and inviting and serve as anchors
- ◆ Create a gateway into downtown by creating an attractive streetscape

TOURISM

- ◆ Connect downtown Brevard to Pisgah with trails
- ◆ Provide more opportunities to access outdoor recreation
- ◆ Connect downtown Brevard to Pisgah with bicycle friendly roadways

PRIORITIES

PLANNING TOPICS

- ◆ Natural Resources
- ◆ Economic Development
- ◆ Land Use
- ◆ Housing
- ◆ Health

WHAT DOES BREVARD NEED MORE OF?

- ◆ Ecusta Trail
- ◆ Brevard Area Trail
- ◆ Affordable Housing
- ◆ Bike Lanes

HOUSING

- ◆ Single-family homes
- ◆ Multi-family dwellings/apartments (3 or more units)
- ◆ Subsidized housing
- ◆ Duplexes
- ◆ Senior / assisted living

LAND USE PRIORITIES

- ◆ Local businesses
- ◆ Open space / natural area protection
- ◆ Outdoor recreation
- ◆ Professional, educational, or medical services
- ◆ Restaurants



Second Public Survey

The second public survey ran from April 25, 2022 to August 31, 2022. The survey included four questions, questions included a ranking question about the importance of the proposed goals, top priority two goals, any additions to the goals, and a question about achieving the goals. The survey received 237 responses.

RANK EACH OF THE PROPOSED GOALS FOR THE BUILDING BREVARD COMPREHENSIVE LAND USE PLAN.

- #1

Celebrate Brevard's natural resources through conservation of environmentally sensitive areas, improved access to (outdoor) recreation, and restoration of ecosystems.
- #2

Encourage a development pattern that respects Brevard's sense of place and small-town charm, supports a vibrant downtown, and prioritizes livable communities.
- #3

Expand housing opportunities for all residents while preserving the character of Brevard and its neighborhoods.
- #4

Plan for efficient, equitable, and resilient infrastructure and services that maintain and improve quality of life throughout the city.
- #5

Create a built environment that prioritizes a safe, active transportation system and community health and wellness.
- #6

Support economic vitality and grow the tax base, cultivate local businesses, attract sustainable industry, and support tourism.
- #7

Integrate arts, culture and history into community life and build on Brevard's identity as a dynamic year-round destination to live, work, lay and create.

PRIORITY GOALS

- Expand housing opportunities for all residents while preserving the character of Brevard and its neighborhoods.
- Celebrate Brevard's natural resources through conservation of environmentally sensitive areas, improved access to (outdoor) recreation, and restoration of ecosystems.

The top two priority goals from the survey were related to expanding housing opportunities and conserving environmentally sensitive areas.

THEMES OF OPEN ENDED RESPONSES

Themes
- Affordable / workforce housing - Concern about tourism: “Destination” vs quality of life for full-time residents - Transportation improvements (bike lanes, greenways, roads, maintenance, transit, safety) - Limit growth, preserve small town feel - Trails and outdoor recreation - Diversify economy (not just tourism) - Conservation of natural resources (diverse set of comments, including streets trees to concern about carrying capacity of public lands)

Public Workshops

Four public meetings were held to allow community participation in the planning process via informational materials, feedback activities, and small group discussions to gather input on in the early stages of the project and then feedback on draft materials. There were several feedback activities: Housings Preferences dot exercise, Downtown Priorities dot exercise, a Draft Goals comment board, a Draft Future Land Use map of the City of Brevard, a Draft Future Land Use map of the Asheville Corridor (US 64). The activities encouraged participants to indicate their thoughts and reactions to the Draft Goals and FLUM. The meeting also included comment cards that asked for public comment on four different topic areas.

August 25, 2022, 5:30 – 7:00 pm
Transylvania County Library

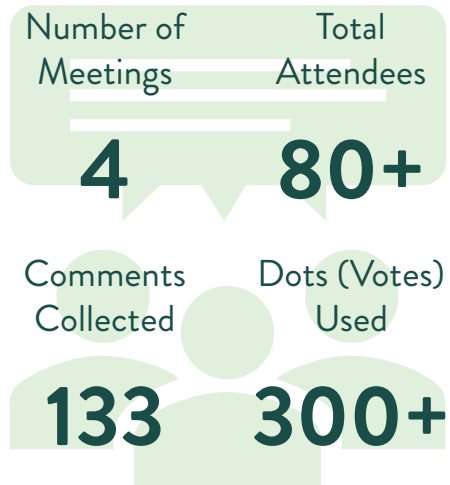
August 26, 2022, 8:00 – 9:30 am
Depot Park Meeting Room

August 26, 2022, 4:00 – 5:30 pm
Oscar Blues Brewery

October 6, 2022, 6:30 – 8:00 pm
Bethel A Baptist Church



Workshop Participation



Summary of Input

Participants were concerned about housing affordability and variety. A number of comments, in addition to the preference voting, showed a desire for some higher density housing options and infill development. There was support for 3-4 story live-work units, townhomes and small-scale and low-rise apartments or condos. There were mixed feelings for very large structures (over 5 stories) with the greatest number of votes wanting these only in some places. Front loaded townhomes received the least votes. Housing related comments also featured short-term rental regulations needed to preserve housing for permanent residents and the local workforce and concern about transitions between new development and existing residences.

Improving the active transportation network in Brevard was also a priority. Providing safer crossings, closing sidewalk gaps, completing planned greenways, and resolving issues at common conflict points were mentioned. Connecting Brevard to Asheville through public transit was also mentioned.

The top five downtown priorities were:

- ◆ Residential Options/Infill
- ◆ Shared Street Concept
- ◆ Historic Preservation/Rehabilitation
- ◆ Crosswalk Improvements
- ◆ Street Trees & Stormwater Management

The Housing and Development voting exercise offered participants the option to vote on eight different housing typologies and whether they would or would not like to see these developments around Brevard, or maybe in certain locations in the City.

Participants preferred the development options in the middle of the density options provided. Single family homes and apartments / mixed use buildings over 4 stories received some of the least number of total votes.



The map is a hand-drawn representation of the San Jose area, featuring various colored zones and handwritten notes. The map includes major roads such as Highway 64, Highway 276, and Highway 101. Handwritten notes include:

- Lower Density Zoning in GOLF area** (pink note)
- Define an Urban Site Boundary** (pink note)
- People don't like parking a lot for a small community like San Jose. They want a nice downtown with shops** (purple note)
- People don't like crowded neighborhood and no traffic. Zoning is needed along streets, schools, areas, all locations** (yellow note)
- Pleasantly Allowable Space as part of redevelopment** (green note)
- Elaborate Zoning** (yellow note)
- Side walk on the 4th** (yellow note)
- Tanner Square Park** (green note)
- Brewer Elementary School** (green note)

The map also shows various landmarks and areas, including the City of San Jose, the City of San Clara, and the City of Santa Clara. The map is color-coded with different shades of green, yellow, orange, and pink to represent different zones or areas.

Additionally, front-loaded townhomes and small-scale apartments had the least “like” votes and the most “dislike” votes.

The most popular of the housing options were the live/work units and mixed used buildings at three to four stories. Alley loaded townhomes and small-scale apartments was the second most preferred option. Tied for the third preferred options were low-rise attached residential apartments and mixed residential at a single family scale, which is du-, tri-, and quadplexes.

HOUSING PREFERENCES

<i>Development Type</i>	<i>Yes</i>	<i>No</i>	<i>Maybe</i>
Live/work units and mixed use buildings 3-4 stories	32	1	3
Attached residential townhomes and small-scale apartments alley loaded	22		1
Low-rise attached residential apartments	20	1	1
Mixed residential at single-family scale	20		1
Single family detached	11	2	
Apartments or mixed use buildings 4-5 stories	6	2	2
Apartments or mixed use buildings 5+ stories	5	5	8
Front loaded townhomes and small scale apartments	2	7	1
	118	18	17

Themes from the Rosenwald Community Meeting

- ◆ Need to preserving neighborhood character
- ◆ Basics like jobs, transportation, and drainage are more important than parks and walking trails
- ◆ Concerns of long-time residents should be prioritized
- ◆ Downtown shopping/dining does not fulfill local needs
- ◆ Historic/cultural identity is threatened by neighborhood changes, incoming developers and speculators





4 IMPLEMENTATION



The City of
Brevard
North Carolina



The success of the Comprehensive Plan rests on the ability of the local, regional, and state entities to carry out the recommendations laid out in this Plan. The Action Plan presented here aims to outline the priorities and timing of steps to achieve the goals defined during the planning process.

These steps are listed in by the eight goals, with general action steps that do not pertain to any particular goal are pulled to the front. Each action item is listed with an approximate time frame, estimated costs and level

of effort, and the recommendation in this document supported by the action. Timing and estimated costs are defined in the bottom row of each table.

The Action Plan is not written in stone; it is a living document that should be evaluated on an annual basis to ensure that the next steps taken meet the priorities and needs of the City of Brevard. Coordination between various departments within the City, regional, and state organizations should be included in the annual evaluation of the Action Plan and in the implementation of action items within their purview and jurisdiction.

G. General Action Steps. These represent overall steps that are not associated with a particular goal.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Amend the Unified Development Ordinance (UDO) to support implementation of the Comprehensive Land Use Plan. » Collaborate with the City Council and Planning Board to determine and advance priorities.	LUH-1	Ongoing	\$
B. Prepare an annual report to outline progress made toward implementing key goals from the Land Use Plan.	LUH-1	Short Term	\$
C. Evaluate rezoning requests based on the Future Land Use Map and character area descriptions. » Update Future Land Use Map if rezonings necessitate a map amendment.	LUH-2	Ongoing	\$
D. Update the Comprehensive Land Use Plan every 5-7 years and amend the plan as needed.	LUH-3	Long Term	\$\$

Time Frame Key: Short Term=1 - 2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

1 • Expand housing opportunities for all residents while preserving the character of Brevard and its neighborhoods.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Encourage growth and density that takes advantage of existing infrastructure. » Identify areas appropriate for new housing. » Create incentives and remove barriers for small and medium scale attached housing types.	LUH-4 & 5	Ongoing	\$
B. Remove barriers to missing middle housing. » Adjust parcel density allowances to allow for "missing middle" housing types in all zoning districts with defined standards.	LUH-11 & 12	Phase 1: Short Term Phase 2: Medium Term	\$
C. Utilize Housing Trust Fund (HTF) to increase supply of affordable and workforce housing. » Update bylaws. » Implement funding mechanisms to increase contributions. » Pursue partnerships that lead to new affordable and workforce units.	LUH-13	Short Term and Ongoing	\$\$
D. Evaluate and establish incentives and policies to support workforce and affordable housing.	LUH-15	Short Term	\$
E. Evaluate City-owned land for divestment and developer agreements that lead to affordable and workforce housing.	LUH-14	Long Term	\$\$
F. Increase preservation and rehabilitation of existing affordable housing, including homeowner and rental assistance programs.	LUH-13 & 16	Short Term (Pilot Program)	\$\$
G. Monitor impacts and consider additional regulations for short-term rentals.	LUH-17	Ongoing	\$

Time Frame Key: Short Term=1 - 2 Years, Medium Term=2 - 3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

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

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Evaluate and amend development ordinances to remove barriers for infill development. » Evaluate and adjust dimensional and design requirements. » Enact amendments to steep slope ordinance.	LUH-4, 9 & 24	Ongoing	\$\$
B. Evaluate existing built-form and determine long-term vision for Downtown development. » Update the current Downtown Parking Study. » Establish form-based code for Downtown and update architectural standards.	ATCH-11, LUH-7 & 8	Short Term	\$
C. Establish form-based code or overlay for Asheville Highway Corridor and Pisgah Forest area.	LUH-10	Medium Term	\$\$
D. Encourage creation of well-design complete and cohesive neighborhoods. » Update the Traditional Neighborhood Development standards in the UDO. » Evaluate potential limits to scale and massing in some areas.	LUH-20	Medium Term	\$
E. Incorporate flexible zoning standards and simplified approvals for camps, campuses, and institutions.	LUH-23	Medium Term	\$
F. Consider the creation of a new district or overlay and/or evaluate additional incentives to encourage conservation design in areas with sensitive environmental resources.	LUH-24 & 25	Short Term	\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

3. Ensure fairness and equity in providing for the health, safety, and welfare of all citizens and groups.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Conduct additional outreach and small area planning to evaluate additional development standards to preserve neighborhood character in certain areas. » Revise (as needed) and implement existing small area plans that were not adopted by Council.	LUH-18, 19 & 21	Medium Term	\$
B. Consider participatory budgeting for a portion of neighborhood funding.	LUH-22	Long Term	\$
C. Improve online tools for citizens by upgrading online platforms.	LUH-19	Short Term	\$
D. Increase capacity of the City and planning department to enhance communication and engagement with citizens.	LUH-19	Medium Term	\$\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

4. Create a built environment that prioritizes a safe, active, multi-modal transportation system and community health and wellness.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Coordinate with NCDOT on planned transportation projects to improve conditions for all modes of travel.	ATCH-1	Ongoing	\$
B. Implement the Brevard Bicycle and Pedestrian Master Plan improve neighborhood connections to existing and planned sidewalks and greenways and address pedestrian priorities Downtown and in Major Activity Centers.	ATCH-2 & 11	Medium – Long Term	\$\$\$
C. Support increased transit options and ridership. » Promote TiM transit routes. » Pursue funding for transit service to destinations within Pisgah National Forest. » Leverage transit assets to allow for intra-city travel (i.e. Pisgah Forest to the Lumberyard and/or Downtown)	ATCH-5 – 7	Short – Long Term	\$-\$\$\$
D. Right-size parking requirements through UDO updates.	ATCH-9	Medium Term	\$
E. Refine requirements or develop incentives for multimodal access in new developments.	ATCH-10	Long Term	\$
F. Require new development to include a connected system of public streets and pedestrian facilities. » Consider updates to the UDO to clarify street frontage and connection requirements, especially along the Asheville Highway Corridor.	ATCH-4	Medium Term	\$
G. Encourage a “park once” approach for accommodating visitors. » Study public parking improvements downtown and near the Lumber Yard.	ATCH-13	Short – Long Term	\$\$\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
H. Improve Greenway connections throughout the City. » Finish main spine of Estatoe Trail. » Construct the Pedestrian Bridge over Davidson River » Plan for and complete Ecusta Trail.	ATCH-16	Short – Long Term	\$\$\$
I. Maintain Tree City USA designation and maintain and improve the urban tree canopy.	ATCH-18 & 19	Ongoing	\$\$
J. Tree inventory for street trees and public properties.	ATCH-19	Medium Term	\$
K. Evaluate requirements and incentives for native plants.	ATCH-19, PNRC-11 & 13	Medium Term	\$
L. Consider incentives for new child care operations and/or physicians in the City.	ATCH-21	Medium Term	\$
M. Support healthy initiatives including the Transylvania County Vision Zero initiative and Blue Zone Project activities.	ATCH-22	Ongoing	\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

5. Celebrate Brevard’s natural resources through conservation of environmentally sensitive areas, improving access to recreation, and restoration of native ecosystems.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Require conservation design in areas with sensitive natural resources. » Maintain flexibility in lots size and consider additional incentives for low-density conservation design.	LUH-25, PNRC-5	Ongoing / Short Term	\$
B. Maintain and improve existing parks.	PNRC-1	Ongoing	\$\$\$
C. Increase capacity to plan for, construct and maintain park and trail facilities.	PNRC-1 & 4	Medium Term	\$\$
D. Continue remediation efforts and planning and design of improvements in Tannery Park.	PNRC-2	Medium Term	\$\$
E. Improve connections between parks, access to Pisgah National Forest and to the French Broad River.	PNRC-4 & 7	Medium – Long Term	\$\$\$
F. Preserve and restore sensitive lands including natural areas adjacent to Pisgah Forest and the French Broad River.	PNRC-10 & 11	Long Term	\$\$\$
G. Monitor water quality throughout the French Broad River basin and evaluate steps to improve indicators. » Collaborate with non-profits to develop and monitor river health indicators. » Encourage reestablishment of native vegetation in the floodplain. » Determine feasibility of a “trash trout” collector in a key tributary of the French Broad River.	PNRC-12	Medium Term	\$
H. Encourage the use of native species in public projects and private developments.	PNRC-13	Ongoing	\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

6. Integrate arts, culture, diversity, and history into everyday life and build on Brevard's identity as a dynamic community to live, work, play and create.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Invest in public infrastructure and facilities, as well as the operations and maintenance necessary to support festivals and cultural events occurring in Downtown public spaces.	PNRC-20	Ongoing	\$\$
B. Continue to partner with Brevard College and the Brevard Music Center to offer off-season programs and events.	PNRC-21	Ongoing	\$
C. Establish a dedicated, permanent City Farmers Market location.	PNRC-22	Medium Term	\$\$\$
D. Create opportunities for arts and cultural programming, public art, sculptures, and murals throughout the City.	PNRC-23	Medium Term	\$\$
E. Update historical architectural survey.	PNRC-16	Short Term	\$
F. Explore new funding mechanisms and activities related to historic preservation.	PNRC-18 & 19	Long Term	\$\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

7. Support economic vitality and grow the tax base, cultivate local businesses, and attract sustainable industry.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Evaluate current standards for building height downtown. » Add height minimums in the DDOD (i.e., 2 story minimum). » Consider allowance for additional height (i.e., an additional story or two) in certain areas.	LUH-7 & 8	Short Term	\$
B. Consider expansion of existing façade grant program to include building upfits and/or outdoor seating improvements.	EDIR-3	Medium Term	\$\$
C. Refine process for analyzing the long-term financial benefits and costs of annexation petitions.	EDIR-1	Medium Term	\$
D. Consider designation of one or more social districts to encourage the food and beverage cluster.	EDIR-12	Medium Term	\$
E. Coordinate with Transylvania Economic Alliance to encourage business retention, expansion and recruitment and identify and market sites for low-impact industrial operations.	EDIR-11 & 13	Ongoing	\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k

8. Plan for efficient, equitable, and resilient infrastructure and services that maintain and improve quality of life throughout the city.

Action	Plan Reference	Time Frame	Est. Cost / Level of Effort
A. Wastewater Treatment Plant Upgrades.	EDIR-2	Short Term	\$\$\$\$
B. Prioritize street and sidewalk repairs based on recent condition assessment.	EDIR-5	Medium Term	\$\$\$
C. Update the City's Stormwater Management Plan and associated list of projects.	EDIR-6	Medium Term	\$\$
D. Establish long-term funding for stormwater infrastructure and maintenance. » Implement a stormwater fee.	EDIR-8 & 10	Short – Long Term	\$\$
E. Continue investment in upgrades to stormwater infrastructure downtown and in strategic growth areas.	EDIR-10	Ongoing	\$\$\$
F. Consider / evaluate built-upon area regulations to allow for different zoning districts.	EDIR-9	Medium Term	\$
G. Annually review actions to reduce the City's carbon and ecological footprint.	EDIR-16	Ongoing	\$\$

Time Frame Key: Short Term=1-2 Years, Medium Term=2-3 Years, Long Term=3+ Years

Cost Key: \$ = Staff time or less than \$25k, \$\$ = Additional Staff or \$25-100k, \$\$\$ = Multiple Additional Staff or >\$100k, \$\$\$\$ > \$500k



5 APPENDIX



The Appendix includes the following:

- » State of the City Report
- » Public Input Phase 1
- » Goals Survey Summary
- » Public Workshop Results

STATE OF THE CITY REPORT

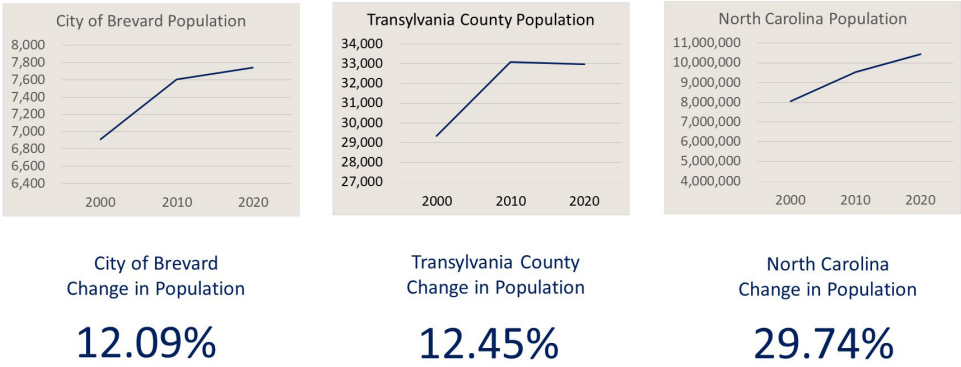
BUILDING BREVARD

COMPREHENSIVE LAND USE PLAN

Brevard and Transylvania County are growing, but not as fast as North Carolina as a whole.

POPULATION

City of Brevard Population: 7,744 (2020)



Source: 2020 Decennial Census

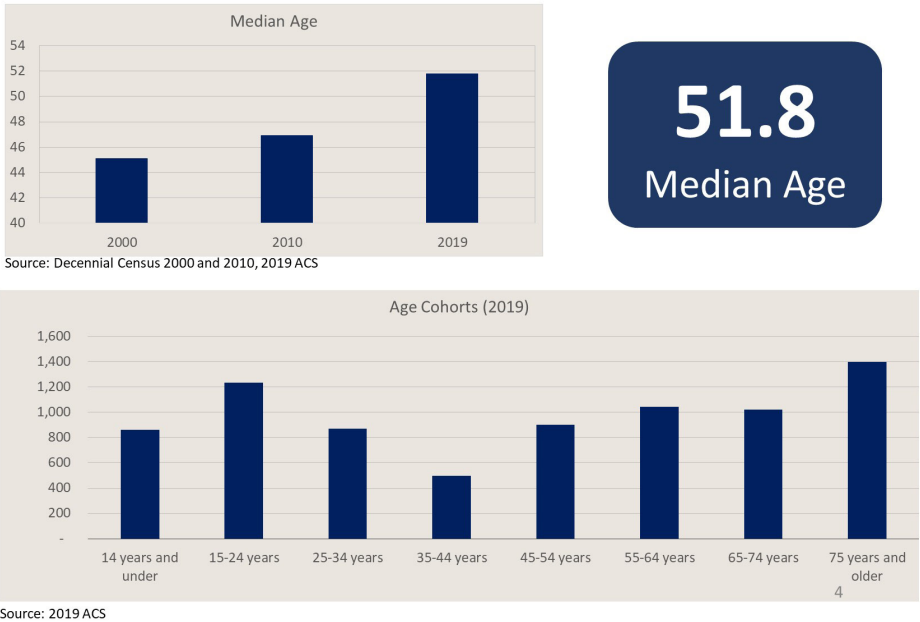
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BUILDING BREVARD

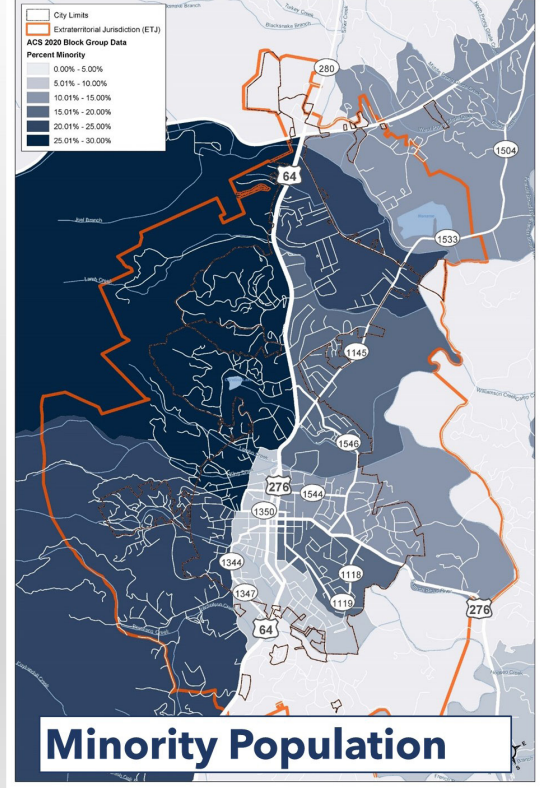
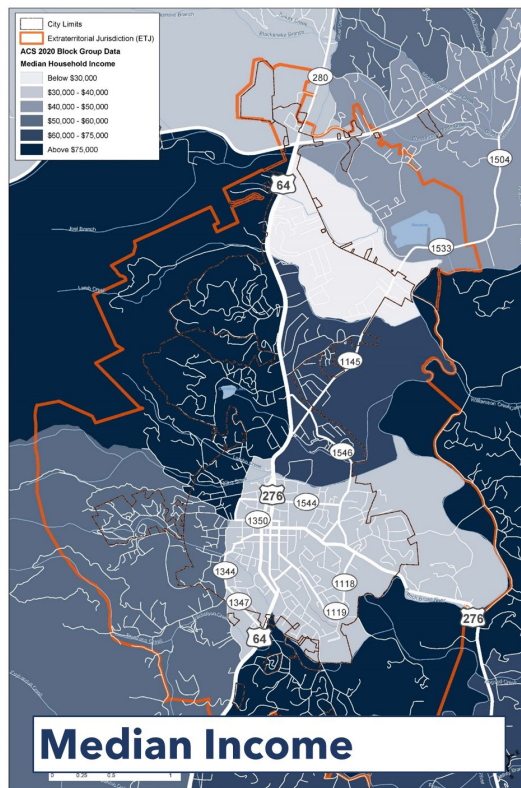
COMPREHENSIVE LAND USE PLAN

Brevard’s population has been aging over the past two decades. In 2019, the middle-age ranges have a smaller share of the population than younger and older ranges.

POPULATION



Income & Race

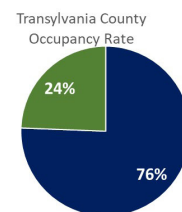
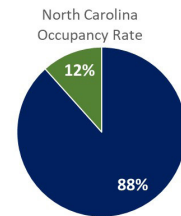
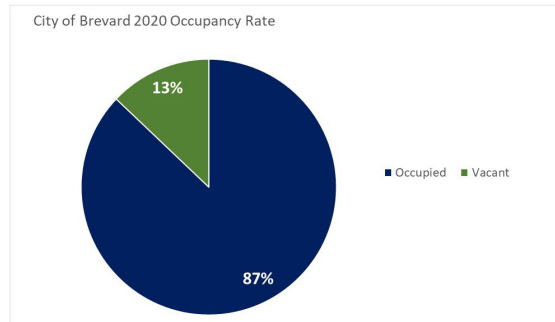
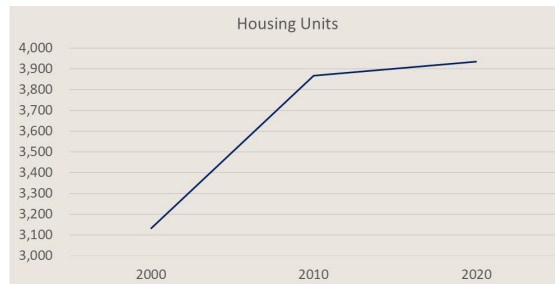


BUILDING BREVARD

COMPREHENSIVE LAND USE PLAN

Total housing units follow population trends, and Brevard is in line with NC's occupancy rate. Transylvania County has higher vacancies, which is likely related to vacation homes.

HOUSING



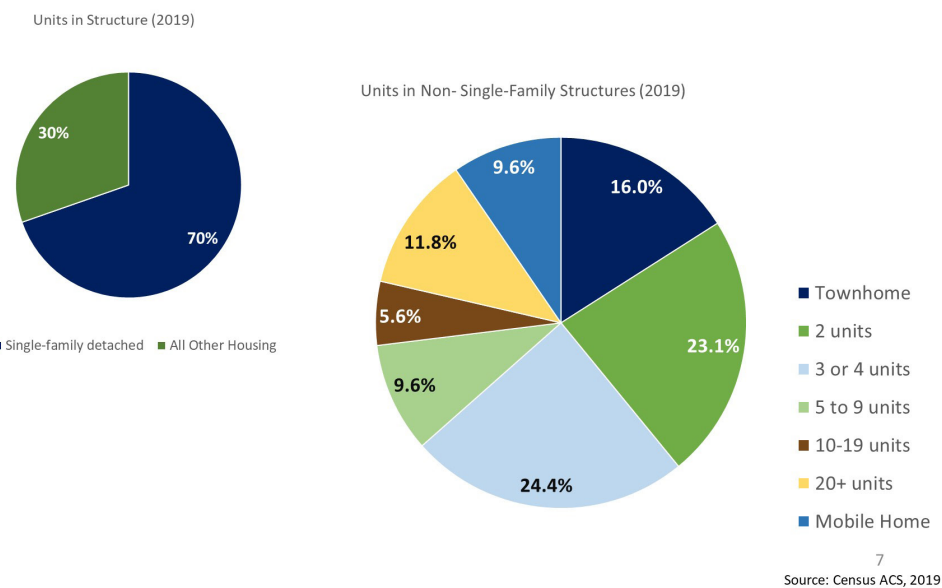
STATE OF THE CITY REPORT



**BUILDING
BREVARD**
COMPREHENSIVE
LAND USE PLAN

Majority of housing is single-family detached. Among other types of housing, there is a variety.

HOUSING





**BUILDING
BREVARD**
COMPREHENSIVE
LAND USE PLAN

Top Left - Historic homes on Probart Street

Top Right – Infill Bungalows on West Main Street

Bottom Left – Condos at Deer Lake

Bottom Right - New apartments on South Caldwell St

HOUSING



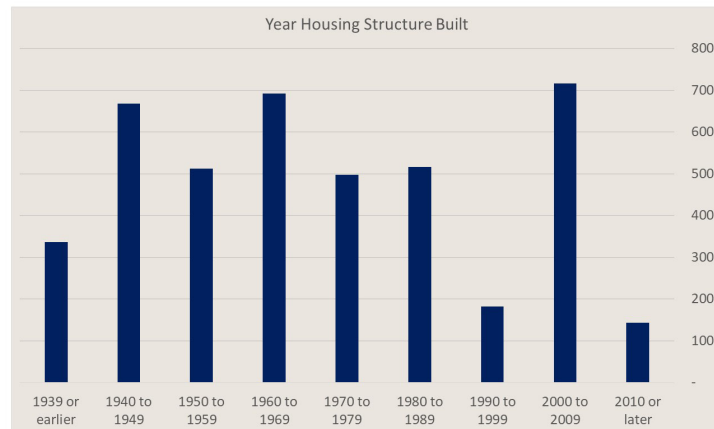


BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

The most recent housing boom appears to have been in the 2000s and was likely disrupted by the Great Recession.

HOUSING



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Source: Census ACS, 2019

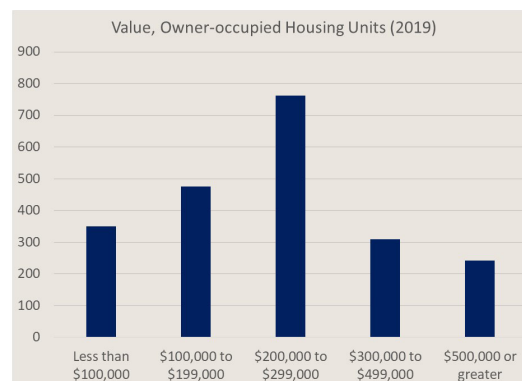


BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

Brevard's median home value is higher than Transylvania County and the State of North Carolina.

HOUSING



City of Brevard
Median Home Value (2019 ACS)

\$232,500

Transylvania County
Median Home Value (2019 ACS)

\$221,900

North Carolina
Median Home Value (2019 ACS)

\$172,500

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Source: Census ACS, 2019

STATE OF THE CITY REPORT



BUILDING BREVARD

COMPREHENSIVE LAND USE PLAN

Brevard’s median sales price is much higher than Census home value stats.

HOUSING



2021 End-of-Year Home Stats

City of Brevard
Median Sale Price

\$355,500

Transylvania County
Median Sale Price

\$400,000

Source: Looking Glass Realty, 2021¹¹



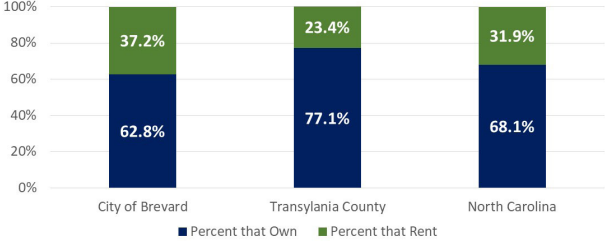
BUILDING BREVARD

COMPREHENSIVE LAND USE PLAN

Brevard has a higher share of renters than Transylvania County and North Carolina. The percentages are similar between 2010 and 2019.

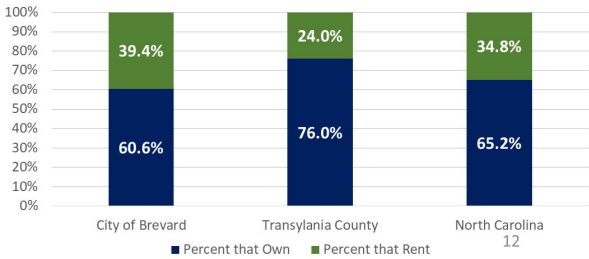
HOUSING

Owners and Renters: 2010 (ACS)



Location	Percent that Own	Percent that Rent
City of Brevard	62.8%	37.2%
Transylvania County	77.1%	23.4%
North Carolina	68.1%	31.9%

Owners and Renters: 2019 (ACS)



Location	Percent that Own	Percent that Rent
City of Brevard	60.6%	39.4%
Transylvania County	76.0%	24.0%
North Carolina	65.2%	34.8%

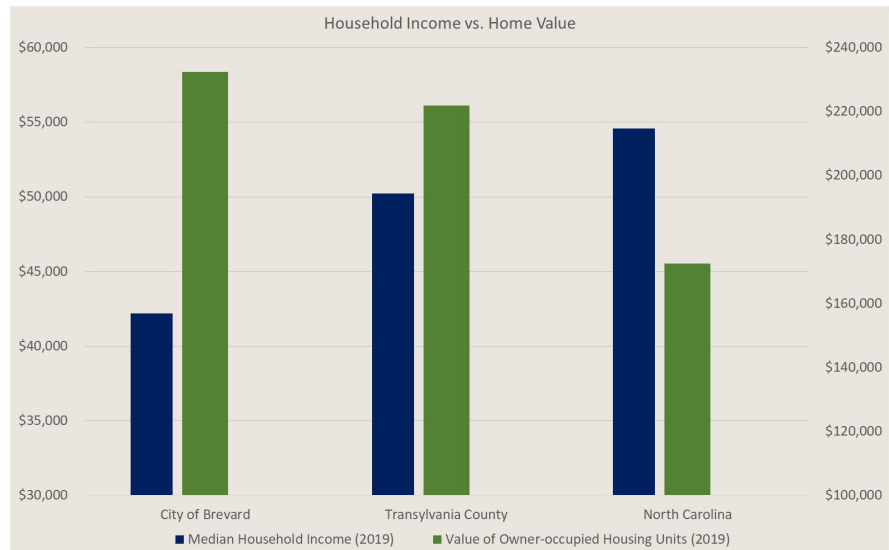


BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

It appears it is more difficult to buy a house in Brevard than in Transylvania County or North Carolina due to high value and low incomes overall.

HOUSING AND INCOME



Source: Census ACS, 2019



BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

\$279,000

Home price a household made up of a starting police officer and 5th year teacher can afford.

Median home sale is \$355k in Brevard...

HOUSING AFFORDABILITY

46%

Of households have an income less than \$50k

\$12k

Annual Transportation Cost

47%

Percent of renters paying >30% of income on housing

\$40k

Starting police officer salary

Source: 2020 ACS (Census), Center for Neighborhood Technology, Town Staff

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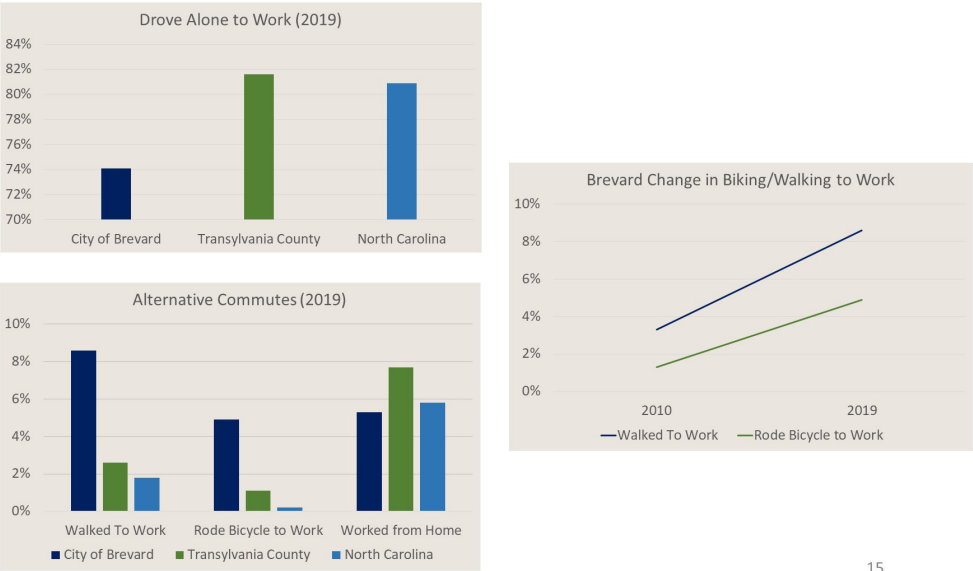
STATE OF THE CITY REPORT



BUILDING BREVARD
COMPREHENSIVE
LAND USE PLAN

More than **8% of Brevard’s workers walk to work**, and almost **5% ride a bike**. Brevard saw a significant increase in bicycle and pedestrian commuters between 2010 and 2019.

COMMUTE TO WORK

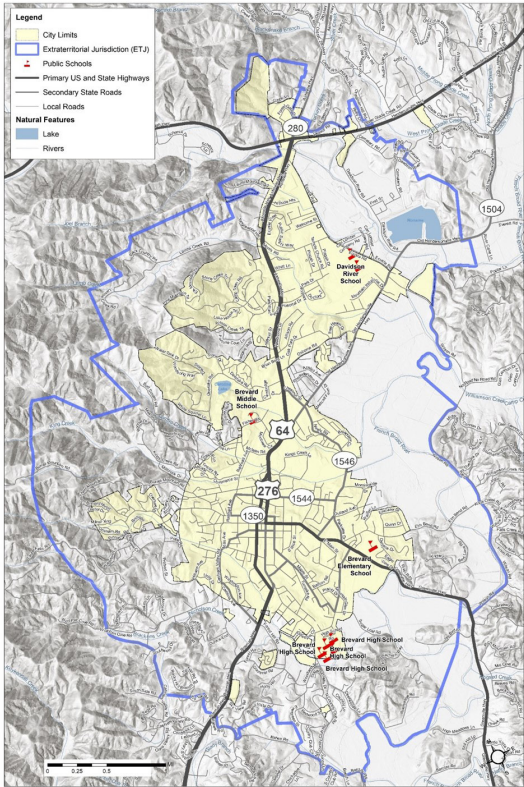


15
Source: Census ACS, 2019

Study Area

5.5 Square Miles
City Limits

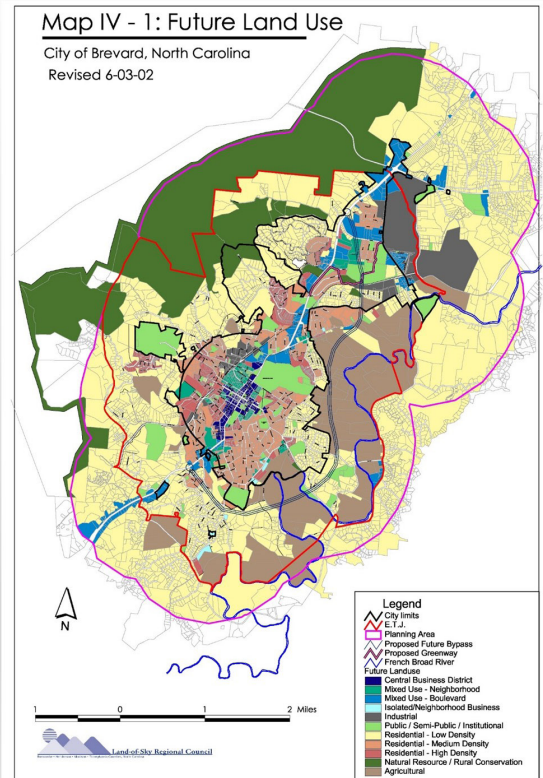
14.5 Square Miles
Extraterritorial Jurisdiction (ETJ)



Previous Plans

- **2002 COMPREHENSIVE PLAN**
 - Last full comp plan
 - Included Future Land Use Map
- **2015 UPDATE**
 - Condensed, policy focused plan. Did not include an updated Land Use Map.

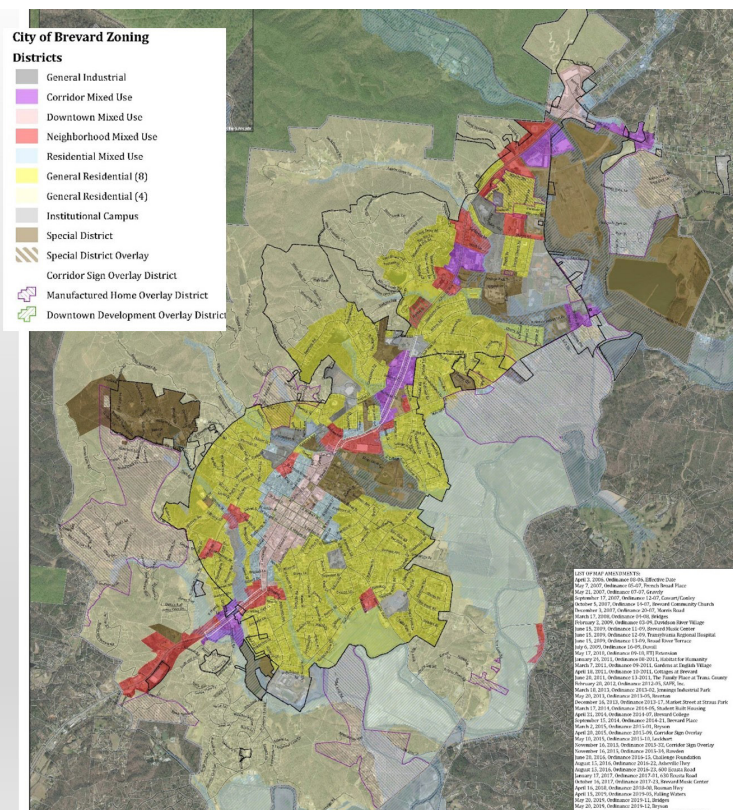
18



Zoning

- First adopted in 2006; incorporates some progressive concepts for the time
- Four mixed-use districts: downtown, corridor, neighborhood, and residential
- Conditional zoning applicable to any base district for flexibility and innovative design

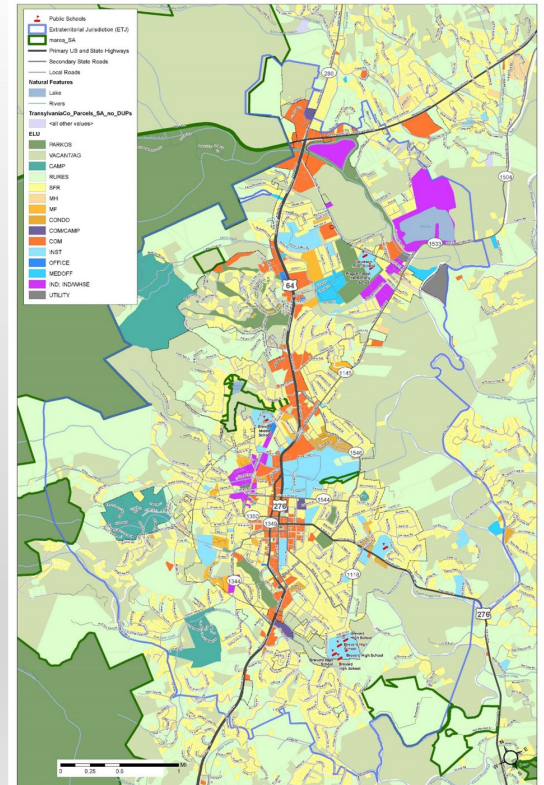
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STATE OF THE CITY REPORT

Existing Land Use

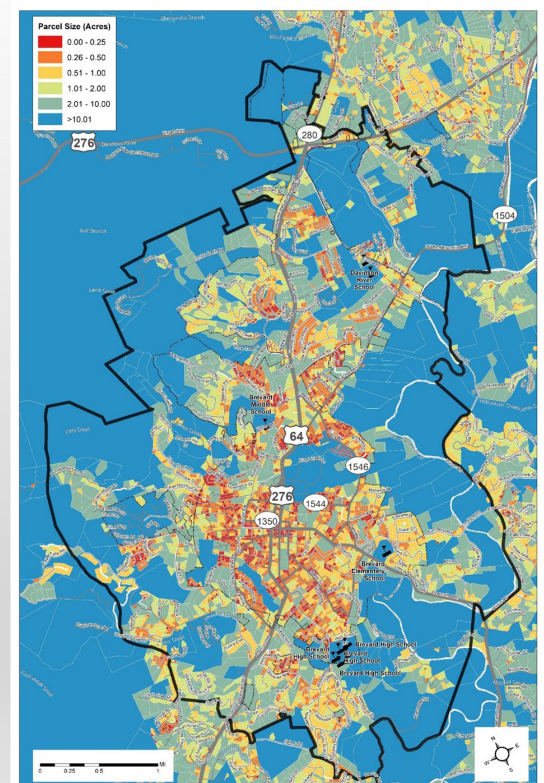
- Residential is predominantly single-family, with scattered multi-family sites across the City
- Commercial activity concentrated along the U.S. 64/276 corridor, with major commercial nodes at Pisgah Forest and Downtown Brevard
- Industrial concentrations at Railroad Ave. and Ecusta Rd.
- Few greenfield development opportunities without significant constraints (e.g. steep slopes and floodplain)
- Unique uses: summer camps, institutions



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Parcel Size

- In an around downtown, most parcels are less than $\frac{1}{2}$ acre, many less than $\frac{1}{4}$ acre
- Older neighborhoods have greater variety in parcel sizes and shapes; not uncommon to have a $\frac{1}{4}$ acre parcel abutting $\frac{1}{2}$ acre parcel abutting a $\frac{1}{8}$ acre parcel
- In areas with steep slopes or other environmentally sensitive lands, parcel size likely does not reflect buildable area
- Few large, flat, dry, parcels in city limits



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BUILDING BREVARD

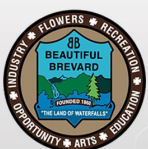
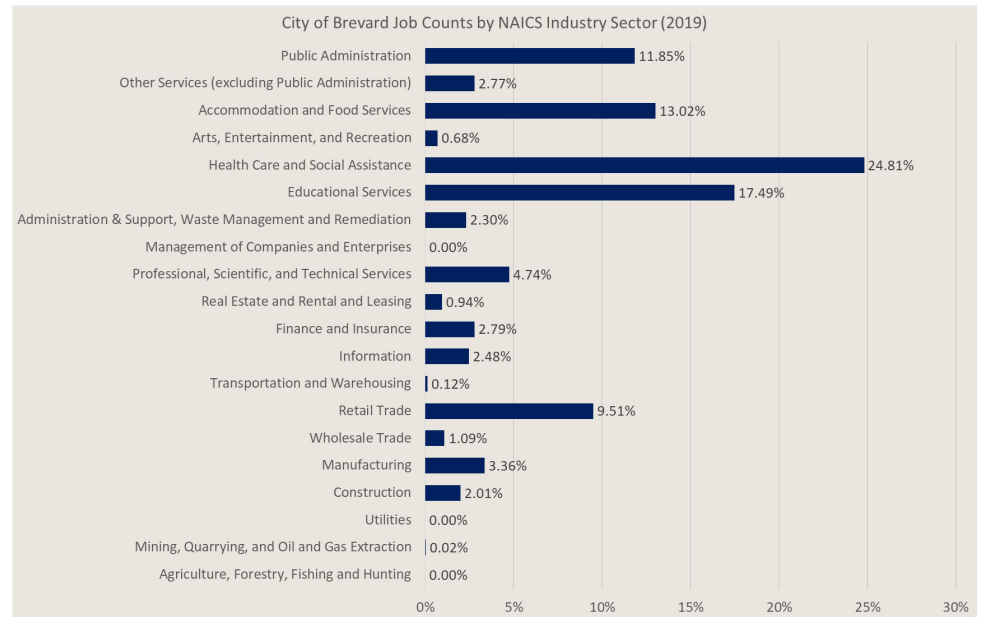
COMPREHENSIVE LAND USE PLAN

Transylvania County's Largest Employers

1. Transylvania County Schools
2. Transylvania County
3. Mh Transylvania Regional Hospital L
4. Gaia Herbs Inc
5. Ingles Markets, Inc
6. Brevard College Corp
7. Transylvania Vocational Services
8. Lowes Home Centers Inc
9. City Of Brevard
10. Wal-Mart Associates Inc.

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EMPLOYMENT



BUILDING BREVARD

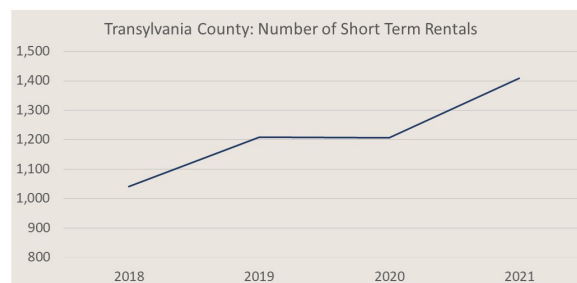
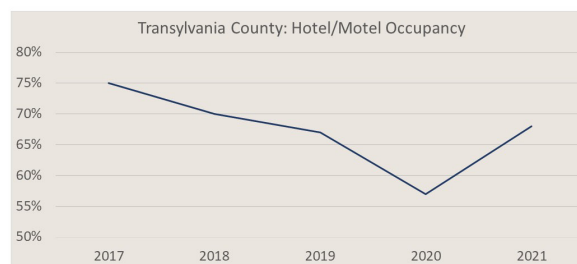
COMPREHENSIVE LAND USE PLAN

Blue Ridge Parkway:
14 million visitors/year

Pisgah National Forest:
4 million visitors/year

Dupont State Forest:
1.3 million visitors/year

TOURISM & VISITATION



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STATE OF THE CITY REPORT



BUILDING BREVARD
COMPREHENSIVE
LAND USE PLAN



2013 Market Study on Visitation

- 59% from Brevard Area
- 14% WNC Region
- 9% from SC, FL, GA
- 7% from rest of US

TOURISM & VISITATION



The Brevard Music Center brings 40,000 people attending performances over the summer months. The Center recently constructed a 400 seat indoor concert hall.



There is a history of Summer Camps in Brevard. Opening day brings hundreds of families to the City. A 2011 economic impact study estimated a \$26 million impact in WNC.

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Source: Interviews

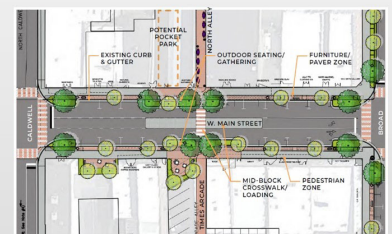


BUILDING BREVARD
COMPREHENSIVE
LAND USE PLAN



DOWNTOWN

- **\$1,221,819** public & private investment in FY20-21
- **Heart of Brevard**, national accredited Main Street Program
- **Think Local** campaign
- **Nominated for 2021 Main Street Award** for Best Economic Recovery Initiative (provided assistance to local businesses during the COVID-19 pandemic)



Streetscape recommendations from Downtown Master Plan

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Source: Heart of Brevard Annual Report, March 2022



BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

DOWNTOWN

Projects Underway



Clemson Plaza



City Camper is a hotel project proposed just north of downtown.

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BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

DOWNTOWN

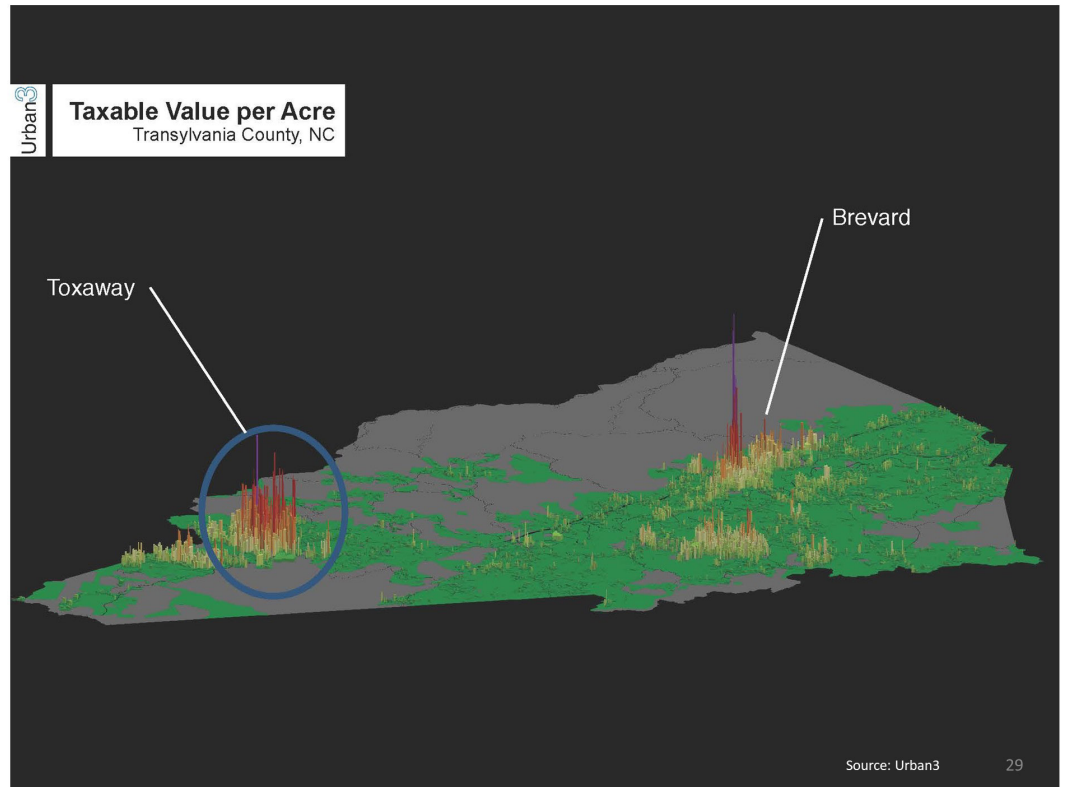


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STATE OF THE CITY REPORT

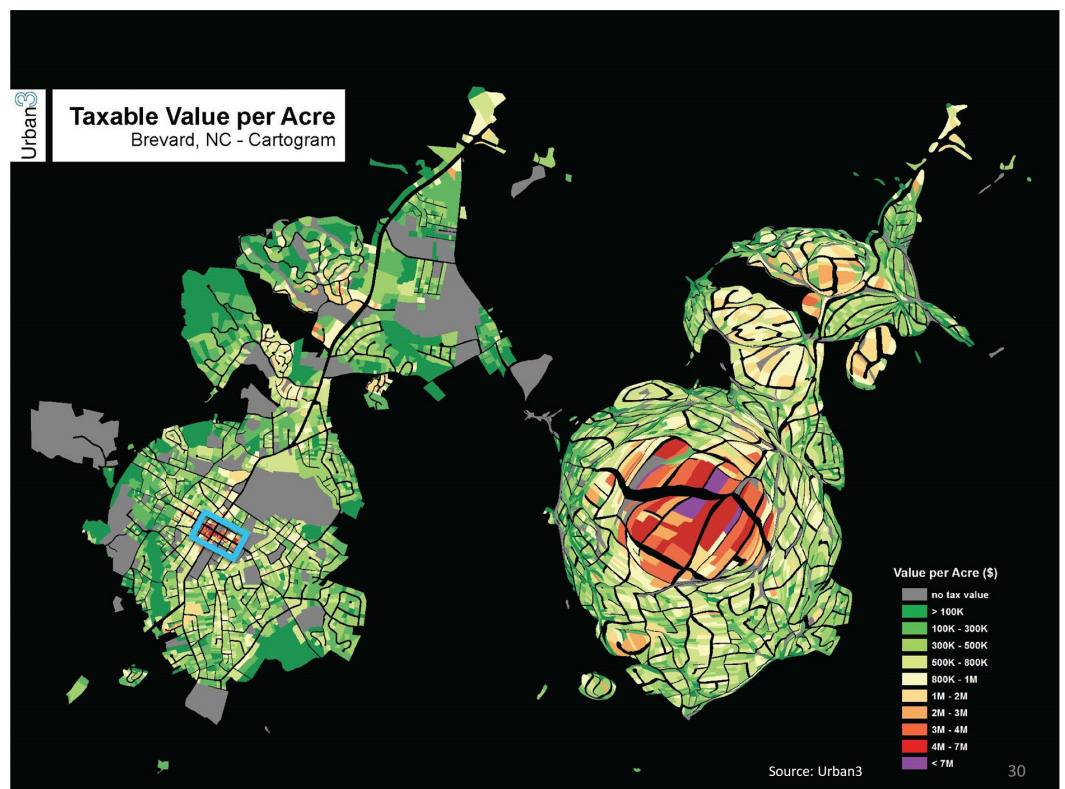
Tax Value

- Urban3 (Consulting Firm) conducted study in 2014
- City of Brevard has among the highest property values in Transylvania County



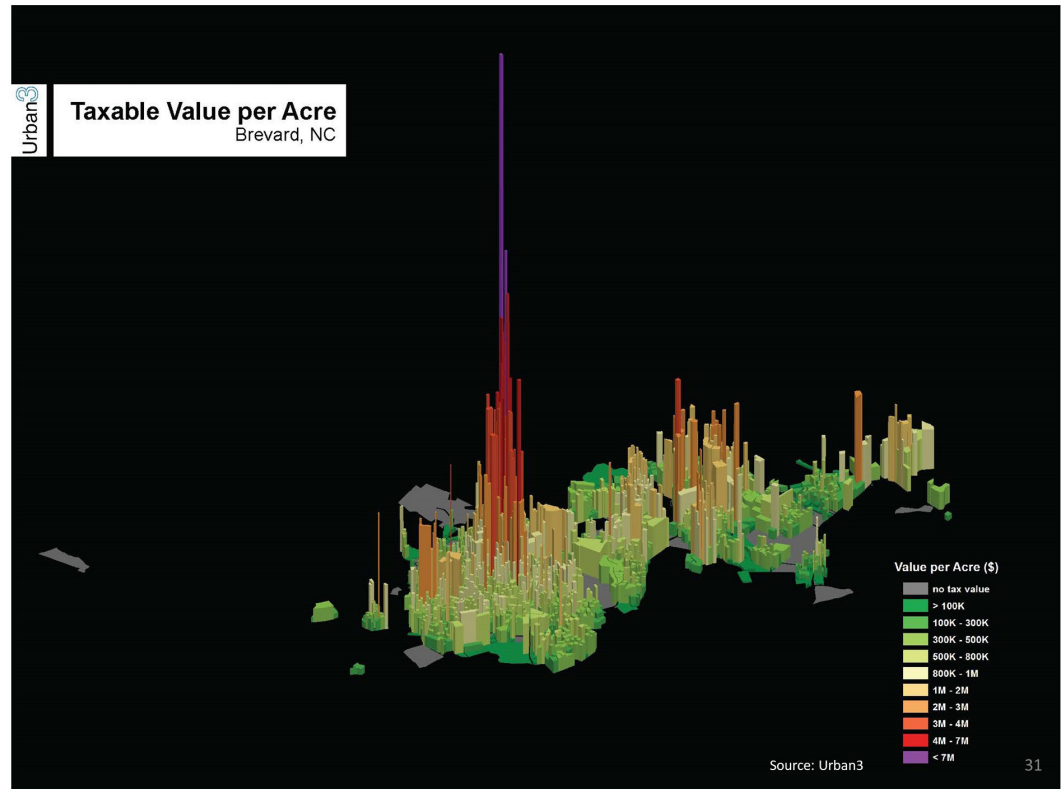
Tax Value

- Within Brevard, downtown has the highest value
- Many properties exceed \$3m per acre in value



Tax Value

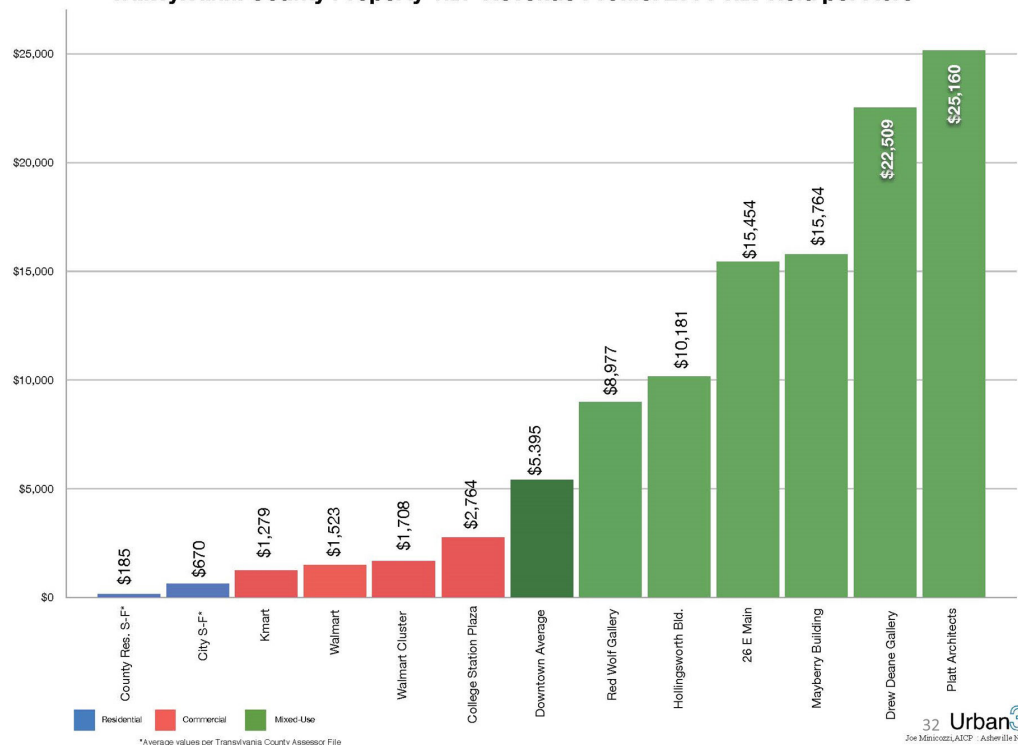
- Within Brevard, downtown has the highest value
- Many properties exceed \$3m per acre in value



Tax Value

- Tax yields for multi-story, mixed-use development downtown greatly exceeds taxes from “big box” commercial stores

Transylvania County Property Tax* Revenue Profile: 2014 Tax Yield per Acre



STATE OF THE CITY REPORT

Tax Value

- Tax yields for multi-story, mixed-use development downtown greatly exceeds taxes from “big box” commercial stores

Transylvania County Property Tax Revenue Profile: 2014

1.8 acres of The Platt Building would equal the 27.2 acre Walmart cluster.

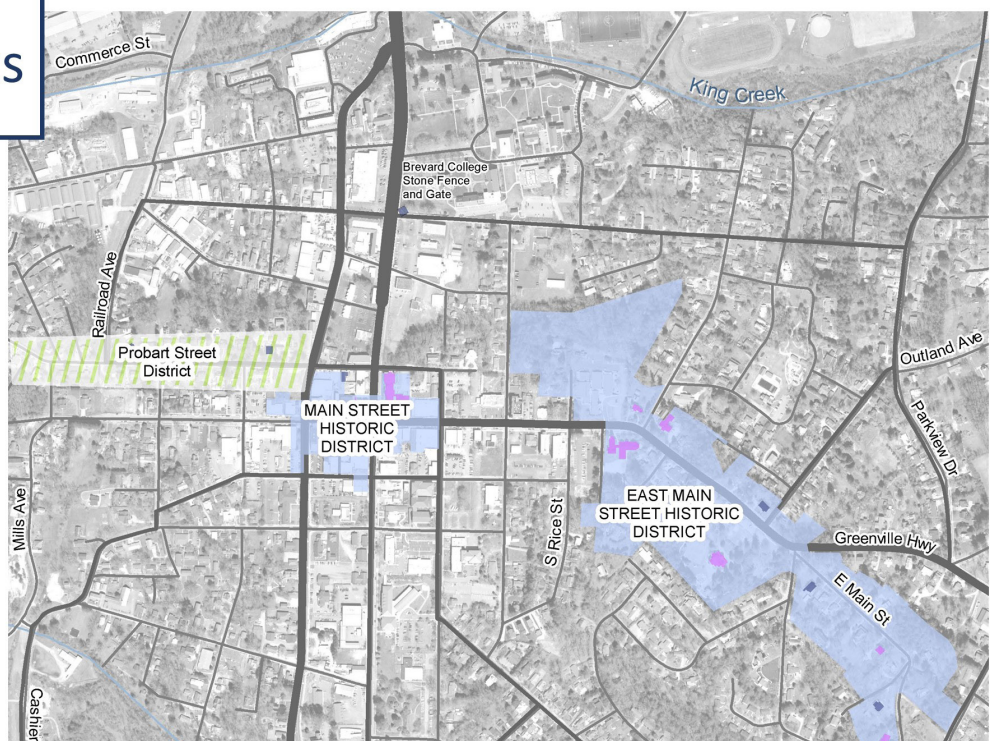


Urban3
Joe Mancoske, AICP - Asheville NC

Historic Districts



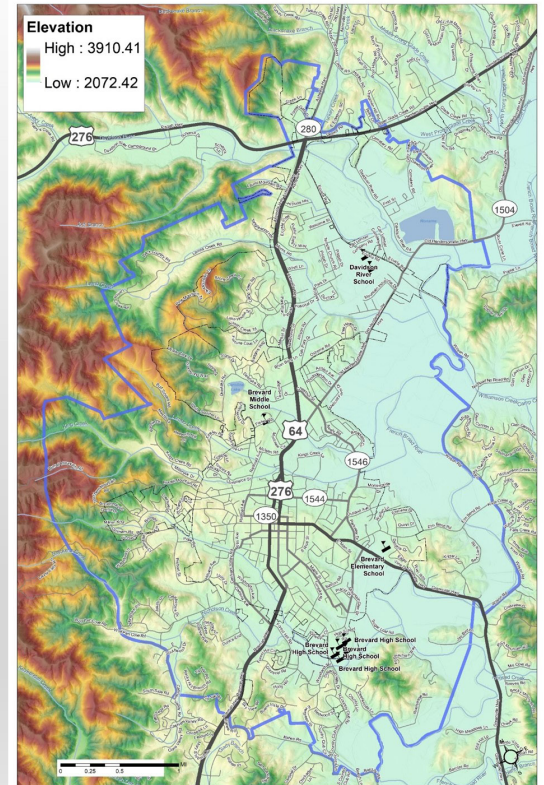
Transylvania County Courthouse, built in 1874-1950



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Elevation

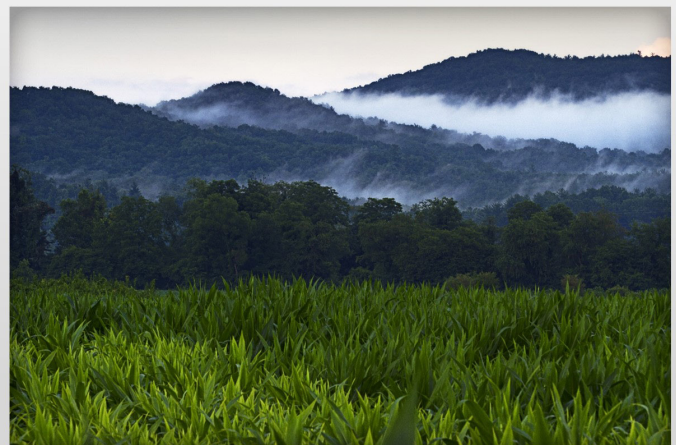
- 6,214' Black Balsam Knob – 10 Miles to West
- 3,600' Highest Point in Bracken Preserve
- 2,222' Downtown
- 2,090' French Broad River



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Natural Resources & Development Constraints

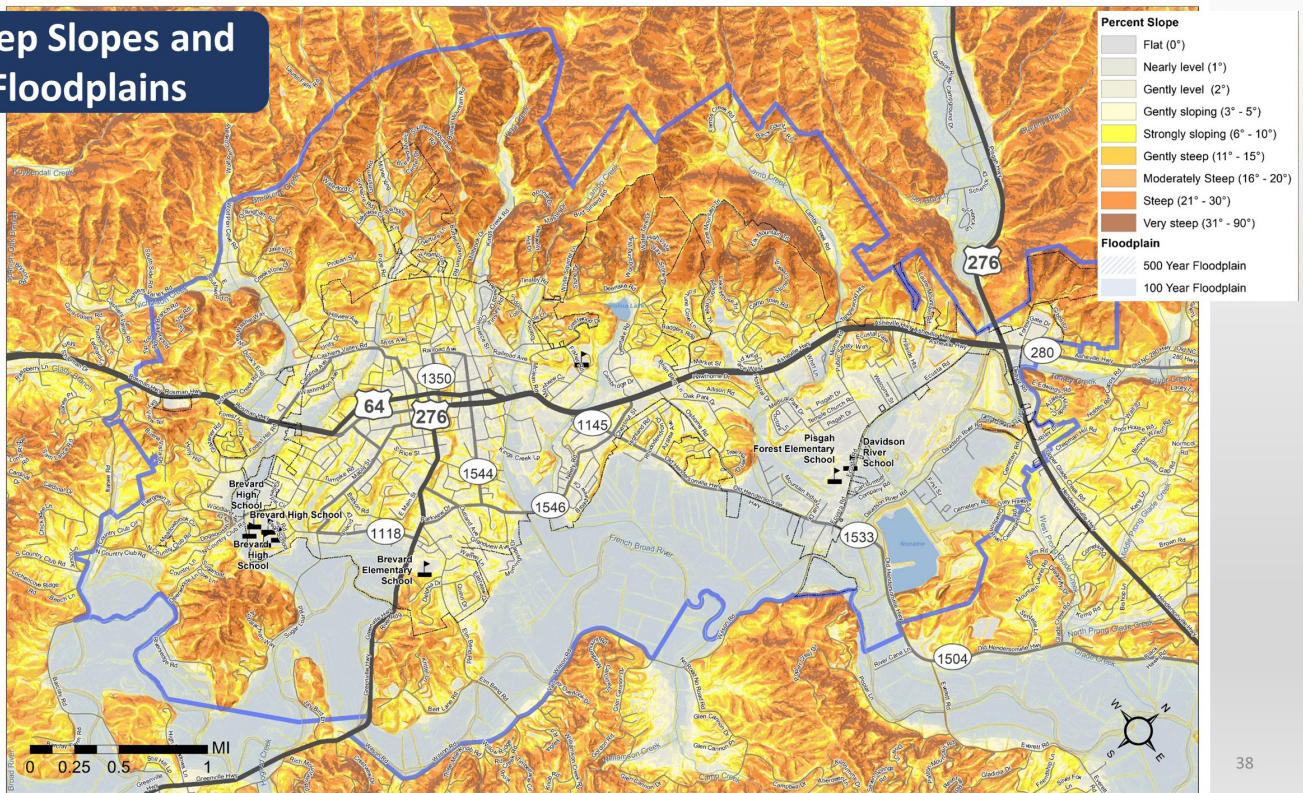
- National Forest Lands
- Steep slopes
- Viewsheds
- NHNAs
- Areas High in Biodiversity
- Trout waters
- Floodplain along the French Broad River



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STATE OF THE CITY REPORT

Steep Slopes and Floodplains

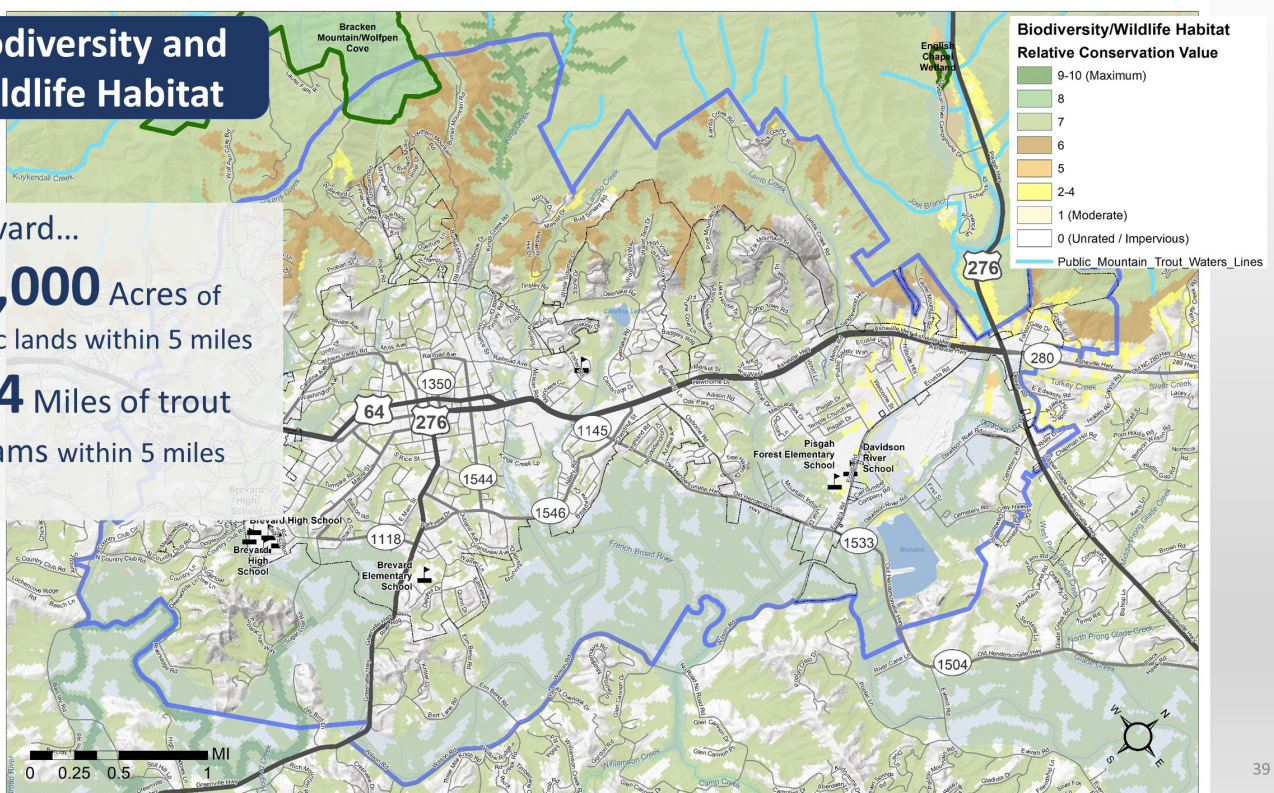


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Biodiversity and Wildlife Habitat

In Brevard...

- **40,000** Acres of public lands within 5 miles
- **154** Miles of trout streams within 5 miles



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BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

In Brevard...

- **10** Parks
- **395** Acres of Nature Preserve
- **2** Community centers

PARKS AND REC

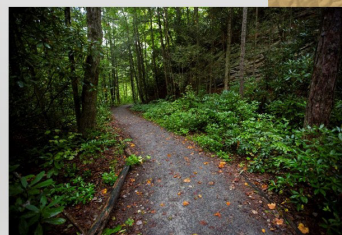
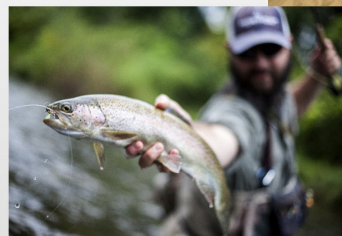
	Acres	Status
Depot Park	6.5	Existing
Tannery Park & Skate Park	25	Skate Park: Complete, Tannery Park: Future
Bracken Preserve	395	Existing
Clemson Plaza	0.15	Under Construction
City Sports Complex	20	Existing
Hap Simpson Park	8.4	Existing
Silversteen Playground	1.5	Under construction
Franklin Park	4.2	Existing
Silvermont Park	8	Existing
Edna Glaze Park	0.15	Existing
French Broad Community Center	0.22	Existing
Mary C Jenkins CC	1.0	Existing
Brevard Dog Park	2.7	Existing



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Parks and Greenways

68% of the study area population lives within a half-mile of a park



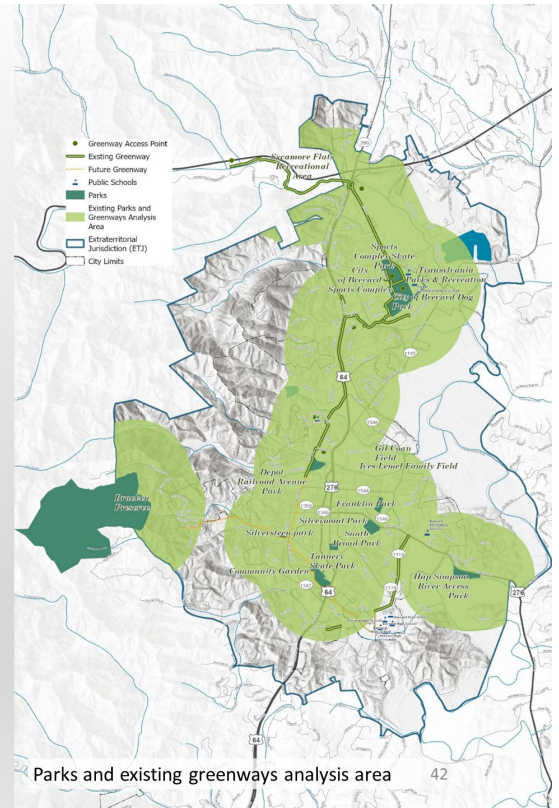
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STATE OF THE CITY REPORT

Parks Access

A parks access analysis looks at the demographics of the areas within ½ mile of parks areas to examine who has access to parks. *(A half mile has been recognized as the distance that most people are able and willing to regularly walk to a destination. – National Recreation and Park Association)*

	Parks	Parks and Existing Greenways	Parks, Greenways, and Future Greenways
Population/ Percent of study area population	7,299 (68%)	8,533 (80%)	9,000 (84%)
Age 65+	2,297	2,769	2,927
Households without a vehicle	169	205	215
Households below poverty level	17%	17%	16%



**BUILDING
BREVARD**
COMPREHENSIVE
LAND USE PLAN

In 2021, Brevard...

- Planted **40** trees
- Pruned **150** trees
- Removed **20** trees

TREE CANOPY



TREE CITY USA®

- Program administered by Arbor Day Foundation
- Member for 42 years
- Community forestry program with \$34,829 in expenditures in 2021
- 120 volunteer hours in 2021



BUILDING BREVARD

COMPREHENSIVE
LAND USE PLAN

39%

Tree Canopy (2011)

Source:
<https://landscape.itreetools.org/>

TREE CANOPY

Tree Benefits

- \$8.9 million in carbon storage
- 5,800 tons of CO2 Storage per year
- 9.7 MG/yr in avoided runoff

Opportunities

- Street trees (new and replacement)
- Tree conservation in new development
- Tree planting at parks and public lands



44

Health

•Priorities from Community Health Assessment

- Mental Health
- Substance Abuse
- Obesity

• Bluezone Project

- Community-wide approach to improve health funded by Pisgah Health Foundation
- Focus on activity, diet and community
- Built Environment committee focused on improving health through transportation projects and land use policies
- See <https://brevard.bluezonesproject.com/> for more info.



BREVARD BLUEPRINT

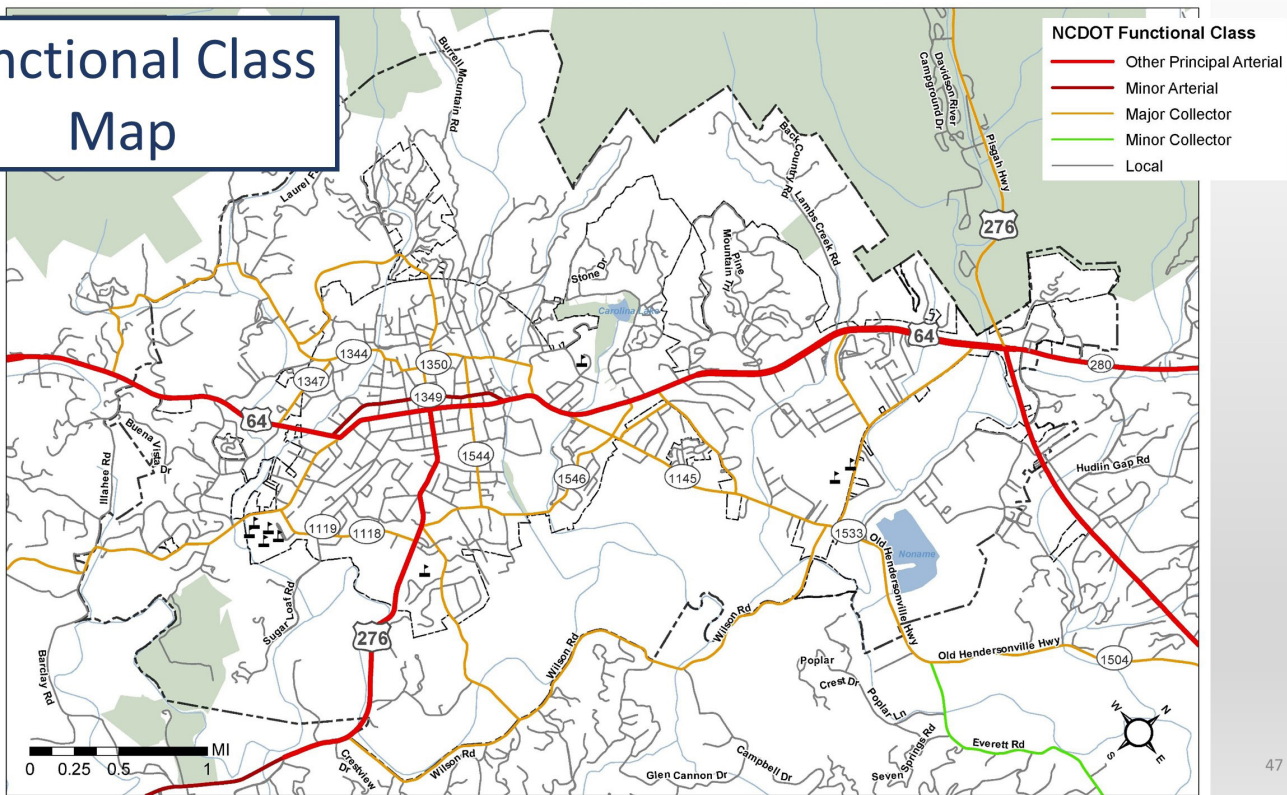
APRIL 2020



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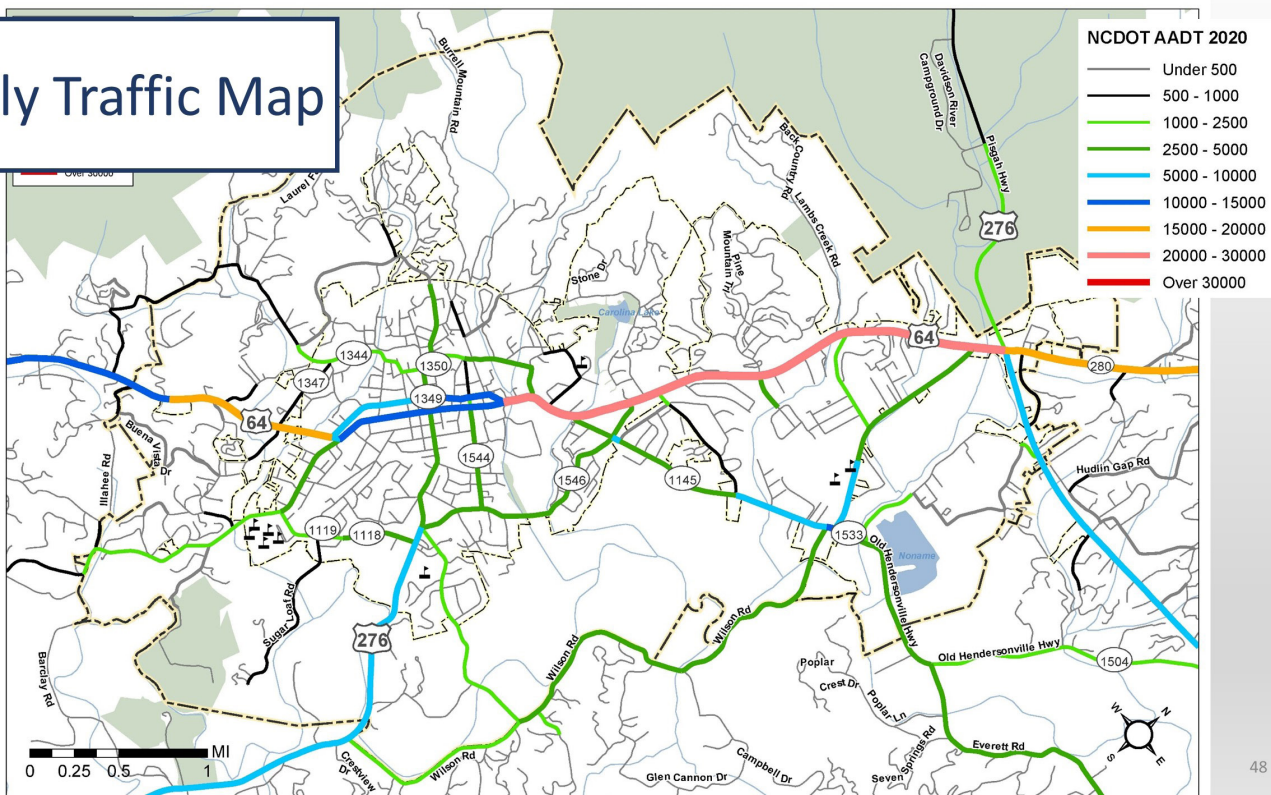
STATE OF THE CITY REPORT

Functional Class Map



47

Daily Traffic Map



48

PUBLIC INPUT PHASE 1: OVERVIEW

In 2020 the City began gathering feedback to inform the update of the Brevard Comprehensive Land Use Plan. During this time, through in-person events and a community survey, more than 1,000 participants shared their vision for the future of Brevard.

Outreach

Public engagement activities and events were held October-December 2020. The City employed numerous promotional efforts to publicize the survey and events. Efforts to distribute links to the survey were provided through:

- ◆ The project website at www.BrevardCompPlan.com
- ◆ Mailed postcards to more than 3,000 people
- ◆ Flyers distributed to apartment communities and Transylvania Farmers Market
- ◆ Social media (Facebook and Instagram)
- ◆ Signs posted at each of the event locations and other prominent locations throughout the project area. K

Kickoff

A virtual kickoff livestreamed on Facebook on Tuesday, October 27th at 6:30 PM. This event marked the official start of the plan process and outlined various opportunities for individuals to provide input. The presentation also explained the importance of planning and how the plan will be used to guide future land use and development, infrastructure investment, housing, and economic development. Afterwards, the presentation was available for viewing on the project website and the Facebook page.

Drop-In Events

The City of Brevard hosted numerous drop-in events hosting approximately 125 individuals between 4 PM to 7 PM on the following dates and locations:

- ◆ November 4, 2020 - Railroad Ave at The Depot 390

Railroad Ave.

- ◆ November 5, 2020 - Downtown at Brevard City Hall 95 W. Main St.
- ◆ November 10, 2020 - Rosenwald at Brevard Housing Authority 133 W. Morgan St.
- ◆ November 12 - Pisgah Forest at Sycamore Cycles 112 Hendersonville Hwy.

Two maps were provided at these drop-in events that allowed individuals to provide geographical references to the places they like and places that need help. Dots were provided to allow individuals to show where they thought industrial, commercial, and residential development should occur.

Online Survey

The online survey included 40 questions and took approximately 20 minutes to complete. Questions were structured similar to in-person activities and included questions asking about participants' age, location of residence, and how they personally experience the area. The survey had 800 responses.

Stakeholder Meetings

The King Street Planning Committee (November 20) and the Heart of Brevard (November 23) requested separate virtual meetings. Questions were structured the same as the drop-in events, however they provided an opportunity to discuss specific issues facing the downtown district and the Railroad Ave. area.



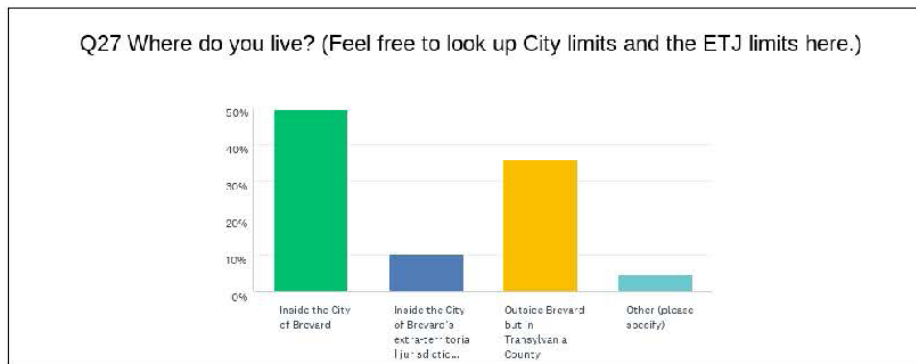
PUBLIC INPUT PHASE 1: SURVEY SUMMARY

Demographics

Introduction

This report summarizes the demographic makeup of surveyed individuals. While this information was not required, of the 800 individuals surveyed, approximately 600 self reported demographic information. This information is not necessarily representative of the population in Brevard. The “Status of the Community” section of the Comprehensive Land Use Plan will outline the demographics of Brevard using Census data.

Place of Residence

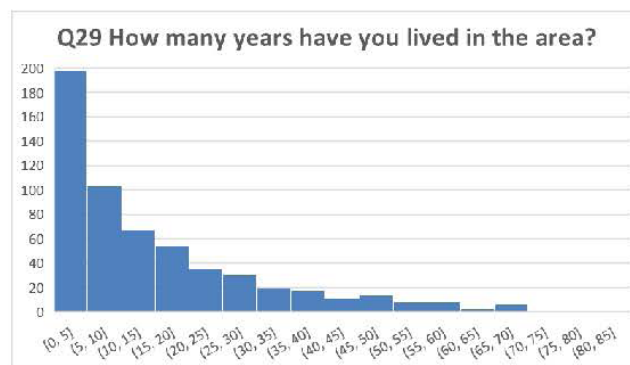


Approximately 1/2 of individuals surveyed live inside the City limits of Brevard, with an additional 10% living in the City's Extra-Territorial Jurisdiction (ETJ). An additional 1/3 live outside Brevard but within Transylvania County. A

map was provided for individuals to identify where they live. Less than 5% live elsewhere including Henderson County, Hendersonville, Etowah, Arden, Mills River, Penrose. Seven individuals stated they are relocating to Brevard in the near future.

Length of Residence

More than a dozen individuals stated they have lived in Brevard their entire life. More than a dozen individuals also stated they had moved to Brevard in the last year. The average length of residence for survey respondents is 17 years. The median length of residence is 10 years. The most reported length of residence is 5 years. 1/3 of respondents have lived in Brevard between 0-5 years, and 1/2 of respondents have lived in Brevard 10 years or less.



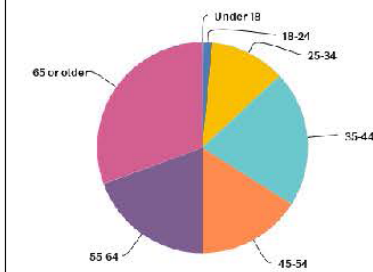
Age

Approximately 1/3 of individuals surveyed are 65 or older. More than 1/2 of individuals surveyed are 55 or older. Less than 2% of individuals surveyed are under the age of 25.

Race & Ethnicity

94% of individuals surveyed identified as White. 2% surveyed identified as Hispanic or Latino. Less than 1% of individuals identified as Black or African American.

Q24 Which category below includes your age?



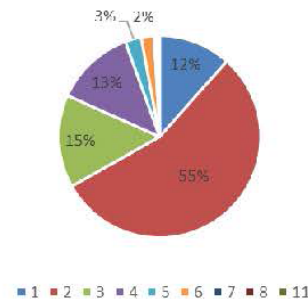
Rent versus Own

89% of individuals surveyed own their home, 9% of individuals rent their home, 8 individuals live with family members.

Household Size

The average household size is 2.5. 12% of individuals live alone. More than 1/2 of individuals surveyed stated 2 people live in their home. 15% live in a 3-person household. 13% live in a 4-person household.

Q31 How many people currently live in your household?

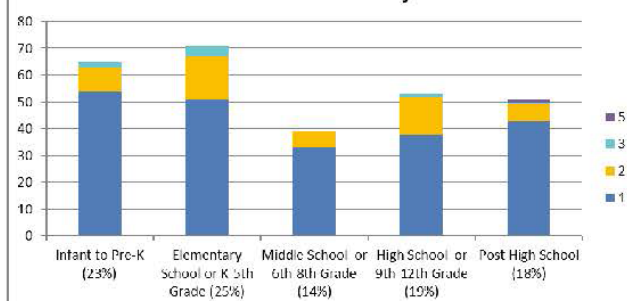


Children

Nearly 60% of survey respondents do not have children that live at home.

Of the 238 households with children living at home, more than 75% have only 1 child at home and less than 20% have 2 children at home. More than 50% are in Middle School or older. 25% are in Elementary School.

Q37 How many children live with you and how old are they?



PUBLIC INPUT PHASE 1: SURVEY SUMMARY

Employment Type

Nearly half of the individuals surveyed stated they were employed (39% full-time and 6% part-time).

Just over 1/3 of individuals stated they are retired.

Nearly 10% of individuals report being self-employed.

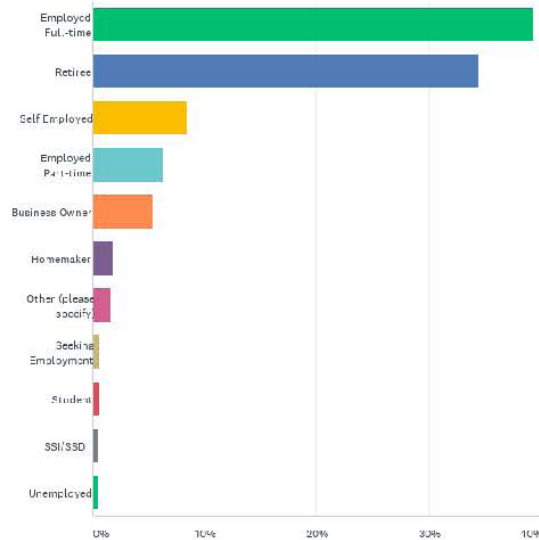
5% report being business owners.

2% identify as being homemakers.

Less than 1% each identify as being students, unemployed, seeking employment, or SSI/SSD recipients.

Numerous individuals stated that the pandemic had forced them to retire. Others stated they were under-employed, being forced to work part-time or had reduced the hours they were working.

Q33 Please select from the following that best describes you:

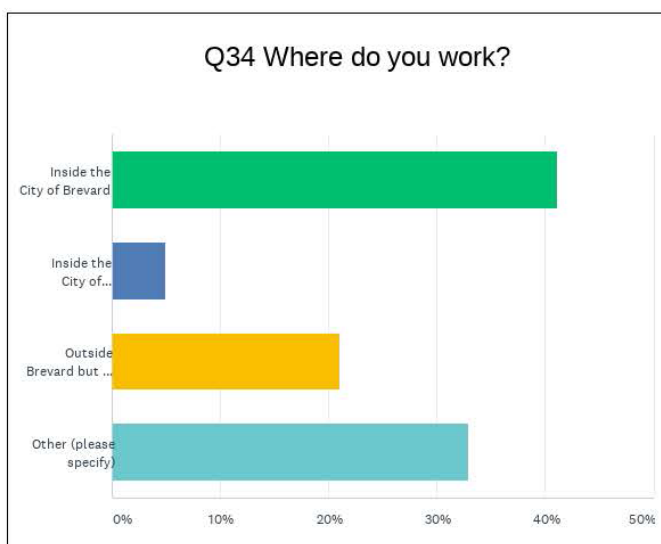


Employment Location

Of the individuals who reported working, nearly 1/2 report working in the City of Brevard (41% in City limits and 5% in the ETJ). An additional 21% report working in Transylvania County. 1/3 of individuals reported working elsewhere broken out as follows with the number of individuals shown in parentheses:

- Outside Transylvania County (37)
 - Henderson County (12)
 - Hendersonville (5)
 - Fletcher (2)
 - Buncombe County (17)
 - Asheville (10)
 - Arden (2)
- Remote (22)
- Work from home (8)
- Travel (4)
- Telework (3)

Q34 Where do you work?



Household Income

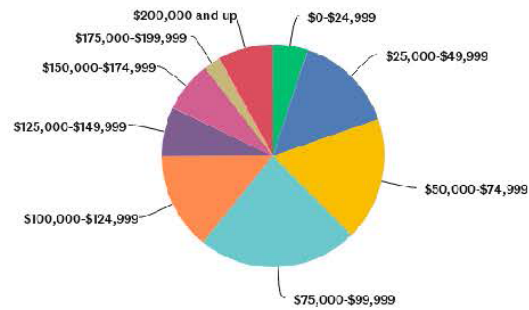
Nearly 1/4 of the individuals surveyed stated their household income is between \$75,000 - \$99,999.

18% stated their household income is between \$50,000 - \$74,999.

15% stated their household income is between \$25,000 - \$49,999.

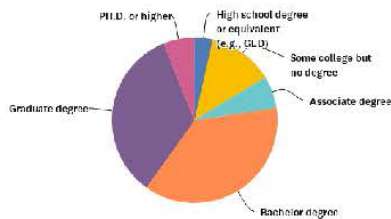
14% stated their household income is between \$100,000 - \$124,999.

Q35 What is your approximate current household income?



Education Level

Q36 What is the highest level of school you have completed or the highest degree you have received?



Every individual surveyed reported having a minimum of a high school diploma.

37% of individuals surveyed received a Bachelor's degree.

More than 1/3 of individuals surveyed have received a Graduate degree.

PUBLIC INPUT PHASE 1: SURVEY SUMMARY

Summary of Input

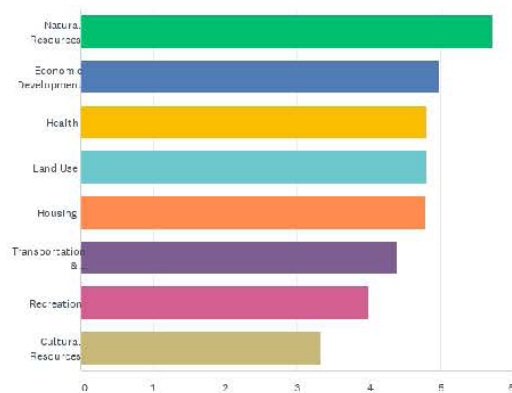
The following is a summary of the online survey responses. Much more raw data will be available in the appendix to this report.

Plan Topics

Natural resources was ranked highest as the overall most important plan topic for individuals, with over half of individuals ranking it within their top 3 plan topics and more than 25% of individuals stating it is the most important. **Cultural resources traditions** was ranked lowest as the

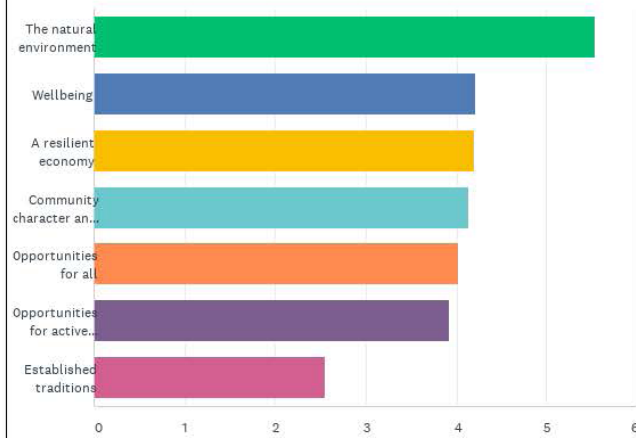
overall least important plan topic for individuals.

Q10 Please rank the 8 plan topics in order of their importance to you.



Values

Q6 Please rank the values that are important to you.

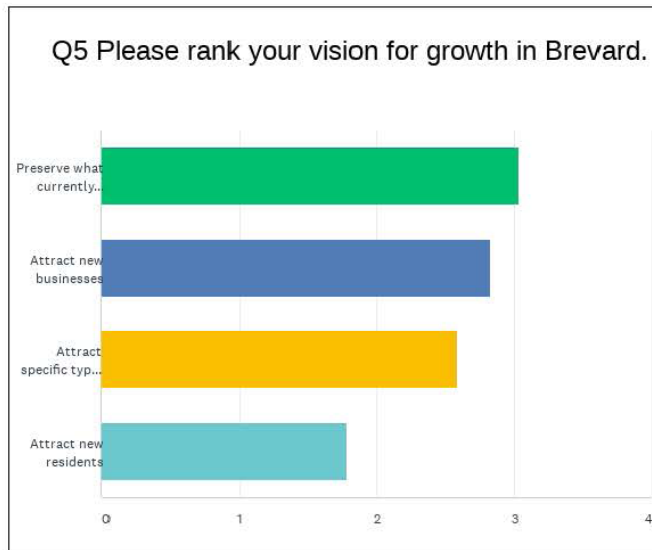


The **natural environment** was ranked highest as the overall most important value for individuals, with 75% of individuals ranking it within their top 3 priorities and 250 individuals stating it is their top priority. **Established traditions** was ranked lowest as the overall least important value for individuals.

Growth

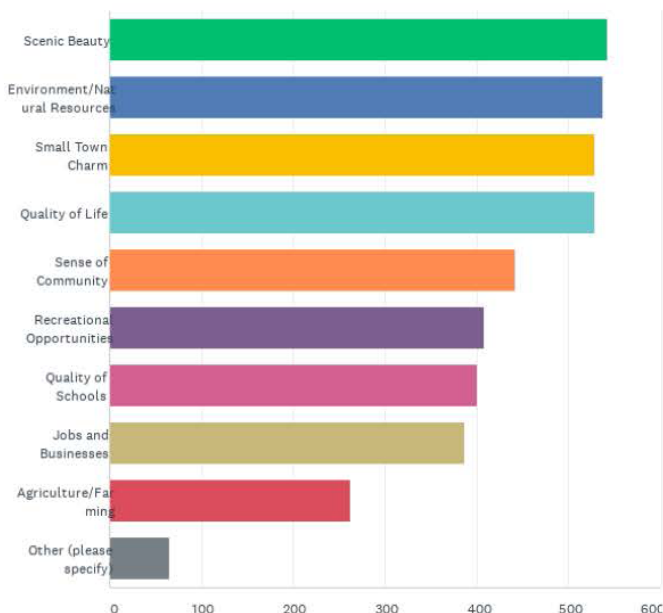
According to the Census Bureau, in the last decade, Brevard's population increased by 8%. Nearly $\frac{3}{4}$ of people said this is **about the right amount of growth**. More than 75% of respondents think it is **appropriate for Brevard's population to continue to grow**. 20% of individuals think **population increase of more than 10% growth is appropriate**.

More than $\frac{1}{3}$ of individuals thought Brevard is **heading in the right direction**, however 50% had **mixed feelings or were unsure**. The highest ranked vision for growth is to **preserve what currently exists**, with nearly 50% of individuals stating it is their highest priority.



Assets

Q11 What are Brevard's most important assets to be supported?



More than 80% of individuals listed the following as the most important assets to be supported:

Scenic beauty

Environment/natural resources

Small town charm

Quality of life

Less than 40% of individuals listed

Agriculture/farming as the most important asset to be supported.

PUBLIC INPUT PHASE 1: SURVEY SUMMARY

Economic Development

Regulating certain land uses to guide development was ranked highest as the vision for economic development with more than 1/3 of individuals ranking it as their highest priority. This was followed by improving outdoor recreation opportunities and attracting industries that have not traditionally been a part of the local employment base.

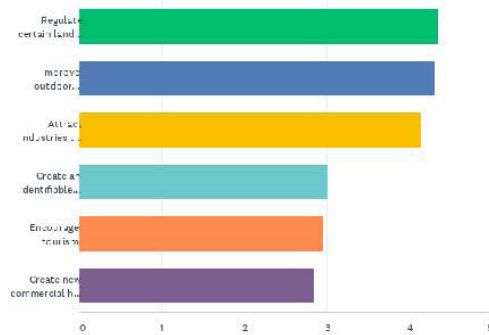
Downtown

A walkable/bikeable downtown that is vibrant and inviting with a mix of uses was ranked highest as the vision for downtown with more than 1/2 of individuals ranking it as their highest priority. This was followed by ensuring businesses downtown are open and inviting and serve as anchors as well as supporting preservation of older historic and architecturally relevant structures. Improving the downtown experience with wayfinding signage and an information kiosk was ranked lowest as the overall least important vision for individuals.

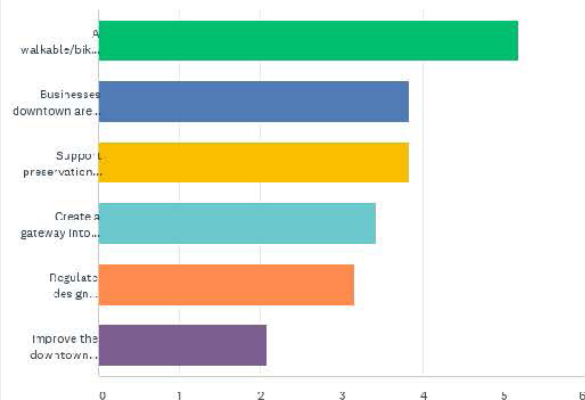
Tourism

Connecting downtown Brevard to Pisgah with trails was ranked highest as the vision for tourism with 75% of individuals ranking it within their top 3 priorities. This was followed by connecting downtown Brevard to Pisgah with bicycle friendly roadways as well as providing more opportunities to access outdoor recreation.

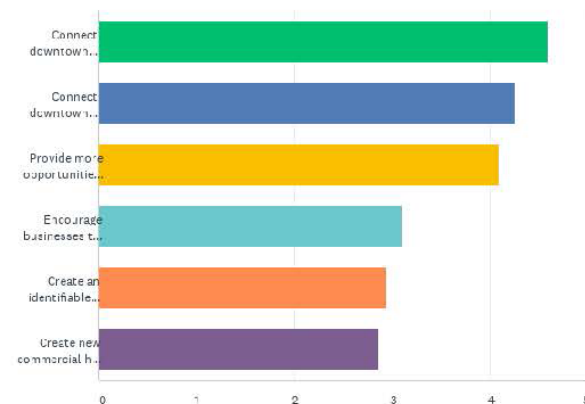
Q7 Please rank your vision for economic development in Brevard.



Q8 Please rank your vision for Brevard's downtown.



Q9 Please rank your vision for tourism in Brevard.

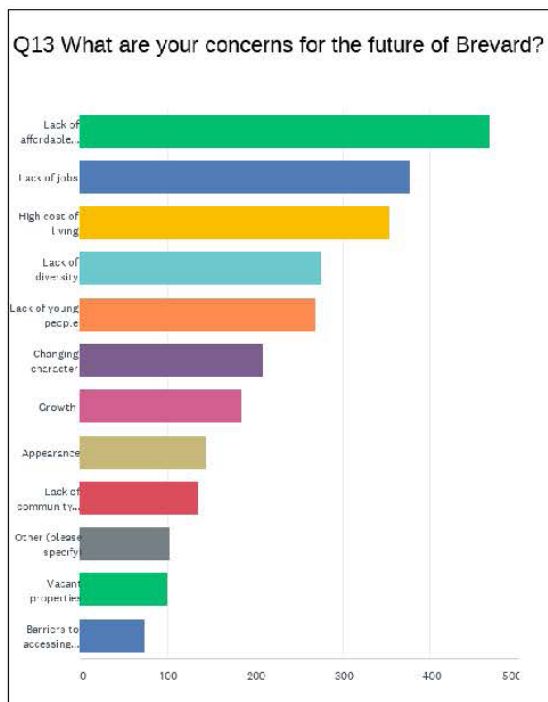


Concerns

Nearly 75% of individuals list **Lack of affordable housing** as a concern for the future. More ½ of individuals list **Lack of jobs** and the **High cost of living** as concerns for the future. Other concerns include:

jobs, economic growth, development, town, businesses, chains, Brevard, stores, Lack, zoning, need, tourism, local, lines, county, without

Less than 20% of individuals list **Vacant properties** and **Barriers to accessing services** as concerns for the future.

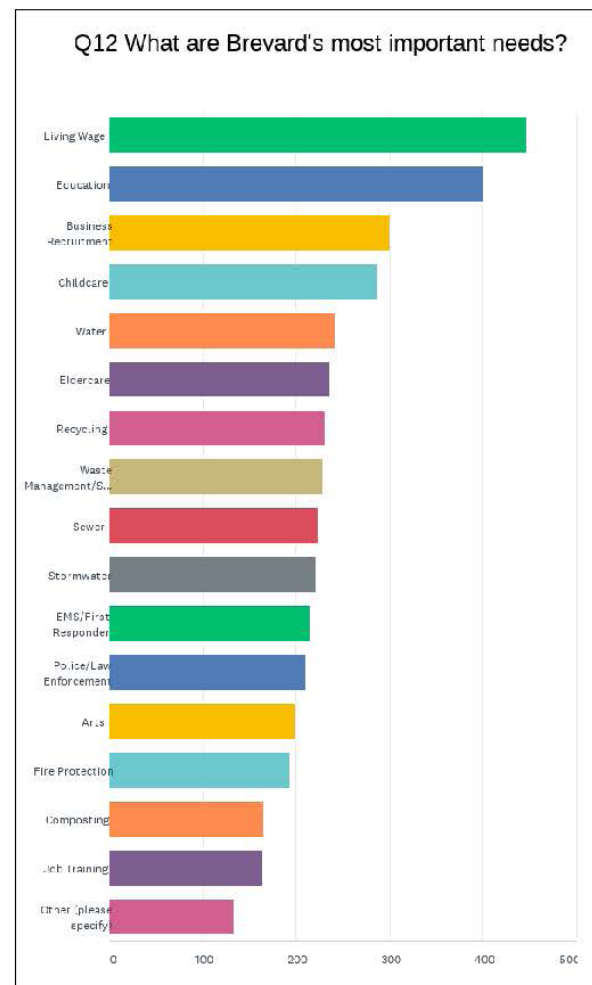


Needs

More than 60% of individuals listed **Living wage** and **Education** as the most important needs. Approximately 45% of individuals listed **Business recruitment** and **Childcare** as the most important needs. Other needs specified included:

people, Leesta Trail, infrastructure, protection, Brevard, environment, Internet, High speed internet, need, County, work, affordable, roads, Land use, Affordable housing, protect, housing, jobs, Better, sustainable, downtown, area, important, natural resources, parking, workforce, housing, support

Only 25% of individuals list **Composting** and **Job Training** as concerns for the future.

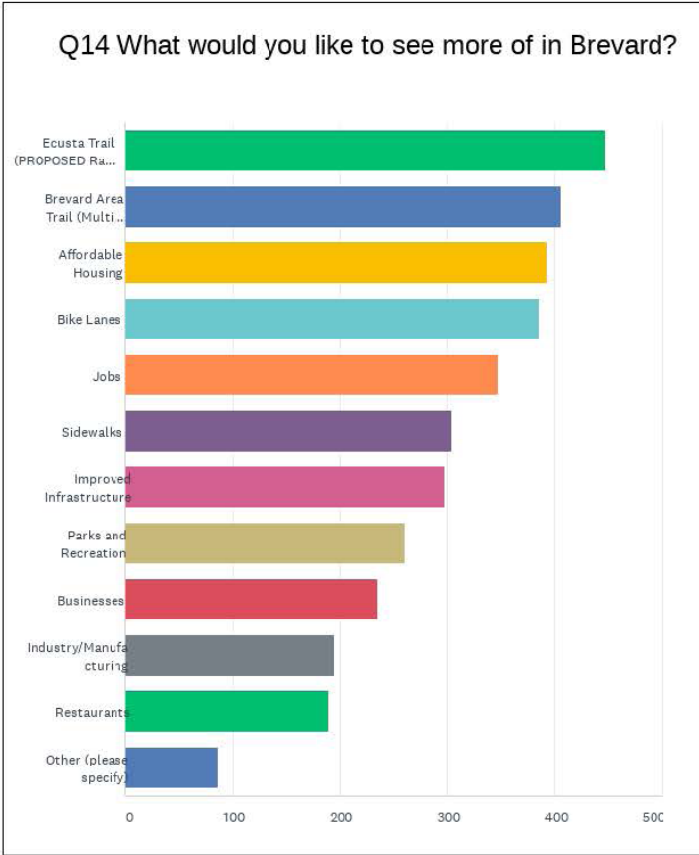


PUBLIC INPUT PHASE 1: SURVEY SUMMARY

Wants

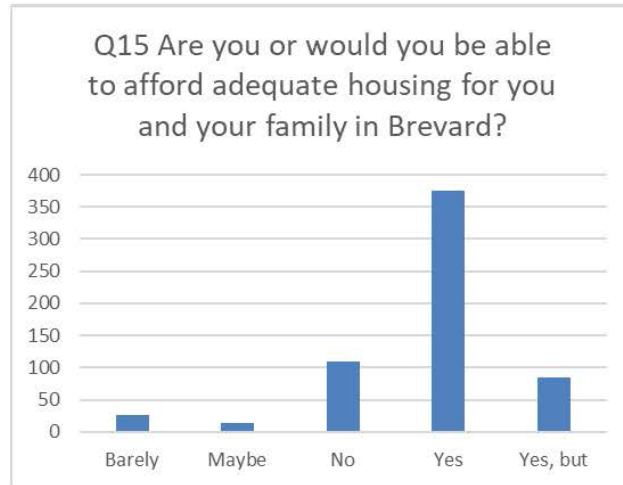
Nearly 70% of individuals want to see the **Ecusta Trail (Proposed rail trail connecting Hendersonville to Brevard)**. More than 60% of individuals want to see more of the **Brevard Area Trail (Multiuse path)** and **Affordable Housing**.

green | bike | road | jobs | building | zoning | Industry | streets
people | city | downtown | housing | town | trails
businesses | restaurants | Park | please



Housing

The majority of individuals surveyed (62%) stated that they can or would be able to afford adequate housing in Brevard. An additional 14% said they are or would be able to but only because of specific circumstances. 4% stated they are or would be barely able to and 2% said they may be able to. 18% stated they are or would not be able to afford adequate housing in Brevard.



PUBLIC INPUT PHASE 1: SURVEY SUMMARY

General

Plan Topic: Natural resources

Value: The natural environment

Asset: Scenic Beauty

Need: Living wage

Concern: Lack of affordable housing

Want: Ecusta Trail (Proposed rail trail connecting Hendersonville to Brevard)

Future: Mixed feelings or unsure

Growth

Amount: The right amount of growth

Population: Same as the last 10 years (Increase up to 10%)

Vision

Growth: Preserve what currently exists

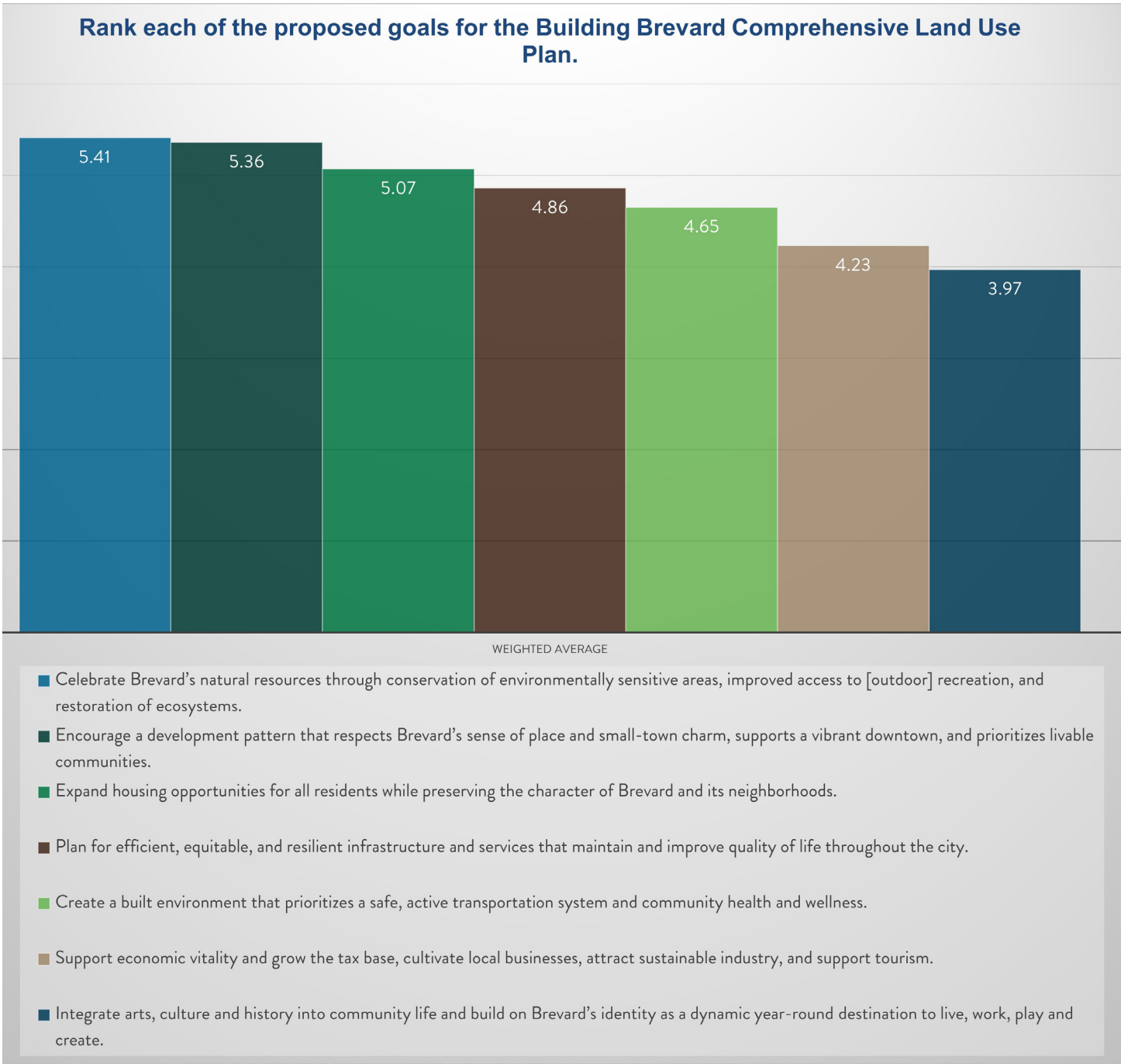
Economic development: Regulate certain land uses to guide development

Downtown: A walkable/bikeable downtown that is vibrant

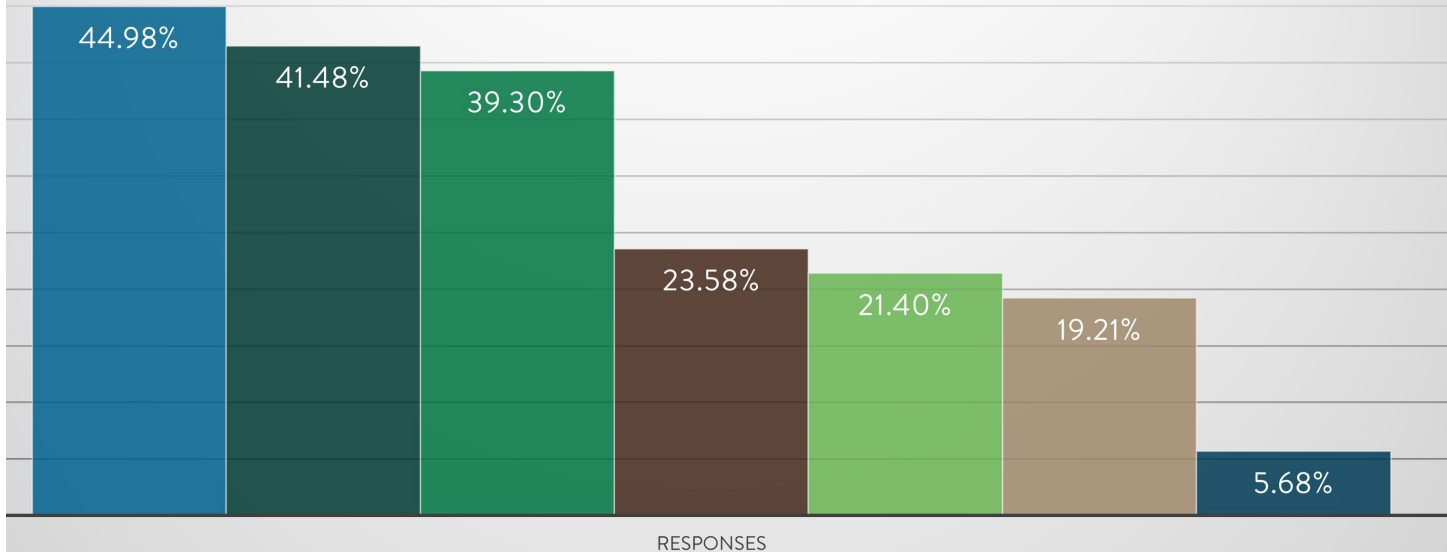


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GOALS SURVEY (SURVEY #2) SUMMARY



Choose your top 2 priority goals.



RESPONSES

- Expand housing opportunities for all residents while preserving the character of Brevard and its neighborhoods.
- Celebrate Brevard's natural resources through conservation of environmentally sensitive areas, improved access to [outdoor] recreation, and restoration of ecosystems.
- Encourage a development pattern that respects Brevard's sense of place and small-town charm, supports a vibrant downtown, and prioritizes livable communities.
- Plan for efficient, equitable, and resilient infrastructure and services that maintain and improve quality of life throughout the city.
- Create a built environment that prioritizes a safe, active transportation system and community health and wellness.
- Support economic vitality and grow the tax base, cultivate local businesses, attract sustainable industry, and support tourism.
- Integrate arts, culture and history into community life and build on Brevard's identity as a dynamic year-round destination to live, work, play and create.

GOALS SURVEY (SURVEY #2) SUMMARY

Would you change any goal or add any priority to the draft goals?

The following are open-ended responses to the above question.

- ◆ Downtown should have a more cohesive look architecturally
- ◆ I believe the natural resources are a very high priority. They are truly life giving. We are in dire need of an infrastructure overhaul for the sake of those living here and the growth that is likely to continue. Affordable housing needs to follow but must come on smaller scale around the community so they can be better managed and not turn into a drug houses and apartments but places where the surrounding neighborhoods can integrate them offering opportunities to single mother's, young people trying to get a start, etc. The 80 unit complexes are a disaster waiting to happen. People need smaller, more manageable complexes where they don't have to fear the other tenants but can thrive. With this, we can build a community that looks after each other, bring in something like the IT industry. I understand the desire for tourism but with it comes higher crime and the trampling of the very valuable resources that surround us. We need balance and better jobs. Protecting our resources and revamping our infrastructure should be where this all begins.
- ◆ Make it affordable for the families that live in brevard and targeting what will make them stay. Then to only worry about what the retired people from everywhere but brevard want. Brevard needs to do better by the people that actually make this town go round! Right now they are not. Taxes are ridiculous, housing prices are ridiculous, renting price are ridiculous. There is not much to brag about this town anymore!
- ◆ The entrance to the forest needs a total overhaul. Ugly strip malls need massive facelifts in keeping with a more 'national foresty' aesthetic. I refer you to the look of hotels and the like of Yellowstone or Yosemite.
- ◆ Respect the locals who have lived here for several generations and value their input, thoughts, and values. Prioritize the small town values, heritage, and friendly hospitality that has been vital to Brevard and the Transylvania community.
- ◆ There needs to be more kid-friendly spaces. Franklin Park is run down, and there's not a lot of other safe places for children. A hands-on children's museum, splash pad, etc...
- ◆ "Require new buildings, of all zoning types, to implement energy-efficient technology and design standards, especially insulation material standards.
- ◆ Rezone mixed use zoning and Plan bikeways and walkways so that over 50% of the population may walk/bike within 15 minutes to local services (groceries, shopping, dining, schools, etc.)
- ◆ Plan for long-term population increase that massively exceeds predictions, in the likely scenario Brevard will become home to tens of thousands of climate change migrants. "
- ◆ Completing the Brevard urban trail greenway thingy,
- ◆ Focus on expanding affordable housing for low income residents
- ◆ N/A
- ◆ Indoor/outdoor activities for children are desperately needed
- ◆ Conservation and ecosystem protection should not be grouped with access to recreation. These are separate and not always compatible.



GOALS SURVEY (SURVEY #2) SUMMARY

- ◆ Create bike lanes and/or sidewalks along all roads. Every resident should have ability to safely walk or ride to any destination in Brevard city limits.
- ◆ Yes- give tax incentives to existing and new businesses that seek to relocate here to promote a diversified support base. (Cultivating local businesses is not the same as supporting local businesses.)
- ◆ The Fried Mile (Asheville Highway from Broad Street to 286/64) could use trees to help reduce the noise pollution.
- ◆ Do not turn us into a mini-Asheville
- ◆ N/A
- ◆ no
- ◆ these are all great goals; making Brevard affordable for those who work there, yet still a destination, and livable (rather than trafficky) are all needed, but difficult to balance
- ◆ No
- ◆ Focus on keeping the community quaint with conservative family values. Do not encourage any development to enable homeless and vagrants to enter the community. Do not bring any major freeway to Brevard.
- ◆ Encourage green development that minimizes and reduces the city's carbon footprint. As a city, these include decarbonising the electricity grid, optimising energy efficiency in buildings, offering residents low-carbon transport options and improving how we manage waste. Commit to reduce the city of Brevard's carbon emissions drastically (by 90%) by 2050.
- ◆ All the questions were so broadly worded it was difficult to ascertain concrete meaning. For example: "Expand housing opportunities for all residents..." Does this mean building a bunch of new Section 8 apartments? What type of housing?
- ◆ no
- ◆ Adding access city wide for non motorized use
- ◆ Encouraging healthy lifestyles
- ◆ Build the Ecusta trail
- ◆ Limit "chain" businesses like Dollar General from buying land and throwing up buildings.
- ◆ Keep working toward an environmentally sustainable infrastructure... e-car charging stations, reducing fossil fuel dependencies, etc.
- ◆ Keep working toward an environmentally sustainable infrastructure... e-car charging stations, reducing fossil fuel dependencies, etc.
- ◆ I feel that each of those goals has a very high priority and it will be difficult to consider all of them as decisions are made. But, each must be considered if Brevard is to hold onto its small town charm while preserving the beauty of its natural surroundings.

- ◆ "Create more walkable areas.
- ◆ Make roads more bike friendly.
- ◆ "
- ◆ +++RailTrail Support
- ◆ No
- ◆ no
- ◆ The goals are all blended with two different ideas. I want to see the growth stop and allow those who live here to enjoy the natural resources that are natural to the area. Folks come here to enjoy the hiking and biking. We don't need more access to these natural areas or the trails will no longer be natural or will become too eroded like the trail up to looking glass is now. There are plenty of places to live currently.
- ◆ Your questions are poorly thought out and written. Too many compound ideas where I agree with one but not the other. This will give incorrect results. You need to limit housing. The reason Brevard is attractive is because it's a small town. There is no way to maintain the small town feeling with unchecked growth. Allow unchecked growth, and in 10 years you'll be back to the 1990s.
- ◆ Merge the "Celebrate natural resources..." with support and facilitate economic vitality and grow the tax base.
- ◆ No
- ◆ I feel that each of those goals has a very high priority and it will be difficult to consider all of them as decisions are made. But, each must be considered if Brevard is to hold onto its small town charm while preserving the beauty of its natural surroundings.
- ◆ We moved here for nature. Unfortunately growth and resource degradation tend to go hand in hand. People are going to keep coming to Brevard if we make/keep it a great place to live. And the Pisgah will always be there. I want to make sure we initiate plans to protect our Pisgah, DuPont and other resources from overcrowding, specifically from tourists who may have less respect for our ecosystem. If we double the tourists we have, our trails will become unrecognizable, eroded, sediment entering our waterways, and native plants trampled by cars. If we expect or encourage tourism we need to account for damage we are inflicting on the forest. I don't mean that we should make bigger parking lots at trailheads—on the contrary. We need to figure out a trailhead shuttle system and get people away from crowded trailheads. On top of all this, tourists are not as important as the people who put down roots here. We MUST protect Brevard and Transylvania county from over development.
- ◆ No
- ◆ No
- ◆ Protect residents from unsustainable increases in property taxes due to real estate appreciation.
- ◆ Work with local nonprofits that have a proven track record of success building affordable homes such as Transylvania Habitat for Humanity.
- ◆ No
- ◆ All listed are keys to Brevard's wellbeing. The order of priority will be the most important aspect of this. All should be on the list, though.
- ◆ We NEED affordable housing!!!

GOALS SURVEY (SURVEY #2) SUMMARY

- ◆ no
- ◆ To access these places, the roads should be better.
- ◆ lower the speed limits in town and actually enforce it
- ◆ "-While housing is important, goal 1 should clarify what kind of housing (is it sustainable and equitable? (it should be))
- ◆ - With goal 6, 'grow the tax base' is suspicious, and difficult to implement while keeping the small town charm
- ◆ -I would ultimately say they are hard to prioritize because they are all so interconnected. "
- ◆ "My issue with the goals is who would say no to any of those goals??? But what do they really mean?? Just like previous plans we learned all of these mean different things to different people. These are ambiguous questions that really mean nothing.
- ◆ The one thing I do wish to express is that sustainable tourism is possible but it takes creating options that are more attractive to the tourists not regulating. The TDA inadvertently advertises Airbnb's....the county has the ability to make the hotels and in town options more attractive by recruiting transportation businesses to provide shuttles to overpopulated attractions or adding the hotels to the current transportation routes. This would solve multiple problems if it could be accomplished, but I know it's not that easy...Create a "parking park" where shuttles can pick up, food trucks can park offer trail lunch packs. As a meeting point maybe it would make troubled areas look more attractive to developers??? (Ecusta??). Approach it as guided tourism, not a free for all. Create an experience. Provide trail trash bags as part of the culture. We don't have to regulate to create the environment the residents want, we just have to paint a picture for those coming in that is more attractive or different than what the residents need. We don't have to be fighting for the same resources."
- ◆ Focus on the affirmative and efforts that are already improving the City of Brevard like the Heart of Brevard and Blue Zone Project - Brevard.
- ◆ Encourage a development pattern that respects Brevard's sense of place and small-town charm, supports a vibrant downtown, and prioritizes livable communities.
- ◆ no
- ◆ Not sure where this would fit. Traffic & high speed through neighborhood streets is crazy. I live on Park Ave. and cars drive way too fast - it would be great to have a patrol car in sight during school and high traffic times. It seems there are more tickets handed out on the little mountain (280) than where we could really use the patrol. Also why do huge trucks drive through Neely/park ave?
- ◆ Create a bypass so through traffic and large trucks don't need to come through the downtown area
- ◆ Keep Brevard authentic
- ◆ Provide more public resources such as an adequate hospital, efficient law enforcement, etc
- ◆ no
- ◆ No
- ◆ Encourage industry - not tourism. We can't support families on tourism, and tourism is creating part of the infrastructure/traffic problems.

- ◆ Brevard is all about tourism and the locals who have been here their entire life. Our young people have no future here as there is nothing for them to do!
- ◆ Focus on viable jobs, necessary infrastructure, growing families, and quality of life in a small town. Tourism is not any of that.
- ◆ Be business friendly, but not at the expense of the workforce. Housing and jobs are related in this way, as in far too many employers in Brevard want to get away with low pay and benefits, while expecting workers to squeeze elsewhere to afford to live here. The City of Brevard can lead on this. Encourage living wage businesses, discourage volatile and predatory landlords, and lead by example. Make Brevard the best place to work in North Carolina.
- ◆ Improve the roads around Brevard, not through the addition of roundabouts, but well thought out systems that allow for traffic to divert around downtown. The huge influx of traffic is unsustainable unless a by pass around downtown is included!
- ◆ No
- ◆ Making Affordable Housing a priority, regulating, and maintaining existing programs, building additional energy efficient units
- ◆ Support local businesses and stop adding fast food stores. We don't need Another Wendy's or dollar general. I much prefer Mayberry, Harris hardware or blue ridge bakery.
- ◆ "Yes!!! You need to clearly label the goals and which rating scale goes to which goal. You can also put extra space between them.
- ◆
- ◆ Please change the goal of integrating art, history etc for Brevard's identity as a great DESTINATION for work, play etc so that equal attention is given to improve life for those that already live here especially people who grew up here.
- ◆ Marketing Brevard to rich retirees only benefits the Real Estate industry. At some point the rich retirees's health will fail and either need to go to an assisted living facility or pay for a caregiver in their home. Facilities and Home care agencies pay their workers only \$8.50-\$15 per hour. The Comprehensive Plan must ensure good quality housing for the caregivers of people that see Brevard as a 'destination'"
- ◆ Yes, take tourism out of the one goal it's in and it'd be perfect.
- ◆ Create more greenways and bike lanes providing access to all the different neighborhoods and schools of Brevard.
- ◆ No
- ◆ Work with local nonprofits that have a proven track record of success building affordable homes such as Transylvania Habitat for Humanity.
- ◆ Something needs to be done to prioritize housing for local residents who are being pushed out by out of town buyers forcing the market up
- ◆ "ENFORCING Bike/walk lanes and crossings—holding drivers accountable—Not just cyclists.
- ◆ Future roads should automatically include a shoulder and or sidewalk. "
- ◆ We should be more focused into looking out for the local people with affordable and workforce homes. You can attract all the tourist and retirees you want but without local people living and working here how is Brevard going

GOALS SURVEY (SURVEY #2) SUMMARY

to continue to prosper and grow.

- ◆ Figure out how to zone and support infrastructure for development where utilities are coming from two different entities. Also figure out a long term plan to keep downtown vital w the development of trail systems and building opportunities outside the city/town that lack zoning controls.
- ◆ I would encourage the City to buy land in the downtown core for future parks, meeting spaces, etc. I would also recommend that any current and future assets be landed for multipurpose reasons. The City is too small for single purpose assets in many cases. I think affordable housing is an important topic, but the only way I see it being resolved is for the City or the County to own units and then rent them out. Private houses/units will continue to attract retirees or families able to work from home relocating from elsewhere which will drive up prices. Not to mention purchases for the intention of short term rentals. Consider density variances and micro units as is done in larger cities. I would consider a bond referendum to raise the money needed for housing...City or County, although I think it's more of a County issue.
- ◆ Control and, to the extent possible, reduce short-term rentals so as to preserve the availability of modest-rent housing.
- ◆ No
- ◆ Tree preservation
- ◆ Rephrase the goal regarding the characterization of Brevard as a “year-round destination “ to focus less on tourism and more on a vibrant community.
- ◆ Workforce housing needed and industry
- ◆ I would have separated goals in #6 to better clarify the need for supporting tourism.
- ◆ Prioritize affordable housing for workers or none of the above will be possible. Stop denying the affordable housing proposals and minimize cronyism.
- ◆ No
- ◆ No
- ◆ No
- ◆ The goal about transportation-- I would like it to reference biking and walking. I'm not sure everyone reading that goal would think about the importance of sidewalks and paved paths.
- ◆ Fix the roads, I've never lived in a town with such bad roads, their crumbling everywhere.
- ◆ I'd like to see some more specific verbiage that suggests what those goals are, and what they could provide; they feel a touch vague.
- ◆ Stop dot from making roundabouts
- ◆ NA
- ◆ No
- ◆ Avoid developing all vacant land, especially for the sake of development
- ◆ n/a
- ◆ Affordable housing MUST be a priority!!! Working people can't afford to live here!!!!
- ◆ De-incentivize regional and national chain / big box stores from developing Brevard into any other suburban corridor. Zoning requirements and/or responsible development guidelines for the Rosman corridor are critical to guiding Brevard's long-term growth and protecting the area as one of the east coast's best-kept outdoor tourism

destinations.

- ◆ Connect Brevard to Asheville by transit shuttle
- ◆ Nope. Well put together and conceived.
- ◆ No
- ◆ Your affordable housing plan is terrible. You are letting developers build many homes without garages, inadequate off street parking (a car parked on the property would be in the 5 ft. road right of way area). Brevard doesn't have to reinvent the wheel to figure out a right way for affordable housing. First, look at the Coronado CA affordable housing plans on their website or call the Affordable Housing Department in Coronado. They have a PERFECT way for everyone to benefit from their well thought out plan. Whenever a developer builds a house, condo, apartment house, etc, and doesn't have it for Affordable Housing, then they pay an in lieu of fee to the City of Coronado, The City then compiles this money and buys house, apartments, or builds affordable housing with the funds. Then the City has an application process for people who want to occupy one of the affordable housing units. The City collects the rent and that revenue helps purchases more affordable housing or building it. If you let a developer build the affordable housing units, then the developer makes \$40,000 to \$80,000 a month income. I think the City of Brevard could definitely use that money to solve the affordable housing problem issue. Rezoning and ruining neighborhoods is NOT the answer. There is plenty of vacant land available that does not involve extra traffic, density issues, etc. that can be used. In Coronado they affordable housing department purchased a four unit apartment complex I owned and turned it into affordable housing units. There were four two bedroom one bath units and 4 garages on the lot. If you wish further information, please contact the City of Coronado or me and I will be glad to help you understand this easy fix. PAT PETTIT 619,392.6564. 17 Grove Circle, Brevard.
- ◆ Support sustainable transportation
- ◆ Linear parkways and more of them
- ◆ Na
- ◆ Rehabilitate and restore existing infrastructure (buildings, roads, etc.) before initiating new construction. Address the litter problem along roadsides. Add bio-diverse landscape throughout the town.
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Quality hospital facilities, limits on B&B's so that housing is available to full time residents & enforcement of speed limits as well as the exterior of the post office. While tourism is important to Brevard some preference should also be given to members of the community.
- ◆ No
- ◆ Don't let your goals develop into the city of Asheville. Support local businesses and the owners of . Parking is a issue. free parking.....
- ◆
- ◆ Do NOT ban or limit AirBnBs. Increase density levels for in town lots.
- ◆ You hit them all!
- ◆ Focus on adaptive reuse of existing buildings and developed lots prior to new green field development.
- ◆ What ways are we trying to save money? Seems our Democrat Mayor keeps wanting to spend it!
- ◆ I think respecting our small town history and design. It's very disappointing to see the development plan going

GOALS SURVEY (SURVEY #2) SUMMARY

in on courthouse Hill. That land could have been used more to the benefit of the locals especially in such a high traffic area

- ◆ I would be more specific about expanding housing opportunities. They need to be affordable homes/dwellings for the folks that live and work here. Options are nearly endless if you have a million dollars to spend, most don't.
- ◆ De emphasize tourism and support more sustainable local focused businesses
- ◆ I would like to see a plan that provides expanded facilities for sports and wellness for children and adults - especially tennis, swimming, indoor soccer etc.
- ◆ No
- ◆ Put the residents of Brevard before tourism.
- ◆ All of these "proposed goals" are too broad and vague to be actual, measurable goals. More detailed and focused items would be a better survey for the true needs for this community.
- ◆ We need to think about parking and traffic flow. Certain roads (Gallimore, Greenville Hwy, Hendersonville Hwy) are paralyzed by school traffic in the afternoons. There is a lack of appropriate turn lanes causing traffic to back up into intersections (Ecusta and Old Hendersonville Hwy, Rosman Hwy and Country Club). I sometimes sit through 3 light changes before I can turn left from Main onto Broad towards the library. (And I know the city can't do anything about that poorly planned Ingles parking lot, but good god what were they thinking?) Downtown lacks appropriate parking, and the pedestrians crossing Broad and Main are truly in danger. In summary, our town is bursting at the seams, and continued growth will only exacerbate our issues with traffic, rain water, road conditions, etc. I want to see continued growth to increase all of our home values and support our small business economy, but we need to think about efficiencies and infrastructure.
- ◆ No
- ◆ Focus on making it a more liveable community for all and not focus on making downtown a tourist attraction
- ◆ Bring more infrastructure for the growing outdoor industry and support the local businesses that bring this. Also support the rescue squad!
- ◆ I would clearly define what type of housing and where. Several of these are vague and could mean something I could support or not at all. Without the knowledge of what these mean, I'm not sure I can accurately pick. I did my best, but they are vague in what they really look like.
- ◆ No, but since there wasn't an Other Comments box, I'd like to encourage looking at other similar communities and their struggles to understand good and bad planning strategies. St Augustine as an out of control growth community is one.
- ◆ Take into consideration the costs (construction and maintenance costs) for any new code requirements
- ◆ Stop with the tourist and the bike riders on these mountain roads. Worry about the money that was supposed to use for our schools so you can have more kids going to the public schools... all you worry about the tourist.
- ◆ No
- ◆ As a small side note I would love to see the community planting bulbs and flowers in our "right of ways" between sidewalks and streets. Instead of paying city employees to mow and weedeat redirect that money to encouraging the property owners to beautify that small strip of land similar to Williamsburg, Savannah, Charleston downtown homes.
- ◆ No
- ◆ Improve traffic flow and parking in the downtown area
- ◆ No
- ◆ Do not make tourism/tourist attraction a priority. Brevard is more than "Asheville's Playground" or a retreat

from Florida, some people call this town home full-time and their needs should be the priority. Make it possible for the kids who grow up here are able to stay here rather than being forced to move away by the lack of options.

- ◆ Add a definition of "affordable housing"
- ◆ No

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What is one step you would like to see the City or other partners taking toward accomplishing your priority goal?

The following are open-ended responses to the above question.

- ◆ Make certain Brevard does not lose its charm.
- ◆ Protect the resources and revamp the infrastructure.
- ◆ Actually listening to the needs of the people who have lived in Brevard there whole life.
- ◆ BIKE PATHS! I'm sick of cyclists in my way all over town.
- ◆ Limit AirBNBs within the city so not driving out locals and new residents.
- ◆ Seek out the locals and their input by hold meetings in their neighborhoods and communities (churches, community centers, etc) and partner with respected, trusted, long-time leaders of those neighborhoods and communities to help facilitate the meetings.
- ◆ "Reach out to other reputable cities that have already implemented these goals and listen to their advice.
- ◆
- ◆ Dream big."
- ◆ Connecting the tannery Park area with downtown via bike path that is not shared with cars
- ◆ Recognizing that service industry employees and others who don't earn a lot of money want to live here as well and need affordable opportunities to own and rent in the area
- ◆ connect the bike paths for increased pedestrian safety; install splash pad and/or pool near the baseball/soccer fields
- ◆ Making space available for use/development. Try to bring YMCA to town
- ◆ The city should become more directly involved in affordable housing development. Create an incentive program beyond the housing trust fund. Partner with Mountain Housing and other nonprofit developers.
- ◆ Low interest development loans, easements, and removing regulatory obstacles to promote more housing developments on major corridors, preserving conservation pathways and parks wherever possible. Additional tax on short term rentals could help pay for this.
- ◆ Ecusta trail!
- ◆ Have the City acquire land and recruit developers to build housing that medical and home personnel, starting teachers, and other workers can afford. Our aging population can't do without them.
- ◆ Continue supporting Ecusta trail, despite lack of County leadership
- ◆ I think the dominant issue facing Transylvania County is the lack of affordable housing, especially for young people. Look at successes in other communities and see if we can implement those ideas here...need creative, out-of-the-box solutions.
- ◆ Expansion of sidewalks, greenways, bike lanes
- ◆ Sidewalks! Everywhere! Make the city totally walkable safely!
- ◆ Tax incentives
- ◆ Affordable housing that people want to live in as opposed to thrown together apartments. Just because people don't make a lot of money doesn't mean they want to live in an apartment made like a box.
- ◆ Work closer with existing LOCAL successful organizations like Transylvania Habitat for Humanity to create

more affordable housing. Don't assume out of town developers will have out communities' best interests at heart.

- ◆ Approve development of additional affordable housing for local workforce.
- ◆ affordable housing needed - I have lived and worked here for 20 years but cannot afford to buy . . .considering moving away so I can be a home owner.
- ◆ Build some relatively dense affordable housing (maybe mix of affordable and market) walkable to most jobs, near downtown, perhaps near the library. multi-story, nice buildings with central courtyards could be helpful.
- ◆ Encourage family center activity.
- ◆ Establish strict, specific and effective zoning regulations for minimizing short term rentals in residential neighborhoods; create incentives for building affordable workforce housing. Evaluate the Unified Development Ordinance, and do a comprehensive review/rewrite measured to preserving the small town /rural character and charm of the city of Brevard.
- ◆ Invest in the Rails to Trails program to link up with Henderson county's efforts.
- ◆ Get the rails to trails Ecusta Trail to Hendersonville open as soon as possible.
- ◆ It's in progress
- ◆ The benefits of the Ecusta trail completion will be a huge benefit economically and provide another healthy activity.
- ◆ Thinking through the environmental impact of more businesses and houses being developed.
- ◆ Install a few more automobile battery charging stations? Continue to build more bicycle lanes (real ones, as compared to stripes on the side of highways).
- ◆ Install a few more automobile battery charging stations? Continue to build more bicycle lanes (real ones, as compared to stripes on the side of highways).
- ◆ Consider those who make less than \$50,000 per year. They need an equal opportunity to work and have decent housing. Also, multi story buildings block views and destroy aesthetics. Smaller options must take priority when looking at developments.
- ◆ Whatever it takes to equal Hendersonville efforts to complete RailTrail
- ◆ Affordable housing for all prioritized.
- ◆ More attention to downtown. Look how Hendersonville has created attractions to draw people downtown with sidewalk dinning and attractive store fronts. We have too many empty buildings.
- ◆ "establish zoning rules that will control development
- ◆ "
- ◆ build sustainable natural trails that can be enjoyed by those who cycle and hike. Provide access like the Ecusta trail to connect joining communities that will allow folks to communte and visit neighboring towns.
- ◆ Control growth and outside real estate interests from controlling the housing market.
- ◆ Not sure, I suspect anything I would suggest has been done: review zoning, develop sustainable housing plans directed at medium income workforce housing, etc.
- ◆ Help county develop zoning restruictions
- ◆ Support the development of the Ecusta Trail.
- ◆ Consider those who make less than \$50,000 per year. They need an equal opportunity to work and have decent housing. Also, multi story buildings block views and destroy aesthetics. Smaller options must take priority when looking at developments.
- ◆ Institute a trailhead shuttle system and market the hell out of it. Run it from Asheville down 280 with major parking encouraged at WNC Ag Center. Stops at Turkey Pen, Davidson River CG, Looking glass Rock/Hatch-

GOALS SURVEY (SURVEY #2) SUMMARY

ery, Pink Beds/COF, Pisgah Inn, maybe even as far as Graveyard Fields. Have a 16-20 bike trailer behind it. Charge for the shuttle just like it's an Uber. Work with the owners of the Davidson River Village property to have that be the primary launch point for adventures so people aren't driving into our trailheads unnecessarily. Email me: I have some experience setting things like this up: dgjessee@gmail.com

- ◆ Implement proposed Main Street revisions with curb bump-outs.
- ◆ Helping county move to zoning to complement city zoning.
- ◆ Address encroaching air (including odors), light, and noise pollution created by growing commercial corridor
- ◆ Work with local nonprofits that have a proven track record of success building affordable homes such as Transylvania Habitat for Humanity.
- ◆ Work with Transylvania county to Continue to develop the Ecusta Trail corridor.
- ◆ Develop comprehensive plan for affordable housing which takes into account the effects of short term rentals (Air B&B's)
- ◆ Better coordination and cooperation between State, County and City governments
- ◆ LIMIT AIR B&BS PLEASE!!! Restaurants cannot find employees because the working class cannot afford to live here anymore. it is sad to see so many moving away because of lack of housing.
- ◆ Provide infrastructure that supports young families. We need young families to move here and raise their kids here.
- ◆ Affordable workforce housing, adding restrictions or moratoriums to discourage landlords from converting into short-term rentals
- ◆ Thinking outside the norm to find solutions instead of just doing what has always been discussed.
- ◆ Provide a safe, vibrant small town for our families to flourish.
- ◆ Keep building trails! We love them!
- ◆ just do it - get the police to patrol traffic violations and speeding
- ◆ Ethical architecture. Sustainability (and that means ACTUAL sustainability, not greenwashing) is attractive and necessary. Also, while I'm here, solar canopies over parking lots!!
- ◆ Think outside the box. Stop the surface level thinking. :)
- ◆ Work with the County and other community partners to develop an aquatic complex.
- ◆ Work with local nonprofits that have a proven track record of success building affordable homes such as Transylvania Habitat for Humanity.
- ◆ "Eliminate huge trucks access to neighborhood roads.
- ◆ Monitor speeds on Park Avenue. "
- ◆ Until a bypass is in place enforce existing speed laws on Broad St and Caldwell and prohibit "Compression brakes"
- ◆ A renewed commitment to keep momentum going with all established projects
- ◆ Solicit more healthcare providers to invest in our community
- ◆ WORK MORE WITH A PROVEN NON-PROFIT LIKE HABITAT FOR HUMANITY
- ◆ Increase tax base
- ◆ Encourage industry - tax incentives
- ◆ Attract affordable housing projects that can get have community support. They seems to have a lot of resistance.
- ◆ Reserve housing for underpaid professionals like teachers, public service, small business owners
- ◆ Show a bit of concern for local residents. Have you driven out to the high school in the past 20 years? Did your

chassis survive it?

- ◆ Increase occupancy taxes/ordinances on Airbnbs. Allowing a 6 month slow period to enable a 6 month period is not sustainable, and creates huge deficit in year-round available housing for *families.* Let members of the work-force decide what is, and isn't, the right amount of friendliness to tourism, not businesses. We are nowhere near detracting tourists – we are already deeply underserving residents of Brevard.
- ◆ Transylvania County tax payers have been asking for a by pass for YEARS! Stop thinking that a by pass will dry up the downtown area and work toward acquiring the land to make a by pass a reality.
- ◆ Easy access to maps
- ◆ Working with non-profits who have a proven track record of building Affordable Housing, by donating land and/or resources to increase their production.
- ◆ Ecusta trail, bike lanes similar to Portland Oregon.
- ◆ Make Real Estate agents getting big commissions on selling expensive homes contribute to the Housing Trust Fund. And change the housing trust fund back so its focus is not just big 'affordable housing' developments (where the Real Estate agent makes a big commission on also)
- ◆ Stop playing politics and stop with the UDO bullshit that keeps driving businesses from Brevard.
- ◆ A master plan that includes human powered transportation improvements.
- ◆ Ensure that all underlying infrastructure is sound and scalable.
- ◆ Work with local nonprofits that have a proven track record of success building affordable homes such as Transylvania Habitat for Humanity.
- ◆ I'm not sure it is within the authority of these parties to prioritize locals in housing plans. Perhaps adding more taxes to part time residents, short term rentals, & touristy industries rather than to property taxes for year round residents would help.
- ◆ Hold A green up day?(collecting trash) Fining litterers
- ◆ Working more with local nonprofits like Habitat for humanity. Brevard is all about downtown decor and bringing in more people to downtown. They need to partner with Habitat and other nonprofits to help with keeping the local people here. There are more and more houses and apartments being built all around Brevard, Transylvania county but no local person can afford them.
- ◆ See a higher level of care in all government assisted housing. When people see areas like Laurel Village that are well kept and tidy, perhaps they will be more welcoming to affordable housing projects. I just see a great disparity in how different housing projects are cared for
- ◆ n/a
- ◆ Work with non-profits that already have a successful track record of building affordable housing - Transylvania Habitat for Humanity
- ◆ Limit growth to fit within the existing resources and assets. The cycle of raising revenue to build an infrastructure that brings more people in is both unsustainable and damaging to the culture and long-term viability of this town.
- ◆ Take a holistic approach to addressing the current housing crisis. Rethink zoning & easements, and consider incentivizing home owners to rent to long-term tenants over short-term ones.
- ◆ Portapotty at Bracken Preserve
- ◆ Investing in housing that is affordable to those working in the community, through offering incentives, subsidies,

or just doing what right to help people live healthy respectful lives in the community they work and live in.

- ◆ See above.
- ◆ Support more recreational spaces
- ◆ I'd like to see a new courthouse built or extension to better accommodate the workload for all
- ◆ Can we turn some of the empty shopping center space in town into spaces for affordable housing?
- ◆ Begin sidewalk construction on Neely rd to improve town's walk ability.
- ◆ Encourage continued growth of small businesses downtown.
- ◆ Traffic and parking management within Pisgah and DuPont would be a good start.
- ◆ Find a way to alleviate some of our traffic congestion.
- ◆ Work with landowners for sites that could have workplace housing. For example the run down white office area across from the new hotel site.
- ◆ Give businesses a reason to come here - offer tax breaks, minimize the tourism aspect because that doesn't offer businesses consistent employees.
- ◆ Expand sidewalks in north brevard
- ◆ Convene a task force and charge them with developing step by step goals and a plan to move us as a county to the ultimate goals of sufficient low income and task force housing within a given timeframe.
- ◆ Discuss ideas w knowledgeable citizens. Form a comprehensive plan for the county as well as the city.
- ◆ City and County partnerships
- ◆ Enforce licensing of current short-rental properties. License no more properties. Do not re-license short-term rental properties that are sold.
- ◆ Perhaps, expand cooperation with Pisgah National Forest and Dupont National Forest, re: hiking and camping rules, wildlife programs, etc.
- ◆ Plant more trees. No clearcutting for planned communities. Stick to a mountain architecture plan (Platt).
- ◆ Work to improve and maintain the quality of local rivers to assure continued health and attractiveness of our waterways.
- ◆ Encourage building of Workforce housing
- ◆ Focus on communication and actions which build community and allow disparate groups to find common goals. For example, promote the probable increase in property values along the Ecusta Trail, similar to what I've seen in other rails-to-trails projects. And work to get the county commission to also be excited about this project.
- ◆ Accept at least one plan for affordable housing for workers. Expand the bike path and Ecusta trail as a priority.
- ◆ Easier to attain building ordinances.
- ◆ Working on infrastructure.
- ◆ Expand bike paths to access all areas of Brevard safely
- ◆ The city needs to have the courage to agree to one of the many proposals for mixed income housing. I would also like the city to fund the expansion of Blue Ridge CC.
- ◆ Inform the citizens of a plan to fix the roads.
- ◆ I'd like to see the greenway expanded, and the city support more parks and recreation, specifically in the mountains were so lucky to have.
- ◆ No more housing for tourists
- ◆ Safer walking
- ◆ Start looking to balance the small town vibe of Brevard with more opportunities to bring in sustainable jobs.
- ◆ Limit VRBO or short term rentals. No more Dollar Generals or stores like that and no more fast food
- ◆ Fund and make a top priority the resurfacing and patching of city streets AND those for which NC DOT is

responsible. Notify the public when improvements are taking place (through the City's blocked up space in the paper.

- ◆ Quit caving to developers
- ◆ Retain farmlands and agricultural areas and not rezone for developers to come in and build massive housing communities (ie DR Horton, Pulte, Lennar).
- ◆ Continue to navigate state and or federal laws that limit the City's ability to control the proliferation of AirB&B's at the expense of our much-needed long-term affordable workforce rental options.
- ◆ Consider the well being is ALL residents when making decisions!! The benefit to the community should outweigh the complaints of a few!!
- ◆ Implementing zoning/development ordinance(s) & plans for the Rosman corridor.
- ◆ Work with Asheville transit & the Regional planning offices rpo & mpo
- ◆ I would like to see a lot more affordable housing, preferably that adds capacity while also respecting the character of the town. And also remaining committed to parks and public lands. Difficult, but doable for sure.
- ◆ Finish the Ecusta Trail and make a comprehensive plan for increasing affordable housing availability.
- ◆ Mandate density in areas close to downtown.
- ◆ Fund and complete the multi-use path!
- ◆ Contact the City of Coronado asap to get the details of their Affordable Housing Rules.
- ◆ Road diets
- ◆ "Adjust zoning to allow denser housing development.
- ◆ Provide more support for bicycle transportation. "
- ◆ Affordable housing. Improve availability of long term rentals by decreasing/limiting air B and B locations in town
- ◆ Let's clean up what messes we currently have (litter, abandoned buildings, etc.) and incorporate native plants and trees instead of grass along all roads.
- ◆ Implement a viable transportation plan. The city is growing without thought of reducing traffic congestion east/west and south.
- ◆ Affordable workforce housing
- ◆ Serious priority on funding starter housing
- ◆ Prioritize low income housing
- ◆ I would like to see greater communication regarding initiatives and a greater understanding within the community about those initiatives.
- ◆ Consider how much traffic & growth the city wants to see while balancing the small town appeal the residents enjoy. Do we really want to be like Asheville or Hendersonville? I hope not.
- ◆ Expand affordable housing opportunities for all,
- ◆ If you own a business within the county, then live within the surrounding counties....not in another state. Keep it local, control the size of our Brevard.
- ◆ Less focus on car transportation. More focus on connecting people, places, and entertain via bike and foot traffic
- ◆ A way to encourage affordable housing.
- ◆ Roadway improvements to calm traffic in the developed area and allow safe intermodal connectivity.
- ◆ STOP ALL THE AIR BNB/VRBOs so that people can find affordable housing. Put regulations on them. Do something so all of these houses are not air bnb/vrbo's. People can't afford \$1,600/month rent as it is at Caldwell Commons.
- ◆ To stop targeting everything to the tourist or affluent. Brevard natives gained their income from farming and lives simple lifestyles which many still live today. The attractions that are coming to Brevard offer costly services

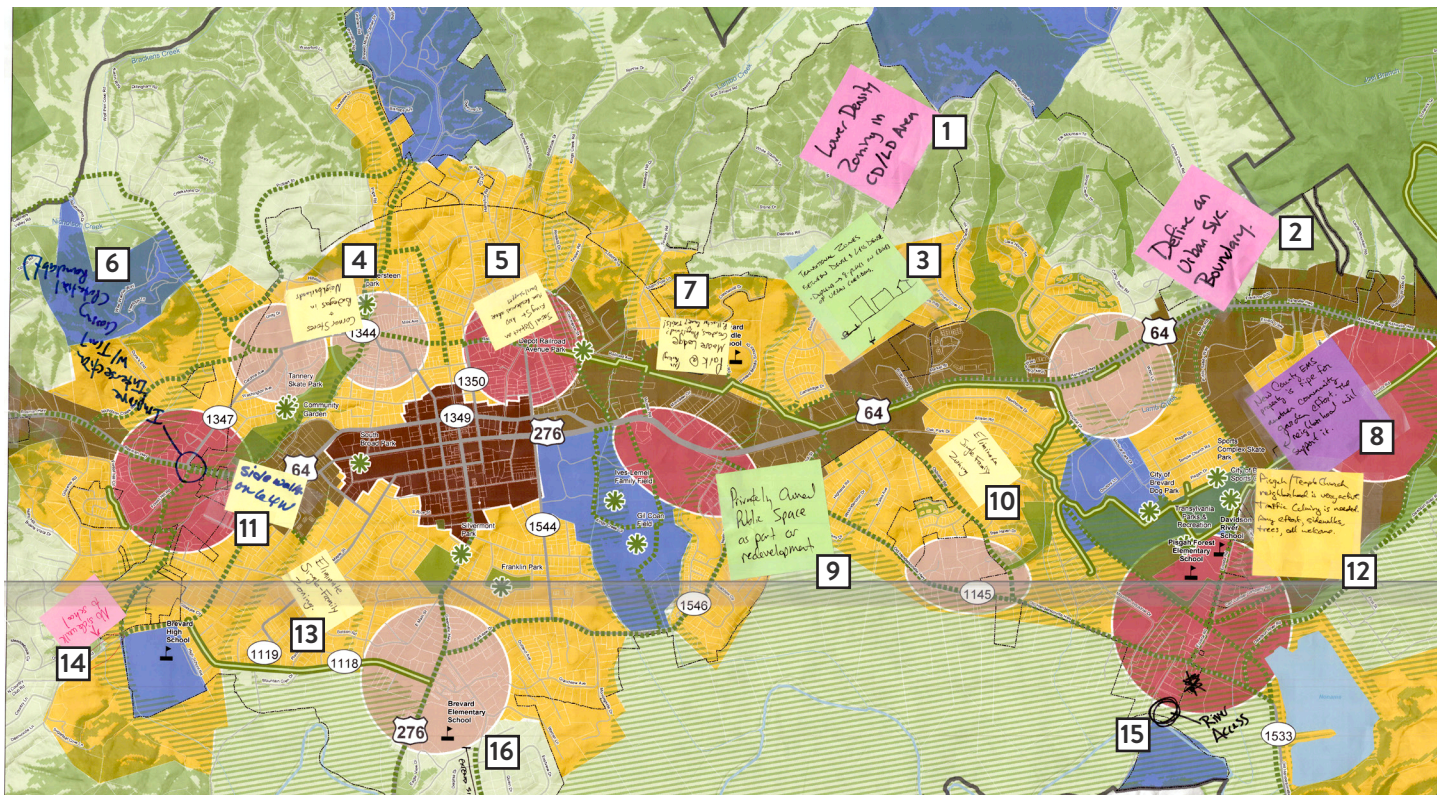
that our locals and true natives can't enjoy even if they want to. The demographics of our community needs to be evaluated and services tailored to benefit all

- ◆ Enforce traffic speed limits within city limits.
- ◆ More sidewalks, more bike path connectivity, less car parking, make main street walkable again (so dangerous with no visibility due to parked cars), short term rentals **MUST** be capped so people who actually work here can afford to live here... not just retirees and outoftowners
- ◆ More aggressively pursue land that is suitable for high density housing.
- ◆ Creating long term housing opportunities for local families
- ◆ More priority given to expansion of sidewalks - eg Osborne Road and along old Hendersonville highway to link with the bike path.
- ◆ Support bringing in more equitable businesses for added jobs with wages that enable living here.
- ◆ Infrastructure investment in collaboration with T County, simplify code to provide clarity- form based code.
- ◆ Producing any progress towards connecting a sidewalk onto Neely Rd/Chestnut.
- ◆ Make downtown brevard more pedestrian friendly. In particular providing better crosswalks and sidewalks connecting to the lumberyard district
- ◆ Create a comprehensive assessment of traffic flow issues, storm water/ flood issues, and other infrastructure needs.
- ◆ Not sure
- ◆ Take steps toward improving housing and transportation for low and middle income residents
- ◆ expand green and brownways to make Brevard more bike friendly
- ◆ Bike trails in the city and forest and realize the people who recreate here spend the money. Also promote rock climbing, hiking and other outdoor activities that we have.
- ◆ Preserve green spaces. I moved here to a city that had green spaces and I don't choose to live in a large city because of the fact most don't have any. Keep Brevard green-it's why so many of us came and want to stay. Keep us a small town with small town charm.
- ◆ Come up with long term 'not to exceed' milestones to help control too fast development. Create and update multi year visions for the community to help with growth decisions as they come up.
- ◆ Do something for the people that pay your wages and do for the schools and the future for our kids... education is first!
- ◆ Make sure housing is available for ALL.
- ◆ Free or low cost bulbs and plants to place in the right of way (that dont grow to tall or wild)
- ◆ "More cooperative goals between Brevard, Rosman snd Trans
- ◆ County"
- ◆ Traffic study
- ◆ Help restaurants in downtown get going, lack of food options will end up hurting Brevard and downtown soon.
- ◆ Why are we getting a hotel in the middle of town when that same property could have been used as housing for the people who actually are a part of our community?
- ◆ Joint meetings between County Commissioners and City Council to discuss common goals

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DETAILED PUBLIC WORKSHOP RESULTS

Draft Future Land Use Comments



Draft Future Land Use Map Comments

1. Lower Density Zoning in CD/LD Area
2. Define an Urban Service Boundary
3. Transitional zones between dense & less dense places on edges of urban corridors.
4. Corner Stores and Bodegas in Neighborhoods
5. Social District on King St and more residences about bars/shoppes
6. Improve intersection w/ Trail Crossing (potential roundabout)
7. Park at Moose Lodge. Gardens, playgrounds? Pollinator Zone? Trails!
8. New County EMS property is ripe for another community garden effort. The neighborhood will support it.
9. Privately owned public space as part of redevelopment
10. Eliminate single-family zoning
11. Sidewalk on US 64 West
12. Pisgah/Temple Church neighborhood is very active. Traffic calming is needed. Any effort, sidewalks, trees, all welcome.
13. Eliminate single-family zoning.
14. No sidewalk to school
15. River access
16. Extend sidewalk

Draft Goals Comments

The Draft Goals were presented with a space for comments to be left. The goals as they were written at the time are shown here with the comments left.

Comments

- ◆ 3 story / 12 unit missing middle multifamily
- ◆ Pedestrianize Main St / No Car Zone
- ◆ Traffic calming for (interior) residential neighborhoods
- ◆ Manage & Direct growth
- ◆ Slow/calm traffic on Tinsley
- ◆ Traffic calming on W Probart
- ◆ Main St between Broad & Caldwell ped only
- ◆ 3 way or 4 way stops to calm traffic
- ◆ Promote use of solar energy
- ◆ Better connect the college to Town/Downtown
- ◆ It is super dangerous to try to cross the "ped/bike path" where it crosses the EXIT of the roundabout on Ecusta. Drivers are trying to figure out how to get out of roundabout, not look for bikes/pedestrians

Additional Comments

- ◆ Marked Bike Paths (and hard-divided / separated)
- ◆ Crosswalk @ McLean/Ingles
- ◆ Road Diet - 1 lane each way w/ center turning lane and bike lanes
- ◆ Traffic Calming
- ◆ Stormwater calming
- ◆ Safer protections for pedestrians / bikes. Current greenway is super dangerous as it passes through entrances/exits of businesses or intersections where drivers are trying to go right on red
- ◆ Continuous sidewalks - close the gaps
- ◆ Traffic calming

Draft Goals

BUILDING BREVARD

2030 COMPREHENSIVE
LAND USE PLAN

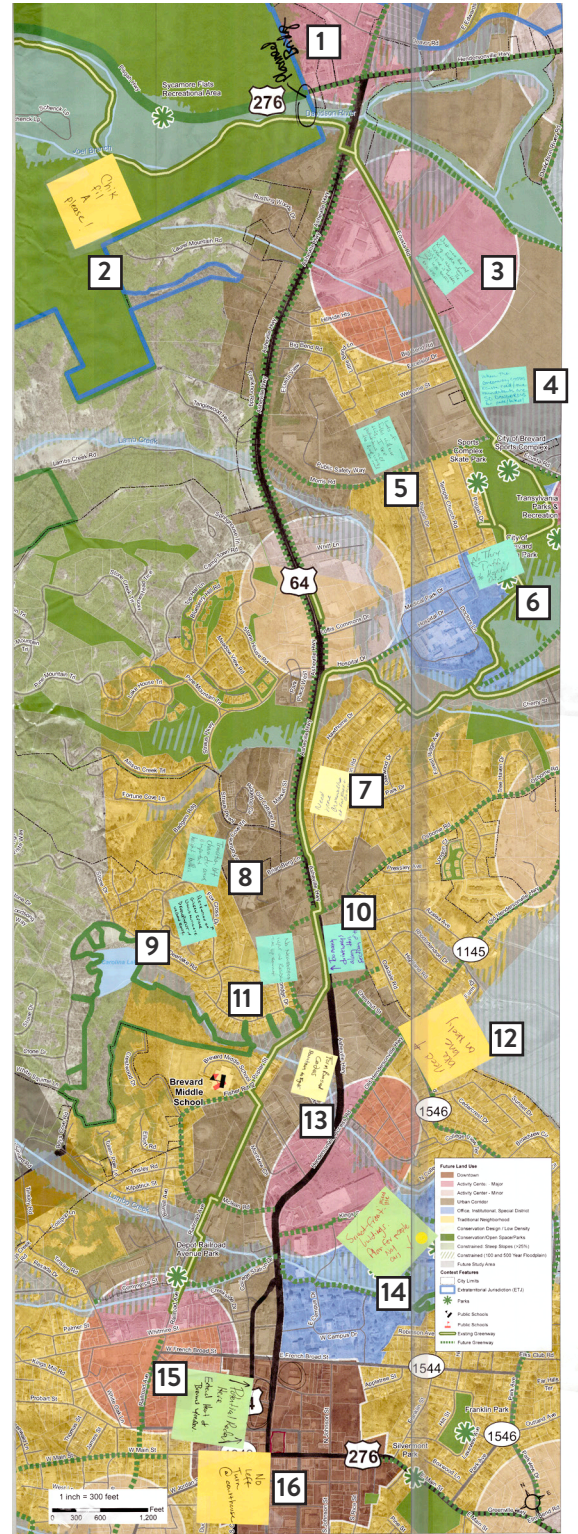
DRAFT GOALS

- 1. Expand housing opportunities for all residents while preserving the character of Brevard and its neighborhoods.**
- 2. Encourage a development pattern that respects Brevard's sense of place and prioritizes livable communities.**
- 3. Create a built environment that prioritizes a safe, active, multi-modal transportation system and community health and wellness.**
- 4. Celebrate Brevard's natural resources through conservation of environmentally sensitive areas, improving access to recreation, and restoration of native ecosystems.**
- 5. Integrate arts, culture and history into everyday life and build on Brevard's identity as a dynamic community to live, work, play and create.**
- 6. Support economic vitality and grow the tax base, cultivate local businesses, and attract sustainable industry.**
- 7. Plan for efficient, equitable, and resilient infrastructure and services that maintain and improve quality of life throughout the city.**

Asheville Highway Map & Needs Comments

1. Planned Bridge
2. Chik fil A please!
3. Just move the ped crossing farther down Veterans Way. The sight line is better and less traffic to cross.
4. When the greenway crosses Ecusta Road/ the roundabouts are SO DANGEROUS for peds/bikes!
5. Lots of folks will use this, I see pedestrians all the time using the road.
6. No thru traffic to Hospital Drive
7. Need more crosswalks at Fast Food and grocery
8. Transition b/w character areas is important. Height, buffers
9. Retention of green space would mitigate development in urban zone
10. Too many driveways along this section of trail
11. No neighborhood input on residential up zoning
12. Need bike lane on Neely
13. Form based codes Downtown to Egolf
14. Street front mixed use buildings. Plan for people not cars.
15. Potential Redevelopment. here. Extend heart of Brevard.
16. No left turn @ courthouse

Draft Future Land Use Comments



Downtown Priorities Exercise

The Downtown specific exercise showed the top priority was adding in residential options/infill. The next top priorities were the shared street concept, historic preservation/rehabilitation, crosswalk improvements, and street trees and stormwater management systems. Sixteen comments were left on this board and are listed below.

Comments:

- ◆ General
 - » Prioritize Downtown Maintenance
- ◆ Shared Street
 - » We have a “shared street” in Times Arcade. Are there more places this could be done?
 - » NO CAR ZONES!
 - » No car zone
- ◆ Crosswalk Improvements
 - » Enforce speed limits
 - » Main and Broad lights are too long. Pedestrians have to wait so long to cross
 - » Main and Broad is an issue
 - » Crosswalk visibility at Rosenwald and Probart
 - » Cannot see past pine tree on Main Street in front of Love Eat Thai looking East to cross Johnson
 - » W. Jordan & Broad St
 - » Caldwell & W. Main
- ◆ Street Trees and Stormwater Systems
 - » Fix drain where Elm Bend Road enters Main St
- ◆ New Shops and Businesses
 - » local independent
- ◆ Festivals and Events
 - » Increase # of street closure. permits for neighborhood events.
- ◆ Public Parking
 - » Paid parking downtown. Permits for workforce.
 - » We already have plenty of parking Downtown. Turn some into apartments!

<i>Downtown Preferences</i>	Votes
Residential Options / Infill	29
Shared Street Concept	25
Historic Preservation / Rehabilitation	25
Crosswalk Improvements	18
Street Trees & Stormwater Mgt Systems	18
New Shops/Businesses	12
Public Plazas	9
Festivals & Events	8
Public Art	7
Public Parking	6
	151



BREVARD LAND USE PLAN





CITY *of* BREVARD

The mission of the City of Brevard is to promote a high quality of life, support economic prosperity, and cultivate community while honoring its heritage and culture.

TAX SETTLEMENT REPORT FOR MONTH ENDED JANUARY 31, 2023

Tina Tanner, Tax Collector

CITY OF BREVARD TAX SETTLEMENT REPORT
MONTH ENDING JANUARY 31, 2023

UPDATED: 02.03.2023

YEAR	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
2022	\$ 39,439.51	\$ 3,782,522.45	\$ 447,238.21	\$ 139,011.26	\$ 145,361.00	\$ 490,097.56	
2021-2011	\$ 12,223.32	\$ 13,357.82	\$ 5,517.48	\$ 3,889.22	\$ 2,791.16	\$ 3,950.65	
2010 - Prior	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL:	\$ 51,662.83	\$ 3,795,880.27	\$ 452,755.69	\$ 142,900.48	\$ 148,152.16	\$ 494,048.21	
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL
2022	\$ 331,033.06						\$ 5,374,703.05
2021-2011	\$ 6,364.39						\$ 48,094.04
2010 - Prior	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL:	\$ 337,397.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,422,797.09

HEART OF BREVARD TAX SETTLEMENT REPORT
MONTH ENDING, JANUARY 31, 2023

UPDATED: 02.02.2023

YEAR	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
2022	\$ 582.83	\$ 69,020.13	\$ 17,026.88	\$ 5,036.34	\$ 5,594.11	\$ 21,956.08	
2021-2011	\$ 106.50	\$ 316.06	\$ 1,447.91				
2010 - Prior	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL:	\$ 689.33	\$ 69,336.19	\$ 18,474.79	\$ 5,036.34	\$ 5,594.11	\$ 21,956.08	
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL
2022	\$ 13,200.10						\$ 132,416.47
2021-2011	\$ 1,187.92						\$ 3,058.39
2010 - Prior	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL:	\$ 14,388.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,474.86

STAFF REPORT

City Council, Monday, February 20, 2023

Title: Report of Unpaid Taxes & Authorization to Advertise

Speaker: Tina Tanner

Prepared by: Tina Tanner, Tax Collector/Water/Finance

Approved by: Dean Luebbe, Finance Director

Background

The Brevard City Council voted to begin collecting property tax effective July 1, 2019. G.S. 105-369 of the North Carolina Statutes requires the Tax Collector to report the unpaid property tax amount in the month of February.

Recommendation

Authorize the Tax Collector to advertise the 2022 unpaid property tax as municipal taxes.

Fiscal Impact

\$246,272

Attachments:

1. 2022 REPORT OF UNPAID TAXES AUTHORIZATION TO ADVERTISE

CITY OF BREVARD
ADVERTISEMENT OF 2022 PAST DUE REAL/PERSONAL PROPERTY TAXES

Under and by virtue of the authority granted by Section 105-369 of the North Carolina Statutes, as of January 31, 2023, the City of Brevard hereby advertises Real Property Taxes past due for the year 2022 in the amount of \$229,224. and Personal Property Taxes in the amount of \$17,048. resulting in a total of \$246,272. The amount advertised will be increased by interest and cost.

The omission of interest and costs from the amount advertised will not constitute a waiver of the city's claim for these items. If these taxes remain unpaid after this advertisement is completed, the City of Brevard will begin collection procedures set out by General Statutes 105-367 and 105-374.

As a courtesy to our taxpayers, anyone on this list who has already paid this tax as of the date of the advertisement, should contact the City Tax Collector and a retraction will be advertised one month from the date of the original advertisement.

Recommendation: Authorize the Tax Collector to advertise 2022 unpaid property taxes as municipal taxes.

STAFF REPORT

City Council, Monday, February 20, 2023

Title: Resolution-Investigate Sufficiency of Petition for Annexation-Catherine & David Nielsen/31 York Circle

Speaker:

Prepared by: Denise Hodsdon

Approved by: Wilson Hooper, City Manager

Executive Summary

A Petition Requesting Voluntary Contiguous Annexation was submitted on February 3, 2023, by Catherine Nielsen and David Nielsen. The Petition requests that the property located at 31 York Circle, Brevard, be annexed into the City of Brevard.

(Tax Property Identification Number 8596-26-2338-000)

Discussion

In keeping with NCGS 160A-31(c), City Council is asked to direct the City Clerk to Investigate the Sufficiency of the Petition.

Policy Analysis

In keeping with the City's annexation procedures, the applicant has submitted a Petition, metes and bounds description of the property, a copy of the Warranty Deed, and an annexation plat.

Recommendation

Staff recommends Council adopt the drafted Resolution Directing the City Clerk to Investigate the Sufficiency of the submitted Annexation Petition.

Fiscal Impact

None.

Attachments:

1. Resolution to Investigate Sufficiency

RESOLUTION NO. 2023-XX

**A RESOLUTION DIRECTING THE CITY CLERK TO NVESTIGATE
THE SUFFICIENCY OF A PETITION FOR AN ANNEXATION
PURSUANT TO NCGS 160A-31, AS AMENDED**

WHEREAS, a petition was received on February 3, 2023, requesting the annexation of a contiguous area described in said Petition as the Catherine and David Nielsen property, 31 York Circle, Brevard, NC 28712, consisting of 45,599 square feet, more or less, be annexed into the City of Brevard. (Tax Property Identification Number: 8596-26-2338-000).

Metes and Bounds Property Description:

All of Lot 2-A, containing 45,599 square feet, as shown on the plat of a survey dated August 18, 2021, prepared by E. Roger Raxter, PLS, for Carolyn Osborne Howie and Parks Hunter Howie, recorded in Plat File 21, Slide 453, Records of Plats for Transylvania County, in the office of the Register of Deeds, Transylvania County, North Carolina.

This conveyance is made together with a right to use the shared driveway shown on the referenced Plat located partially on the adjoining Lot 2-B, and this conveyance is also subject to the rights of owners adjoining both sides of Lot 2-A for the joint use of the driveways shown on the Plat.

Being the same property conveyed in a Deed from James H. Wolfe, individually and as Executor of the Estate of Carolyn Osborne Howie, joined by his wife, Ellen Wolfe; Elizabeth H. Alexander (the same as Barbara H. Alexander, joined by her husband Donald Max Alexander; Martha Jeanne Howie, unmarried; Rebecca H. Beard, unmarried; Parks Hunter Howie, Jr., joined by his wife Robin Howie; and Tracy Frances Howie, unmarried, recorded October 18, 2021 in Book 1006, Pages 499 - 506 in the Transylvania County, North Carolina Register of Deeds Office.

WHEREAS, said Petition has been received by the City Council of the City of Brevard, North Carolina; and

WHEREAS, NCGS 160A-31, as amended, provides that the sufficiency of the Petition shall be investigated by the City Clerk before further annexation proceedings may take place; and

WHEREAS, the City Council of the City of Brevard deems it advisable to proceed in response to this request for annexation.

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

Section 1. The City Clerk is hereby directed to investigate the sufficiency of the above described Petition and to certify as soon as possible to the City Council the result of her investigation.

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

Adopted and approved this the 20th day of February, 2022.

Maureen Copelof
Mayor

ATTEST:

Denise Hodsdon, CMC
City Clerk

MINUTES

City Council Public Works & Utilities Committee

Wednesday, December 7, 2022 – 3:30 PM
City Council Chambers

Members Present: Maurice Jones, Chair, Council Member
Mac Morrow, Vice-Chair, Council Member

Staff Present: Wilson Hooper, City Manager
Dean Luebbe, Asst. City Manager/Finance Director
Emory Owen, WWTP Director
Dennis Richardson, WTP Director
Cliff Justus, Public Works Dept.
Denise Hodsdon, City Clerk

Guest: Alvin Fuller, Summit Engineering

A. Welcome and Call to Order

Committee Chair Maurice Jones called the meeting to order at 3:30 pm.

B. Certification of Quorum

City Clerk Denise Hodsdon certified that a quorum was present.

C. Approval of Agenda

Motion by Mr. Jones, seconded by Mr. Morrow to approve the agenda as presented.
The motion carried unanimously.

D. Approval of Minutes from November 2, 2022 Meeting

Motion by Mr. Morrow, seconded by Mr. Jones to approve the minutes of the
November 2, 2022 meeting as presented. The motion carried unanimously.

E. Proposed Amendments to Solid Waste Management Ordinance

Mr. Hooper recalled that following discussion of the proposed amendments to the Solid Waste Management Ordinance at the last meeting, there were two provisions that staff was asked to refine and bring back to the committee. The first was to Section 58.6 Frequency of Collection which gives the Public Works Director the ability to order an extra collection when necessary to protect the public health. The

Committee had asked to see some clearer language regarding the proposed associated fee increase. The second was to Section 58.8 Special Refuse Problems that permits the parking of a city vehicle outside of a private residence for collection of brush or other bulky refuse. The Committee had requested more information as to how that would work. Mr. Hooper presented proposed language for both of those sections for the committee's review (copy attached). Mr. Morrow moved, seconded by Mr. Jones to forward the proposed amendments to City Council with a recommendation for approval. The motion carried unanimously.

F. Main Street Infrastructure Project Update

Dean Luebbe explained that the budget for this project is \$600,000 and funding is from the ARPA fund. When the project went out to bid, we did not receive any bids. Alvin Fuller of Summit Engineering then suggested breaking the project into separate components for the water services and for the sewer lining work. Mr. Fuller requested a quote from Carolina Specialties to do the water services portion of the project as they are currently doing work on another waterline project in the City. They came back with a quote in the amount of \$186,295. The sewer lining portion was rebid and bids will be opened tomorrow, December 8th. Mr. Fuller noted that the rebid does include two manholes that need to be installed, but Public Works staff could do that work if it would help keep the project within budget. Staff will update the Committee and full Council once the bids for the sewer lining portion are opened.

G. Committee Membership

Mr. Hooper asked the committee's preference for who they would like to see appointed to the new citizen seat on the committee. There was consensus that the citizen member should be someone with experience in the public works/utilities business and who can attend meetings regularly.

Additional Updates:

Alvin Fuller updated the Committee on the Cashiers Valley Road parking lot improvements project. He said that excavation of the bad soil is done and they are in the process of bringing in good fill, so the project is now moving in the right direction.

Mr. Hooper recalled that at a previous meeting the committee talked about how we were about to embark on our 80/20 study on how to replace our Wastewater Treatment Plant, and about how it would take a little while to get the engineering in to know exactly how much it was going to cost and what kind of help we would need. He informed the committee that State Representative Mike Clampitt visited us today and he advised that we not wait to get the engineering and to go ahead and submit a request to him prior to the start of this Legislative Session. Mr. Hooper noted that there is the old study from 8 years ago that gives some information so we'll use that

as our basis and apply an inflationary factor to it, but we will submit the request with the caveat that this is just a ballpark figure.

H. Set Date for Next Meeting

The next meeting of the Public Works & Utilities Committee was set for Wednesday, February 1, 2023.

I. Adjourn

There being no further business, the meeting was adjourned at 4:08 pm.

X

Maurice Jones
Chair, Council Member

Minutes Approved: February 1, 2023

X

Denise Hodsdon
City Clerk

Sec 58.6 Frequency of collection

- (C) “Where necessary to protect the public health, the director shall have the authority to requirement that more frequent collection be made. **If necessary, an extra city-wide collection shall not affect fees. Individual collections made according to this section shall be charged on a pro-rata basis to the affected fee payer.**”

Sec. 58-8 Special refuse problems

- (E) “*Parking of city vehicles at private residences* – The city manager or his designee may authorize city vehicles to be parked at private residences to facilitate the collection of brush **and other refuse** that would otherwise be collected under the provisions of this section. The city manager shall develop a written policy to provide for the implementation of this subsection. **The fee for this service shall be adopted in the city’s annual schedule of fees.**”

Recommended terms of rental policy:

- 1.) The equipment shall be available for no more than two business days per reservation.
- 2.) Service available pending availability of equipment. City has the right to cancel reservations if the equipment is needed.
- 3.) There shall be a fee for this service as written in the schedule of fees. \$100 (nonrefundable deposit) plus tipping fee (to be billed)
- 4.) Rental agreement shall indemnify the city from any claims that may arise from the vehicle being parked on private property.

MINUTES

CITY COUNCIL HOUSING COMMITTEE

Tuesday, January 10, 2023 – 3:30 PM

City Hall Council Chambers

Members Present: Gary Daniel, City Council Member
Maurice Jones, City Council Member
Victor Foster, Citizen Member
Greg Hunter, Planning Board Chair

Staff Present: Wilson Hooper, City Manager
Dean Luebbe, Assistant City Manager/Finance Director
Paul Ray, Planning Director
Emily Brewer, Senior Planner
Denise Hodsdon, City Clerk

Media: Jon Rich, Transylvania Times

A. Welcome and Call to Order

Gary Daniel welcomed everyone and called the meeting to order at 3:31 PM.

B. Certification of Quorum

Quorum was certified by Executive Assistant Denise Hodsdon.

C. Approval of Agenda

Motion by Mr. Jones, seconded by Mr. Foster to approve the agenda as presented.
The motion carried unanimously.

D. Approval of Minutes of November 8, 2022 Meeting

Motion by Mr. Jones, seconded by Mr. Hunter to approve the minutes of the November 8, 2022 meeting as presented. The motion carried unanimously.

E. Draft Procedural Guidebook and Application

Emily Brewer reviewed the latest version of the Procedural Guidebook which includes changes discussed at the last meeting (copy attached). She noted that with the committee's approval of the guidebook, we will move forward with bylaws

changes that very clearly align with the guidebook to make sure that the priorities that are in the bylaws reflect the priorities in the guidebook.

Ms. Brewer explained that the most important and biggest change was the inclusion of the Resident Application Scoring Sheet with some of the different priorities we discussed related to resident applications. The committee reviewed the Developer Application Scoring Sheet at the last meeting and the changes discussed have been incorporated in this latest draft. Both of these scoring sheets are non-binding, but the goal is to be able to make decisions on applications by comparing apples to apples as much as possible. The new Resident Scoring Sheet includes the following criteria:

- Legacy Residents - how long they have lived in Brevard;
- Generational Ties – family members that have lived in Brevard, going back two generations
- Special Considerations
 - Seniors
 - Disabled persons
 - Civil Servants
 - First Responders
 - Veterans

During discussion, Mr. Hunter suggested that the Energy Efficiency section of the guidebook should align with the standards in the Inflation Reduction Act that was passed last summer. Mr. Hooper expressed concern about the legality of the provision that gives preference to legacy residents and those with generational ties and said he wants to explore that further. These two items were tabled until the next meeting.

Ms. Brewer will begin working on proposed updates to the bylaws and bring those to the next meeting for the committee's review.

F. Update re Homelessness

Mr. Hooper updated the committee on staff's work regarding the homelessness matter. In November City Council had directed staff to reconsider the camping ordinance proposal. He recapped the Public Safety Committee meeting where the camping ordinance was discussed with service providers. The service providers shared their experience with our local homeless population and explained the services they provide. The meeting ended with a proposal to implement a program similar to what they have in Hendersonville. The proposal includes some sort of ordinance that gives law enforcement and staff the ability to remove campers, but that tool is not utilized until case managers at Blue Ridge Health are called and make contact with the campers and see if, not only they can refer them to services, but also help them relocate their belongings to that temporary housing. There would be

a 2-week grace period to try to connect campers to those services before enforcing the ordinance. Mr. Hooper will contact the City Manager in Hendersonville to see how their program has been working, what it takes to implement, and bring something similar back to the Public Safety Committee for their consideration.

City Council's second directive was to figure out how the City can contribute to homeless services in a larger way. He plans to bring whatever recommendations he and staff come up with to this committee for discussion. However, before he starts working with staff to create a broader homelessness strategy, he plans to attend a workshop next week hosted by the North Carolina Coalition to End Homelessness which will include presentations by cities who have done some new and innovative things to tackle homeless camping. Additionally, on January 25th the National Alliance to End Homelessness will release the findings of their report commissioned by Asheville/Buncombe County on the efficacy of the homeless service system in the area. He said we will use the information from both of these events to form some recommendations for this committee.

G. Committee Membership

Mr. Hooper updated the committee on forthcoming changes in its membership as a result of Council's work reforming all policy and advisory committees. He noted that this committee is still up in the air because City Attorney Mack McKeller is reviewing whether we need to have more than three members to vote on the allocation of federal funds. We need to determine that before we can decide if this committee needs to keep its current membership or go down to three members like the other policy committees are doing. If we don't need to have five or more to vote for the allocation of federal funds, this committee will go down to three voting members with two Council members and one citizen member to be appointed later. He said the other nuance about this committee is that it has been elevated from an advisory committee to a policy committee and will deal with significant policy matters and its recommendations will go straight to City Council.

Mr. Jones and Mr. Daniel discussed concerns that this committee has a different focus than other policy committees and suggested that it should have a larger voting membership. Mr. Hooper will review the Council's resolution that reformed the committee structure and will send a copy to the committee. Since it has been an official Council action, it would have to go back to Council for reconsideration.

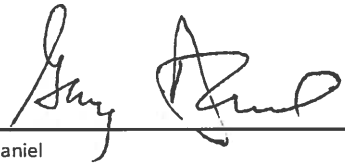
H. Set Date for Next Meeting

The next meeting was scheduled for Tuesday, February 14, 2023 at 3:30 pm.

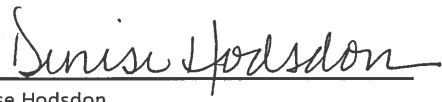
I. Adjourn

There being no further business, the meeting adjourned at 4:30 P.M.

Minutes Approved: February 14, 2023

X 

Gary Daniel
City Council Member

X 

Denise Hodsdon
City Clerk

Housing Trust Fund Guidebook

City of Brevard, North Carolina



Updated December 2022

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INTRODUCTION

Affordable and workforce housing have been recognized as a substantial need for residents of Brevard and the surrounding area. In an effort to promote increased development and retention of affordable and workforce housing within its corporate jurisdiction, the City of Brevard established the Housing Trust Fund in 2012. The Housing Trust Fund serves as a flexible source of funding that can be used to support a variety of affordable/workforce housing activities and initiatives.

Eligible residents and developers may request funds from the Housing Trust Fund to support this mission of creating and preserving affordable/workforce housing in the City of Brevard. All complete funding requests will be reviewed by the Housing Trust Fund Selection Committee who will make a recommendation to City Council regarding fund allocation. The requirements, policies and procedures for funding requests is outlined below.

ELIGIBILITY

ELIGIBLE APPLICANTS

The following are the eligible applicants¹ for receiving awards from the Housing Trust Fund:

- For-profit developers of affordable/workforce housing
- Non-profit developers of affordable/workforce housing
- Income-eligible homeowners
- Income-eligible renters
- Non-profit providers of homeowner/homebuyer education and resources
- City of Brevard²

ELIGIBLE BENEFICIARIES

In order to qualify for funding through the Housing Trust Fund, the following criteria must be met by the beneficiaries of the affordable housing project:³

- Beneficiaries must be a resident (current or future) of the City of Brevard or its extra-territorial jurisdiction

¹ The applicant must be the owner of the property or be under-contract/option to purchase the property, except the income-eligible renters applying for rental assistance. The property must be current on all applicable taxes and fees.

² The City of Brevard is eligible to use funding for programmatic expenses. Administrative costs are not eligible for funding.

³ All subsidy must flow directly to the income eligible household. Funds granted to developers (nonprofit or for-profit) may not be diverted for other purposes.

- Beneficiaries must have a gross income of 80% of AMI or less for homeowners and 60% of AMI and below for renters (unless otherwise specified)
- The affordable building or unit that is subject to program funding must be dedicated to beneficiaries at the designated income level for a minimum of 15 years.

ELIGIBLE ACTIVITIES

The following activities are eligible for assistance through the Housing Trust Fund:

Developer Gap Financing

- Loans or grants to developers for the installation of public infrastructure to facilitate the development of affordable/workforce housing.
- Loans or grants to developers to purchase or prepare land to facilitate the development of affordable/workforce housing.
- Loans or grants to developers to assist in the conversion of existing non-residential buildings into affordable/workforce housing.

Homeowner Assistance

- Loans/grants to income eligible homeowners for housing repairs.
- Loans/grants to income eligible homeowners for down payment assistance or other upfront costs associated with closing on a house.

Renter Assistance

- Loans/grants to income eligible renter households for security deposits or other upfront costs associated with signing rental leases.

Critical Housing Repairs

- Grants to income-eligible homeowners for emergency (health and safety related) housing repairs, which may include weatherization.
- Loans to developers to assist with the rehabilitation of existing substandard multi-family housing units and their conversion to affordable/workforce housing.

Other Projects

- Acquisition of land to be used for the creation of affordable/workforce housing in instances where the City is a project partner.
- Acquisition of vacant housing for rehabilitation and resale as affordable/workforce housing.
- Pre-development costs (such as feasibility studies, surveys, appraisals, land options, and preparation of an application) for projects to be developed for the creation of affordable housing.
- Grants for land trust projects that guarantee long-term affordability of a property through 99-year renewal ground leases or for maintenance of land trust housing stock.
- Clearance of blighted properties.
- Homeless services and assistance.

- Public utility improvements in predominately LMI areas.
- Public street, sidewalk, and other infrastructure improvements in predominately LMI areas.
- Programs to assist and educate LMI homeowners and homebuyers.
- Seeking out and implementing solutions for affordable/workforce housing in Brevard.

ELIGIBLE COSTS FOR CONTRUCTION, REHABILITATION AND REPAIRS

The following costs are eligible for grants, loans and other methods of financing from the Housing Trust Fund. Other expenses may be considered on a case-by-case basis.

Hard Costs

- Meeting applicable codes, standards and ordinances;
- Essential improvements to building structure, including walls, roof, subfloor and foundation;
- Doors and window repair and replacement, including hardware, locks and door/window security;
- Repair or replacement of major housing systems, including heating, ventilation, air conditioning, water, waste water, hot water, gas;
- Appliances to include stoves, cooking space vent hoods, under sink waste disposal;
- Fixtures to include bathroom and kitchen sinks, toilets, tubs/showers, faucets and drains;
- Wall and ceiling mounted (i.e. all permanent) light fixtures;
- Energy efficiency improvements;
- Lead-based paint and other hazardous material removal;
- Accessibility for disabled persons and universal design features for elderly persons;
- Incipient repairs and general property improvements of a non-luxury nature;
- Utility connections; and
- Removal of dead, damaged or diseased trees.

Soft Costs

- Financing fees;
- Credit reports;
- Title binders and insurance;
- Recordation fees and transaction taxes;
- Legal and accounting fees;
- Appraisals;
- Surveys;
- Architectural/engineering fees, including specifications and job progress inspections;
- Other project costs that are directly related to a qualifying project; and

ANNUAL PROGRAM SCHEDULE

The City of Brevard has two application cycles throughout the year: September 1st and February 1st.⁴ Funding is based on the availability of funds. Only as many funding cycles will be completed as necessary to use the available funds. All documents should be submitted electronically to the Planning Department (Emily Brewer emily.brewer@cityofbrevard.com). Applications are reviewed by Staff to determine their completeness and award points based on established priorities. The Housing Trust Fund will review all applications and Staff's assessments to make funding recommendations for City Council.

Table 1: Anticipated Application Cycle for Housing Trust Fund Awards

	Primary Application Cycle	Secondary Application Cycle
Call for Applications Announcement	July	December
Application Deadline	September 1	February 1
Staff Reviews & Completeness Determinations	September	February
Application Resubmittal deadline	October	March
Funding Recommendations by Housing Trust Fund	November	April
Funding Decisions by City Council	December	May

Applications may not be considered if:

- The project does not align with the eligibility criteria.
- The applicant has demonstrated poor past performance in carrying out projects or complying with funding guidelines.
- The applicant fails to provide required information.
- The application is received after the deadline.

HOUSING TRUST FUND PRIORITIES

The following is a description of the scoring criteria used to evaluate applications for awards from the Housing Trust Fund. The scorecards included as **Appendix C and Appendix E** is used to compare projects and assess compatibility with City of Brevard Housing Trust Fund priorities. The City of Brevard reserves the right to act as sole judge of the content of the applications submitted and may at its sole discretion, reject any or all applications.

⁴ Homeowners applying for funds for weatherization and emergency repairs are exempt from the funding cycles and may apply at any time.

PROJECT DETAILS

Long Term Affordability

The minimum affordability period for funding eligibility is 15 years. Priority points are given to projects that promote long-term affordability. If the affordability period varies across the housing units or if not all of the units will be affordable, the score will be prorated.

Population Served

Points are assigned based on the household populations served. If serving multiple ranges, the score will be prorated. For example, if a project of 40 units has 20 units for households earning less than 60%, 10 units serving 61-80%, and 10 units serving 81-120%, the project will be assigned 8.5 points.

The City of Brevard Housing Trust Fund acknowledges the housing shortages for low-, moderate- and middle-income households. Again, the City's housing subsidies can only serve households earning 80% of AMI or less for homeownership units and earning 60% or less for rental units. The Housing Trust Fund considers developing workforce housing for households earning up to 120% of AMI a priority and assigns bonus points for these units in developer applications though they are not eligible for funding.

Percent of Total Units (Developer Application Only)

Under North Carolina General Statutes, the City's housing subsidies can only serve households earning 80% of AMI or less for homeownership units and earning 60% or less for rental units. Priority is given to projects where most of the units fall into these categories. The points are assigned based on the percentage of total units that are affordable.

Local Residency (Developer Application Only)

Priority points are given to projects that serve people who currently reside and/or work in the city of Brevard, Brevard's extraterritorial jurisdiction (ETJ) or Transylvania County. This may be implemented by a developer through a preference policy in the application process or a local residency eligibility requirement. If the project's recruitment process does not specify local residency, the project is not eligible for these points. The applicant must provide the anticipated number of beneficiaries that currently reside and/or work in the City of Brevard, in the extraterritorial jurisdiction of Brevard, or outside of the city's planning jurisdiction limits in Transylvania County. The assigned points are prorated based on the anticipated share of current residents and/or workers.

Legacy Residents (Resident Application Only)

Current and former longtime residents of Brevard will be given preference in funding allocations. Priority points are assigned based on the tenure of residency that the applicant has lived in Brevard. Tenure is established based on the length of time the applicant has lived in the current City limits or extra-territorial jurisdiction of Brevard, regardless of if the years are non-consecutive. Proof of residency must be provided with the application.

Generational Ties (Resident Application Only)

Priority points also consider the generational ties the applicant has to the City of Brevard. Residents qualify for these points based on their parent/guardian's or grandparent's tenure of residency. Tenure is established based on the length of time the applicant has lived in the current City limits or extra-territorial jurisdiction of Brevard, regardless of if the years are non-consecutive. Proof of residency must be provided with the application.

Special Considerations (Resident Application Only)

The Housing Trust Fund may assign additional points to funding applicants in unique circumstances. This may include adding priority points to:

- Seniors, as defined by the Housing for Older Persons Exemptions of the Fair Housing Act;
- Disabled persons, as defined by North Carolina General Statutes;
- Teachers, social workers, government employees, and other civil servants;
- Healthcare workers, police officers, and other first responders; and
- Veterans and members of the armed forces.

FINANCING

Requested Subsidy per Unit

The Housing Trust Fund is committed to maximizing the impact of public investment. As such, points will be attributed to projects that request less funding on a per unit basis. Only affordable units may be considered in this calculation.

Funding Secured (Developer Application Only)

Due to the expectation of limited funds being available in any given year, additional priority will be given to projects where Housing Trust Fund money can serve as gap financing that will enable a project to move forward. Points will be given based on the percentage of total financing secured at the time of the application.

DISTANCE TO ESSENTIAL AMENITIES

Distance from Grocery Stores

A nutritional supermarket grocery store, such as Ingles' Market, Food Lion, Aldi or Sav-Mor, is considered essential. To qualify as a grocery store, the retail business must sell a range of food products, including fresh produce. The distance should be measured along multimodal transportation corridors (roads, sidewalks, greenways, etc.)

Distance from Schools

Points will be assigned for the proximity of public elementary, middle or high schools. The distance should be measured along multimodal transportation corridors (roads, sidewalks, greenways, etc.)

Distance from Parks or Trail Entrances

Convenient access to outdoor recreational facilities also receives scorecard points. Public parks and publicly accessible trails or greenways should be measured from the nearest access point or entrance. The distance should be measured along multimodal transportation corridors (roads, sidewalks, greenways, etc.)

Distance from Employment Centers

An employment center is defined as having 100 or more jobs in an immediate area. This may be a single employer or multiple employers located together in a small area, district, campus, shopping center, etc. The distance should be measured along multimodal transportation corridors (roads, sidewalks, greenways, etc.)

Walk Score

Walk Score, as determined by www.walkscore.com, measures walkability on a scale from 0-100 based on walking routes to various amenities and shopping. If address for proposed site cannot be found in the Walk Score tool, use the closest address available to the site entrance of the proposed site

DESIGN FEATURES

Energy Efficiency (Developer Application Only)

Participation in a full monitoring certification process for energy-efficiency such as Energy Star, System Vision, NC Green Built Homes, or LEED is preferred; inclusion of 5 or more of the following items will meet energy-efficiency scoring criteria:

- Air Conditioner greater than 14 SEER/11 EER with Thermostatic Expansion Valve
- Sealed Combustion Furnace or Heat Pump greater than 14 SEER/11.5 EER
- Attic insulation R38 or greater
- All windows Low-E with U-factor 0.40 or less and SHCG factor 0.55 or less
- All toilets low-flow 1.6 gpf or less
- All shower heads low-flow 2.5 gpm or less
- All lighting designed with compact fluorescent bulbs
- Flooring constructed with recycled lumber.

Other energy-efficiency practices may be considered as criterion with documentation from a reputable source, such as the U.S. Environmental Protection Agency, North Carolina Department of Environmental Quality, or the U.S. Green Building Council.

Low Impact Development (Developer Application Only)

The City of Brevard prioritizes projects that implement best practices in low impact development, stormwater management, and green infrastructure. Participation in a full monitoring certification process for energy-efficiency such as NC Green Built Homes, or LEED is preferred; inclusion of 3 or more of the following items will meet the low impact development scoring criteria:

- Green roofs
- Rain barrels and cisterns
- Permeable pavements
- Bioretention areas
- Vegetated swales / dry swales
- Silva cell suspended pavement system

Other low impact development practices may be considered as criterion with documentation from a reputable source, such as the U.S. Environmental Protection Agency, North Carolina Department of Environmental Quality, or the U.S. Green Building Council.

Universal Design (Developer Application Only)

Universal Design is the design of buildings or environments to make them accessible to all people, regardless of age, disability or other factors. Applicants must provide written documentation to illustrate their compliance with the principles of universal design.⁵ Inclusion of design features that sufficiently address 4 or more of the principles, as assessed by City Staff during the application review process, will meet the universal design scoring criteria:

- **Equitable Use:** The design is useful and marketable to people with diverse abilities.
- **Flexibility in Use:** The design accommodates a wide range of individual preferences and abilities.
- **Simple and Intuitive Use:** Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- **Perceptible Information:** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- **Tolerance for Error:** The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- **Low Physical Effort:** The design can be used efficiently and comfortably and with a minimum of fatigue.
- **Size and Space for Approach and Use:** Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

INCOME AND HOUSING COST GUIDANCE

The following is maximum housing costs guidance for defining affordability by unit size and prospective tenant.

⁵ The *7 Principles of Universal Design* were developed in 1997 by a group of design professionals through North Carolina State University.

AREA MEDIAN INCOME

This methodology uses data published by HUD for Area Median Income of Transylvania County, adjusted for household size.⁶ **Appendix A** shows estimates of household income by number of household members and for percentage thresholds above and below Area Median Income.

DETERMINING PROSPECTIVE HOUSEHOLD INCOME AND MAXIMUM HOUSING COSTS

The following steps are used to calculate maximum housing costs for the first year of the initial lease term or at the time of home purchase.

1. Create a list of the number of adults and children (all household members) to occupy the available tenant unit.
2. Collect 1040 Federal Tax Returns for the most recent year (or "Transcript of Tax Returns" issued by the IRS) for all household members generating income.
3. Determine each household member's income by using the adjusted gross income on the 1040 Federal Tax Return.
4. Add together the adjusted gross income for all household members to determine the total household income.
5. Review AMI table and determine whether total household income is greater or less than the income of a family of the same size earning the required percentage of AMI. If the total household income is less than or equal to the income of a family of the same size earning the required percentage of AMI, then the prospective resident is eligible to lease or purchase an affordable housing unit.
6. Refer to the maximum housing costs table to determine the maximum rent for the available tenant unit (by bedroom count). The maximum rent that can be charged is the rent associated with the level of AMI above the total household income for the prospective resident. For example, if a prospective resident has a household size of 3 and a total annual income of \$37,000, then the household is considered between the 60% and 80% of AMI. The maximum housing costs is the housing costs associated with 80% AMI for a 1-bedroom or 2-bedroom unit.

⁶ HUD uses Median Family Income (MFI) to calculate Income Limits. This reflects AMI as adjusted for different family sizes. The terms are used interchangeably in HUD documentation.

ADDITIONAL GUIDANCE AND REQUIREMENTS

Income Exclusions

In addition to the expenses listed on IRS form 1040 to calculate adjusted gross income, prospective resident can deduct the following from the adjusted gross income if required to be included as income on IRS form 1040:

- Income from employment of children (including foster children) under the age of 18 years;
- Payments received for the care of foster children or foster adults (usually persons with disabilities, unrelated to the tenant family, who are unable to live alone);
- Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains and settlement for personal or property losses;
- Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member; and
- Student financial assistance paid directly to the student or to the educational institution of any member of the household.

Documentation of income must be included as an attachment to the federal tax return.

Lease Provisions

The City maintains a copy of lease language that is required for eligibility for Housing Trust Fund loans, grants or other forms of financial participation. The most current version should be collected at the time of application for receiving funds from the Housing Trust Fund.

Loan and Grant Provisions

The City maintains a copy of loan and grant language to receive funding from the Housing Trust Fund. A copy of this may be requested from the Finance Director or the City Attorney.

Calculating Rent for Large Units

The maximum rent for unit sizes larger than 4 bedrooms are calculated by adding 15 percent to the applicable 4-bedroom rent for each extra bedroom. For example, the rent for a 5-bedroom unit is 1.15 times the 4-bedroom rent, and the rent for a 6-bedroom unit is 1.30 times the 4-bedroom rent.

Sizing and Requirements for Bedrooms

To qualify as a bedroom, a room must have a window, a door and either have:

- A minimum of 9 feet of clearance from face of wall to face of wall in each direction plus a minimum of 10 square feet of adjoining closet space; or
- A minimum of 9 feet of clearance from face of wall to face of wall in each direction plus a minimum of 100 square feet of floor space.

Utilities Estimates

The estimated utilities costs for water, gas, and electricity were estimated for each type of unit. The same utilities estimates were used for the maximum rent calculations for all of the income categories.

POST-AWARD REQUIREMENTS

FUND DISTRIBUTION

No funds will be distributed until confirmation of long-term affordability (e.g., deed covenants, lease provisions, confirmation of resident eligibility).

Spending deadlines are based on the final contract based on the project scope and anticipated timeline.

Funds for home repairs and rehabilitation will be distributed as reimbursements after work is completed. Recipients of funds for these programs are to submit details of work completed when submitting invoices for reimbursement of funds to the City of Brevard Finance Director (dean.luebbe@cityofbrevard.com). Requests for reimbursement can occur after each invoice is completed or at the conclusion of the project.

REPORTING REQUIREMENTS

Recipients of funds are required to submit written progress reports to the Planning Department by the end of the fiscal year (June 30) to monitor progress and performance, financial and administrative management, and compliance with the terms of the performance agreements. Reporting information may include: progress toward achieving performance goals, description of activities/challenges, and revisions of proposed project timelines/budgets.

Please submit the annual report included as **Appendix G** electronically by June 30 to: emily.brewer@cityofbrevard.com

FUND RETURN

The funds are project-specific. If the project scope substantially changes or is no longer viable, the recipient forfeits the funds. The recipient is eligible to reapply for the revised project, if applicable, during the next application cycle. The forfeited funds are returned to the general budget for the Housing Trust Fund and may be distributed in subsequent application cycles.

If the recipient does not comply with the contract provisions, eligibility requirements, reporting requirements, or other requirements stipulated at the time of contract execution, the funds yet to be distributed are forfeited and all funds already received must be repaid.

PROGRAM MAINTENANCE ACTIVITIES

The City of Brevard considers the financial status of the Housing Trust Fund during the annual budget cycle. City Council is responsible for overseeing the use and financial status of the Housing Trust Fund.

Each year, the City considers policy changes to the Housing Trust Fund in addition to accounting for the performance of the program. The Housing Trust Fund Selection Committee, with assistance from City staff, will recommend policy changes to the City Council each year on an as-needed basis.

DONATION POLICY

The City of Brevard Housing Trust Fund accepts gifts that are consistent with its mission and support its programs and projects. The most helpful gifts are unrestricted in nature and allow the Housing Trust Fund to remain a flexible funding entity. Donations and other forms of support will generally be accepted from individuals, partnerships, corporations, foundations, government agencies, or other entities, subject to the following Gift Acceptance Policy.

When considering whether to solicit or accept gifts, the organization will consider the following factors:

- **Values:** Whether the acceptance of the gift compromises any of the core values outlined in the enacting legislation and mission statement of the Housing Trust Fund.
- **Compatibility:** Whether there is compatibility between the intent of the donor and the organization's use of the gift for strategic objectives outlined by the Housing Trust Fund Selection Committee.
- **Public Relationships:** Whether acceptance of the gift damages the reputation of the Housing Trust Fund as a transparent and trustworthy steward of taxpayer dollars.
- **Good Faith:** Whether the gift is made to the Housing Trust Fund without expectation or assumption of action beneficial to the donor by the Housing Trust Fund Selection Committee or City of Brevard.
- **Consistency:** Whether the acceptance of the gift is consistent with prior practice.
- **Form of Gift:** Whether the gift offered is in a form that the Housing Trust Fund can use without incurring substantial expense or difficulty.
- **Effect on Future Giving:** Whether the gift will encourage or discourage future gifts.

All decisions to solicit and/or accept gifts that may not meet these criteria will be made by the Housing Trust Fund Commission in consultation from City Staff. All donations require approval by the Housing Trust Fund Commission. If approved by the Housing Trust Fund Selection Committee, City Council must consider the donation and vote for the donation to be finalized.

DEFINITIONS

The following definitions are for use in administering the Housing Trust Fund and associated policies and programs.

- **Affordable Housing:** Housing that costs no more than 30% of the total income of residents making 80% or less of the Area Median Income (AMI) as defined by the United States Department of Housing and Urban Development (HUD).
- **Area Median Income:** The midpoint of the income distribution for a specific geographic area, as defined by the U.S. Department of Housing and Urban Development (HUD) using data from the U.S. Census Bureau.
- **Blighted Properties:** Residential or non-residential structures that have fallen into disuse as a result of inadequacies of maintenance, structural integrity and/or health and safety concerns.
- **City as Project Partner:** The City is considered a project partner where the City has a pre-project ownership stake, a post-project ownership stake, a responsibility for providing a portion of a project without cost to a developer (such as supportive infrastructure), a role in financing any portion of a project, or a role in guaranteeing debt financing for a project.
- **Developer:** Any individual, private entity, not-for-profit entity or public entity undertaking land purchase, site development or building improvements in excess of \$25,000 for the purposes of building new housing, rehabilitating existing housing, converting existing building space to housing or providing infrastructure to support affordable housing. A developer may be an existing or prospective property owner.
- **Gap Financing:** Financing made available after 80% of project costs have been secured by financing, equity investment or other means.
- **Homeowners:** Householders that reside in a housing unit and have responsibility for paying the local property taxes associated with the housing unit or householders that reside in a housing unit under a lease-to-purchase arrangement. Owners of housing units where immediate family members (i.e. parents, siblings, dependent children, legally designated wards) reside in the housing unit and are also defined as homeowners.
- **Low/Moderate Income Areas:** Census Tracts designated as eligible for New Markets Tax Credits.

- **Low-income Homeowners:** Homeowners (as defined herein) whose income is 80% or less of Area Median Income.
- **Low-income Renters:** Renters (as defined herein) whose income is 60% or less of Area Median Income.
- **Public Infrastructure:** Any infrastructure or utilities located on public property, in designated public rights-of-way or within public easements on private property.
- **Renters:** Occupants that reside in a housing unit and have responsibility for paying the housing costs associated with the housing unit, including rent and utilities. Renters of housing units where immediate family members (i.e. parents, siblings, dependent children, legally designated wards) reside in the housing unit and are also defined as renters.
- **Studio or Efficiency Apartment:** Any housing unit that does not have a bedroom that meets the requirements established herein.
- **Substandard:** Housing that poses a risk to the health and physical well-being of its occupants, neighbors and visitors. This includes potential toxicity of building materials, indoor air, mold or degraded water quality, compromised structural elements, lack of ability to condition space efficiently, infestation of animals and/or damage therefrom, fire risks associated with wiring or other building components, lack of hot water, compromised roofing or other elements that protect against water intrusion, and inadequate space, fixtures and facilities in the kitchen, bedroom(s) and/or bathroom(s).
- **Universal Design:** The design of buildings or environments to make them accessible to all people, regardless of age, disability or other factors.
- **Vacant Housing:** A housing unit or units that have not been occupied for at least six months.
- **Workforce Housing:** Housing that costs no more than 30% of the total income for residents making between 80% and 120% of AMI as defined by HUD.

APPENDIX

The most updated Appendices may be found at www.cityofbrevard.com/housingtrustfund.

- Appendix A: Income Levels and Maximum Rents
- Appendix B: Application – Developers
- Appendix C: Scorecard – Developers
- Appendix D: Application – Residents
- Appendix E: Scorecard – Residents
- Appendix F: Unit Size and Price Breakdown Template
- Appendix G: Annual Report Template

Developer Application Scoring Sheet

City of Brevard Housing Trust Fund

This scorecard is used to compare projects and assess compatibility with City of Brevard Housing Trust Fund priorities. The City of Brevard reserves the right to act as sole judge of the content of the applications submitted and may at its sole discretion, reject any or all applications. Details on the criterion can be found in the Housing Trust Fund Guidebook. The score will be determined based on the application and other materials provided by the applicant.

PROJECT DETAILS

Scoring Criteria	Max Points	Scale	Score
Long-term Affordability <i>(If length varies, score will be prorated)</i>	25 Points	16-20 years = 5 points 21-30 years = 10 points 31-50 years = 15 points 50+ years = 25 points	
Population Served <i>(If serving multiple ranges, score will be prorated)</i>	10 Points	60% AMI or less = 10 points 61% AMI - 80% AMI= 8 points 80-120% AMI= 6 points	
Percent of Total Units	10 Points	60-69%= 4 points 70-79%= 6 points 80-99%= 8 points 100%= 10 points	
Local Residency <i>(Current residents and/or workers at sale or lease-up; score will be prorated)</i>	10 Points	Current City Residents/ Workers = 10 points Current Extra-Territorial Jurisdiction Residents/Workers = 5 points Current County Residents/ Workers (not ETJ)= 2 points	

FINANCING

Scoring Criteria	Max Points	Scale	Score
Requested Subsidy Per Affordable Unit	10 Points	≤ \$15,000 = 10 points \$15,001-\$20,000 = 5 points	
Funding Secured	10 Points	80-89% = 8 points 90% or greater = 10 points	

DISTANCE TO ESSENTIAL AMENITIES

Scoring Criteria	Max Points	Scale	Score
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Distance from Nearest Grocery Store	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Distance from Nearest School	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Distance from Nearest Park/Trail Entrance	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Distance from Nearest Employment Center	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Walk Score	3 Points	20 to 49 = 1 point 50 to 74 = 2 points 75 to 100 = 3 points	

DESIGN FEATURES

Scoring Criteria	Max Points	Scale	Score
Energy Efficiency	5 Points	Participation in Full Monitoring Certification Process = 5 points 5 or more criteria = 5 points 2-4 criteria = 2 points	
Low Impact Development	5 Points	Participation in Full Monitoring Certification Process = 5 points 3 or more criteria = 5 points 1-2 criteria = 2 points	
Universal Design	5 Points	4 or more criteria = 5 points 2-3 criteria = 2 points	

SUMMARY

Scoring Criteria	Max Points	Scale	Score
Total Points	105 Points		

Resident Application Scoring Sheet

City of Brevard Housing Trust Fund

This scorecard is used to compare projects and assess compatibility with City of Brevard Housing Trust Fund priorities. The City of Brevard reserves the right to act as sole judge of the content of the applications submitted and may at its sole discretion, reject any or all applications. Details on the criterion can be found in the Housing Trust Fund Guidebook. The score will be determined based on the application and other materials provided by the applicant.

PROJECT DETAILS

Scoring Criteria	Max Points	Scale	Score
Long-term Affordability	25 Points	16-20 years = 5 points 21-30 years = 10 points 31-50 years = 15 points 50+ years = 25 points	
Population Served	10 Points	60% AMI or less = 10 points 61% AMI - 80% AMI = 8 points	
Legacy Residents	10 Points	10-19 Years = 5 Points 20-29 Years = 8 Points 30+ Years = 10 Points	
Generational Ties	10 Points	10-19 Years = 5 Points 20-29 Years = 8 Points 30+ Years = 10 Points	
Special Considerations	10 Points	Seniors = 10 Points Disabled persons = 10 Points Civil Servants = 10 Points First Responders = 10 Points Veterans = 10 Points	

FINANCING

Scoring Criteria	Max Points	Scale	Score
Requested Subsidy Per Affordable Unit	20 Points	≤ \$5,000 = 20 points \$5,001-10,000 = 15 points \$10,001-\$15,000 = 10 points \$15,001-\$20,000 = 5 points	

DISTANCE TO ESSENTIAL AMENITIES

Scoring Criteria	Max Points	Scale	Score
Distance from Nearest Grocery Store	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	

Distance from Nearest School	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Distance from Nearest Park/Trail Entrance	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Distance from Nearest Employment Center	3 Points	≤ 0.5 miles = 3 points ≤ 1 mile = 2 points ≤ 1.5 miles = 1 point	
Walk Score	3 Points	20 to 49 = 1 point 50 to 74 = 2 points 75 to 100 = 3 points	

SUMMARY

Scoring Criteria	Max Points	Scale	Score
Total Points	100 Points		



Transylvania County Building Department

City 01/01/2023 thru 01/31/2023

	Permits Issued	Construction Value	Permit Fees	Misc. Sales Fees	Credit Card Fees	Total of All Fees
Residential						
New House	3	757,180	1,680.00	0.00	0.00	1,680.00
Additions/Alterations	17	1,176,450	4,238.00	0.00	750.00	4,988.00
Elec/Plumb/Mech	19		75.00	0.00	1,350.00	1,425.00
Mobile Home						
Commercial						
New Commercial	3	7,091,711	23,040.00	0.00	0.00	23,040.00
Additions/Alterations	1	35,000	250.00	0.00	0.00	250.00
Elec/Plumb/Mech	7		0.00	0.00	450.00	450.00
Miscellaneous						
Signs	1		0.00	0.00	75.00	75.00
HRF/County			0.00	11.00	2.00	13.00
HRF/State			0.00	99.00	18.00	117.00
Other			200.00	0.00	926.00	1,126.00
Totals:	51	9,060,341	29,483.00	110.00	3,571.00	33,164.00
Less HRF Refundable to State:						(117.00)
Less Cancelled Permits:						0.00
Total Fees Collected:						33,047.00

Mike Owen - Building Director



Transylvania County Building Department

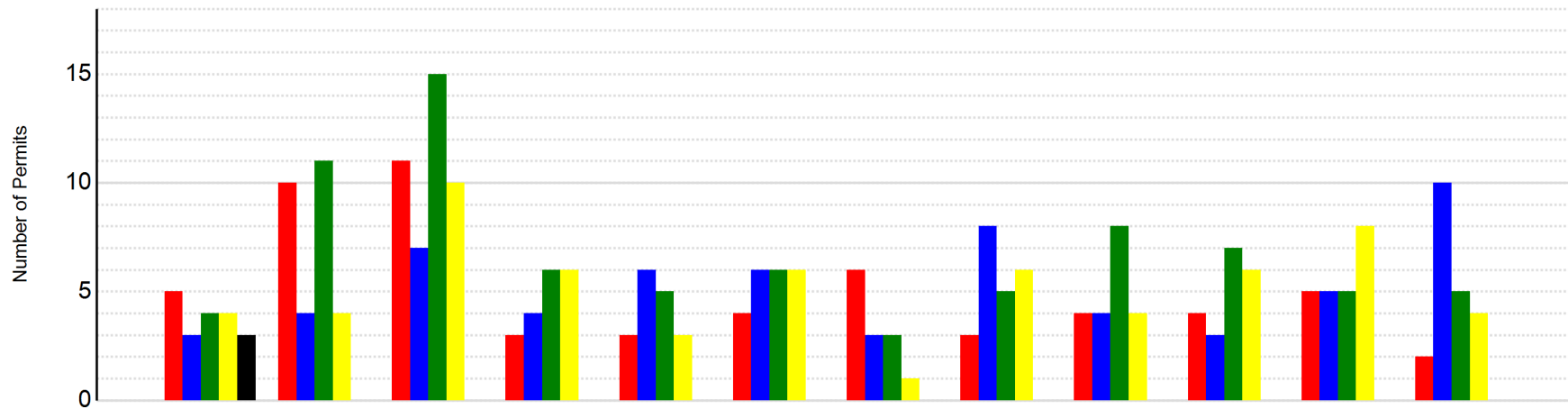
County 01/01/2023 thru 01/31/2023

	Permits Issued	Construction Value	Permit Fees	Misc. Sales Fees	Credit Card Fees	Total of All Fees
Residential						
New House	9	7,121,037	4,356.00	0.00	6,581.00	10,937.00
Additions/Alterations	20	2,336,258	5,340.00	0.00	1,708.00	7,048.00
Elec/Plumb/Mech	88		375.00	0.00	6,230.00	6,605.00
Mobile Home						
Commercial						
New Commercial						
Additions/Alterations	2	39,000	250.00	0.00	250.00	500.00
Elec/Plumb/Mech	8		0.00	0.00	600.00	600.00
Miscellaneous						
Signs						
HRF/County			0.00	11.00	6.00	17.00
HRF/State			0.00	99.00	54.00	153.00
Other			1,543.00	0.00	1,750.00	3,293.00
Totals:	127	9,496,295	11,864.00	110.00	17,179.00	29,153.00
Less HRF Refundable to State:						(153.00)
Less Cancelled Permits:						0.00
Total Fees Collected:						29,000.00

Mike Owen - Building Director

Commercial Additions and Alterations

1/1/2019 - 1/31/2023

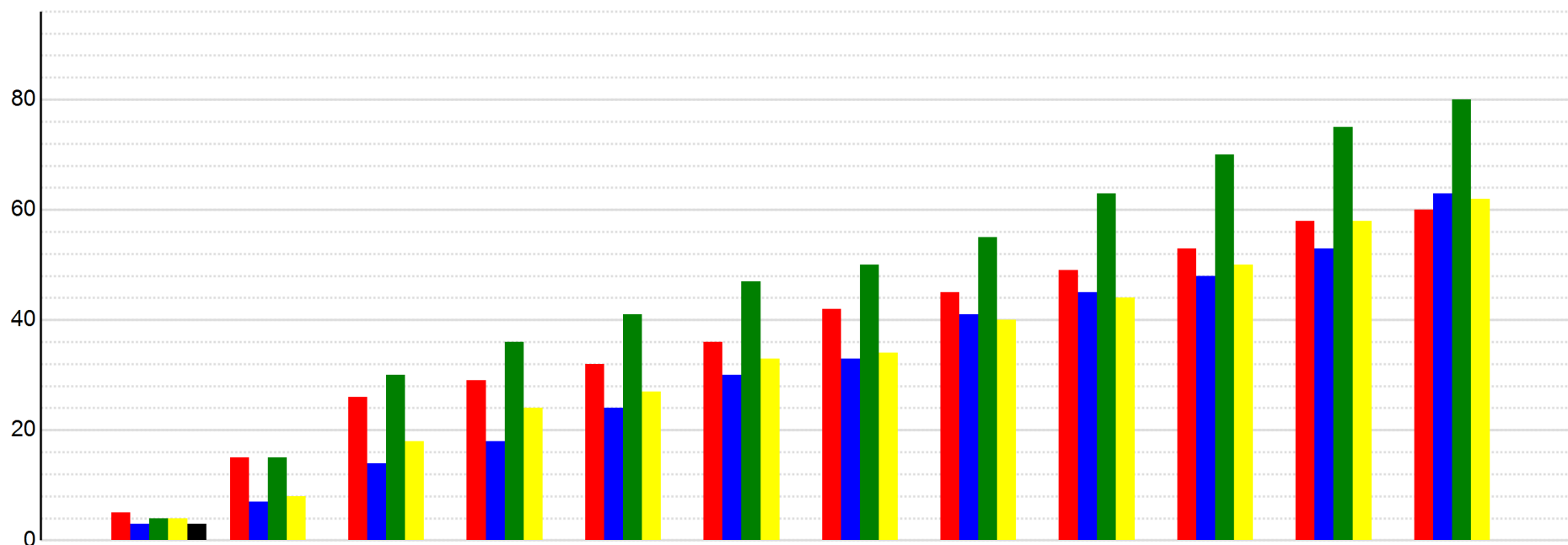


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	5	10	11	3	3	4	6	3	4	4	5	2
	2020	3	4	7	4	6	6	3	8	4	3	5	10
	2021	4	11	15	6	5	6	3	5	8	7	5	5
	2022	4	4	10	6	3	6	1	6	4	6	8	4
	2023	3											

Jan \$	\$74,000	Apr \$	\$0	Jul \$	\$0	Oct \$	\$0	Year End Totals	
Feb \$	\$0	May \$	\$0	Aug \$	\$0	Nov \$	\$0	2019	\$9,763,577
Mar \$	\$0	Jun \$	\$0	Sep \$	\$0	Dec \$	\$0	2020	\$7,333,887
								2021	\$12,671,175
								2022	\$9,923,467
								2023	\$74,000

Commercial Additions and Alterations (Cumulative)

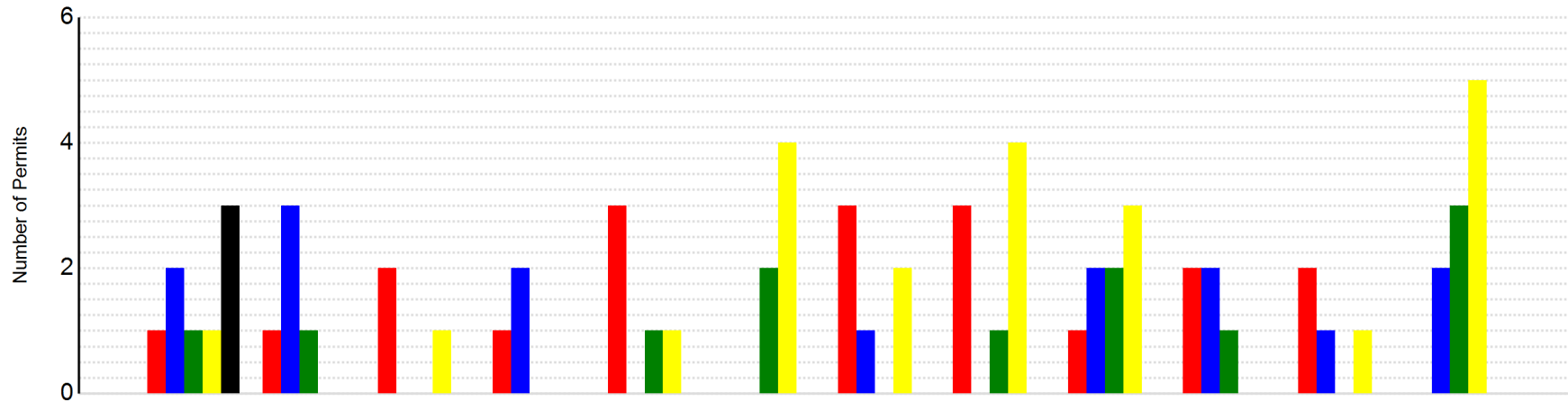
1/1/2019 - 1/31/2023



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	5	15	26	29	32	36	42	45	49	53	58	60
	2020	3	7	14	18	24	30	33	41	45	48	53	63
	2021	4	15	30	36	41	47	50	55	63	70	75	80
	2022	4	8	18	24	27	33	34	40	44	50	58	62
	2023	3											

New Commercial Permits

1/1/2019 - 1/31/2023

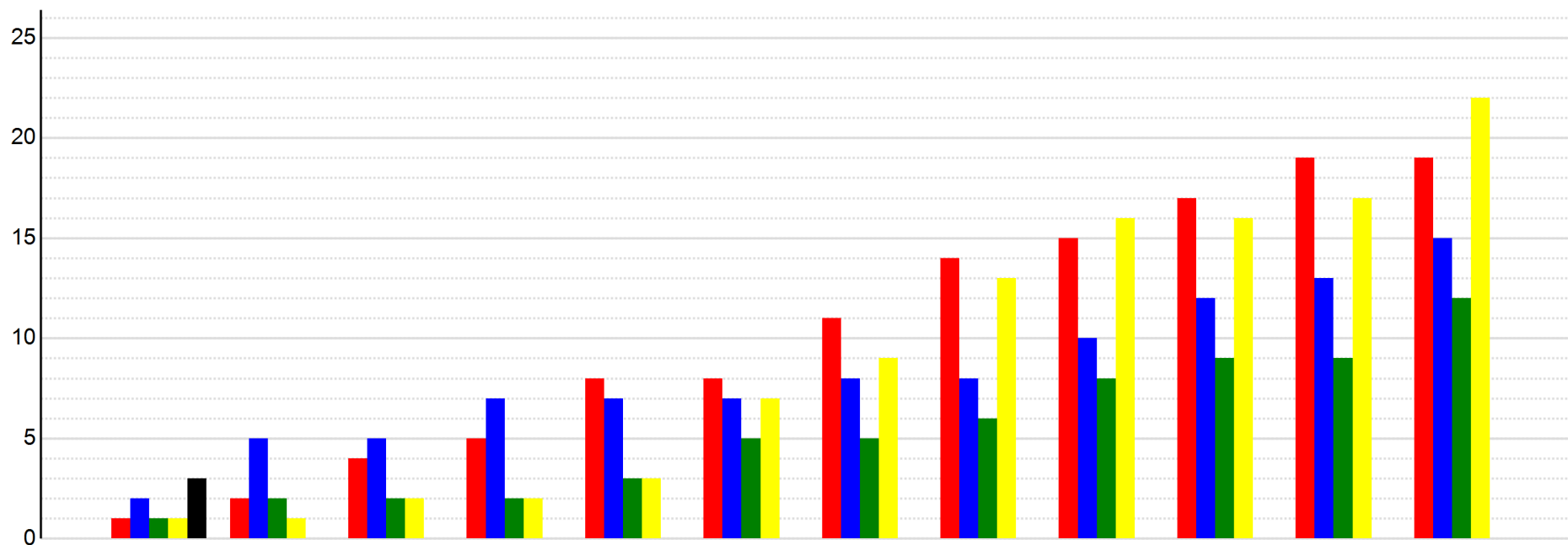


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	1	1	2	1	3	0	3	3	1	2	2	0
	2020	2	3	0	2	0	0	1	0	2	2	1	2
	2021	1	1	0	0	1	2	0	1	2	1	0	3
	2022	1	0	1	0	1	4	2	4	3	0	1	5
	2023	3											

Jan \$	\$7,091,711	Apr \$	\$0	Jul \$	\$0	Oct \$	\$0	Year End Totals	
Feb \$	\$0	May \$	\$0	Aug \$	\$0	Nov \$	\$0	2019	\$18,194,886
Mar \$	\$0	Jun \$	\$0	Sep \$	\$0	Dec \$	\$0	2020	\$10,620,303
								2021	\$12,518,701
								2022	\$16,242,128
								2023	\$7,091,711

New Commercial Permits (Cumulative)

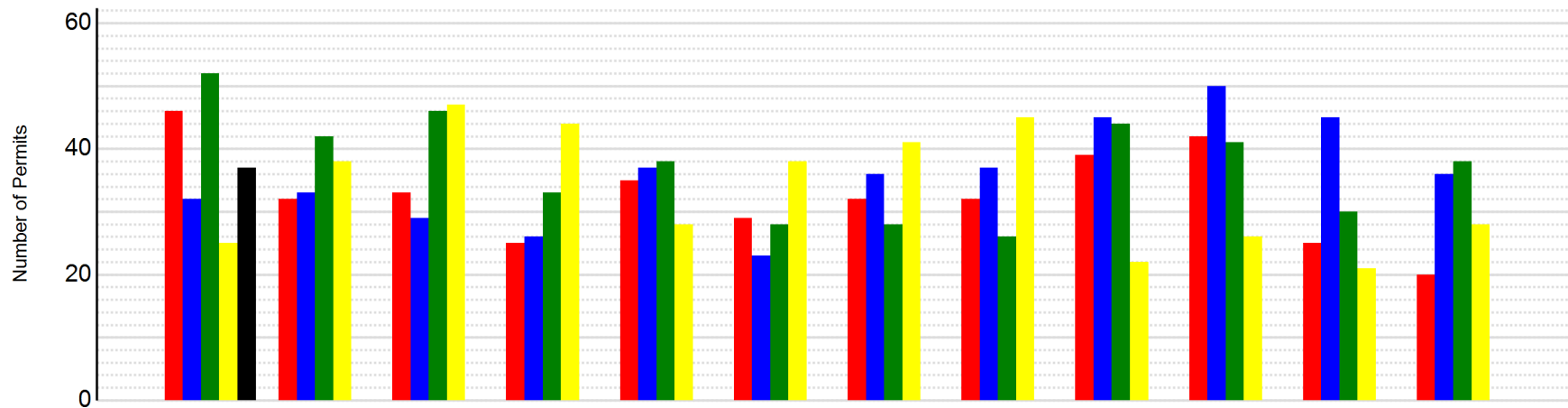
1/1/2019 - 1/31/2023



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	1	2	4	5	8	8	11	14	15	17	19	19
	2020	2	5	5	7	7	7	8	8	10	12	13	15
	2021	1	2	2	2	3	5	5	6	8	9	9	12
	2022	1	1	2	2	3	7	9	13	16	16	17	22
	2023	3											

Residential Additions and Alterations

1/1/2019 - 1/31/2023

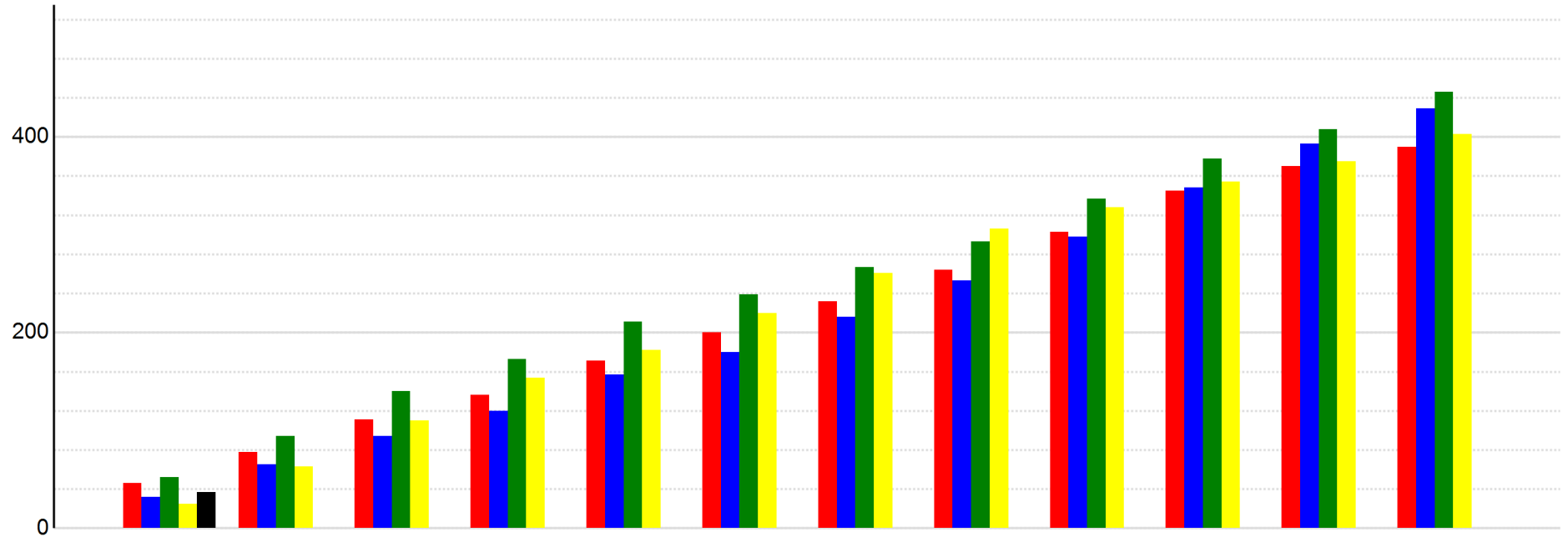


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	46	32	33	25	35	29	32	32	39	42	25	20
	2020	32	33	29	26	37	23	36	37	45	50	45	36
	2021	52	42	46	33	38	28	28	26	44	41	30	38
	2022	25	38	47	44	28	38	41	45	22	26	21	28
	2023	37											

Jan \$	\$3,512,708	Apr \$	\$0	Jul \$	\$0	Oct \$	\$0	Year End Totals	
Feb \$	\$0	May \$	\$0	Aug \$	\$0	Nov \$	\$0	2019	\$21,875,250
Mar \$	\$0	Jun \$	\$0	Sep \$	\$0	Dec \$	\$0	2020	\$31,993,167
								2021	\$40,188,093
								2022	\$34,839,685
								2023	\$3,512,708

Residential Additions and Alterations (Cumulative)

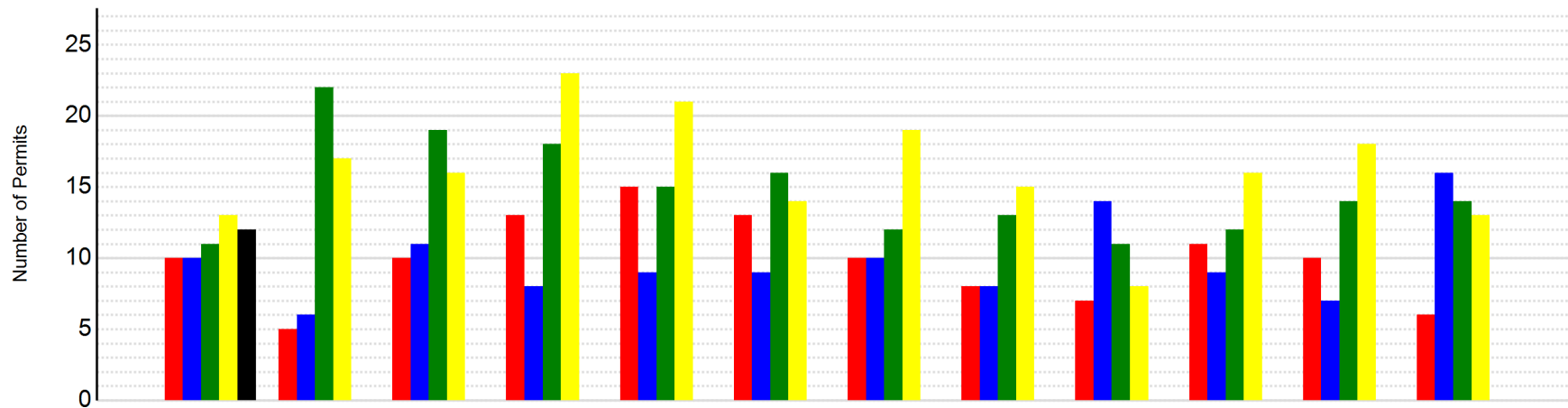
1/1/2019 - 1/31/2023



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	46	78	111	136	171	200	232	264	303	345	370	390
	2020	32	65	94	120	157	180	216	253	298	348	393	429
	2021	52	94	140	173	211	239	267	293	337	378	408	446
	2022	25	63	110	154	182	220	261	306	328	354	375	403
	2023	37											

Single Family Residential Permits

1/1/2019 - 1/31/2023

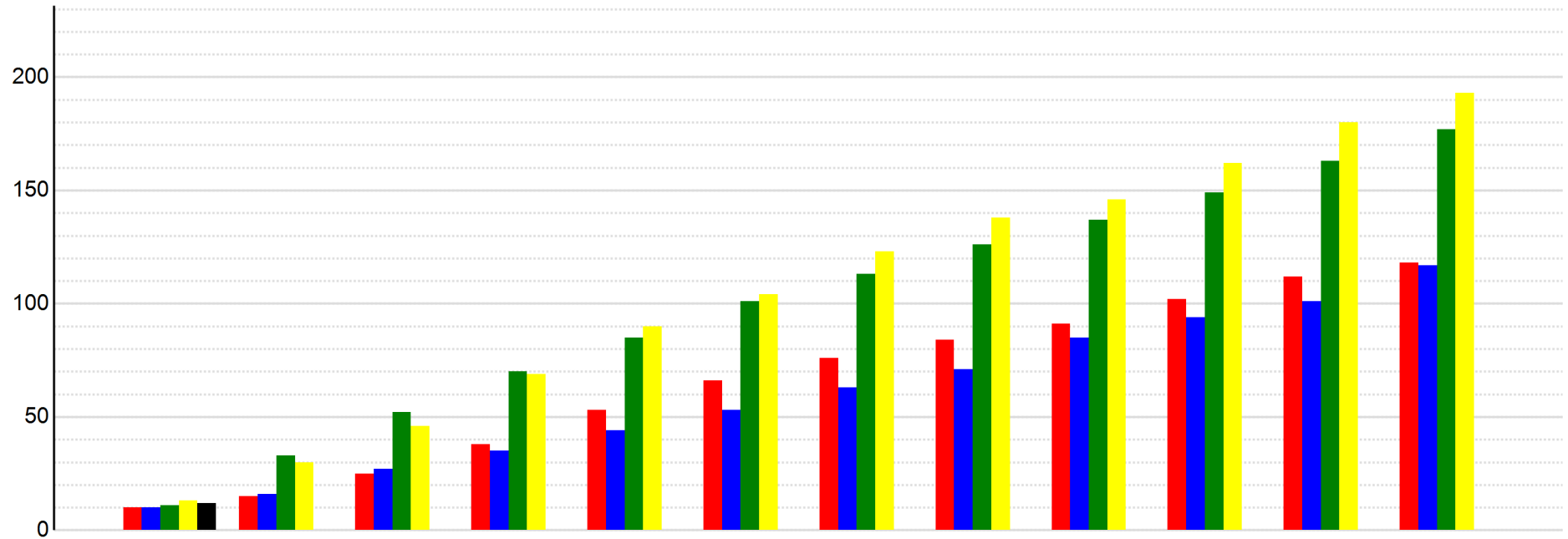


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	10	5	10	13	15	13	10	8	7	11	10	6
	2020	10	6	11	8	9	9	10	8	14	9	7	16
	2021	11	22	19	18	15	16	12	13	11	12	14	14
	2022	13	17	16	23	21	14	19	15	8	16	18	13
	2023	12											

Jan \$	\$7,878,217	Apr \$	\$0	Jul \$	\$0	Oct \$	\$0	Year End Totals	
Feb \$	\$0	May \$	\$0	Aug \$	\$0	Nov \$	\$0	2019	\$55,246,587
Mar \$	\$0	Jun \$	\$0	Sep \$	\$0	Dec \$	\$0	2020	\$45,814,854
								2021	\$98,878,772
								2022	\$108,991,347
								2023	\$7,878,217

Single Family Residential Permits (Cumulative)

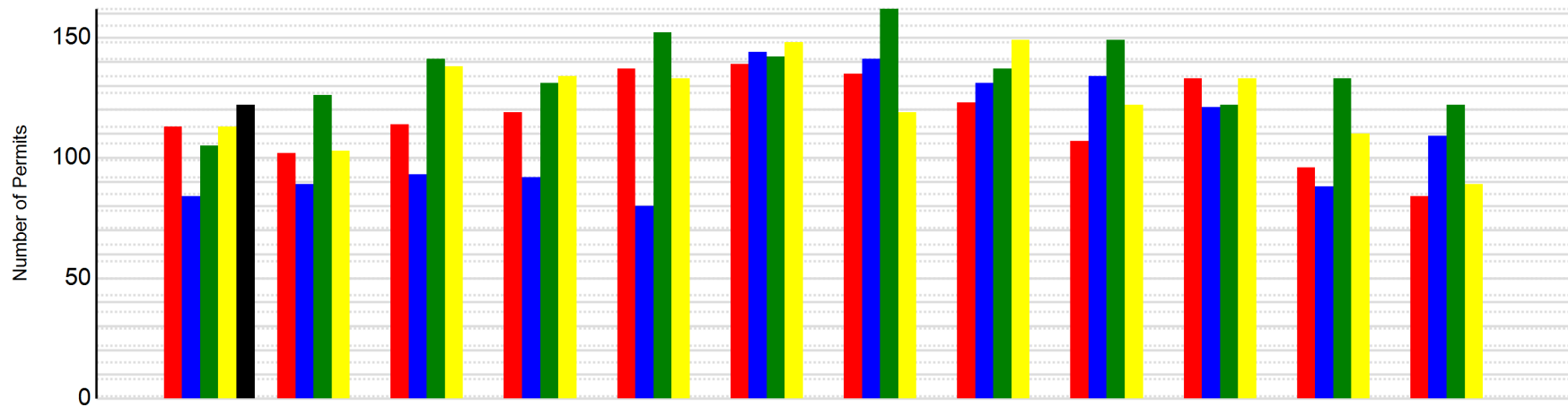
1/1/2019 - 1/31/2023



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	10	15	25	38	53	66	76	84	91	102	112	118
	2020	10	16	27	35	44	53	63	71	85	94	101	117
	2021	11	33	52	70	85	101	113	126	137	149	163	177
	2022	13	30	46	69	90	104	123	138	146	162	180	193
	2023	12											

Single Trade Permits

1/1/2019 - 1/31/2023



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	2019	113	102	114	119	137	139	135	123	107	133	96	84
	2020	84	89	93	92	80	144	141	131	134	121	88	109
	2021	105	126	141	131	152	142	164	137	149	122	133	122
	2022	113	103	138	134	133	148	119	149	122	133	110	89
	2023	122											

STAFF REPORT

City Council, Monday, February 20, 2023

Title: Blue Zones Sign Request

Speaker: Sarah Hankey, Sr. Community Program Manager - Blue Zones Project

Prepared by: Wilson Hooper, City Manager

Approved by: Wilson Hooper, City Manager

The Blue Zones project is "community-wide, evidence-based approach to improve health and well-being in making healthier choices easier for everyone" that is sponsored by Pisgah Health Foundation. Blue Zones has supported a number of city initiatives including Brevard's community garden, healthy workforce efforts, and support for the development of the Ecusta Trail. Next month, Brevard will be officially designated as a "Blue Zones Certified Community," the fiftieth city in the nation to receive such a designation.

Sarah Hankey, the local Blue Zones program manager, will update the Council on the program's work and inquire about the possibility of recognizing the new certification by placing small complementary signs on pre-existing, city-owned "Welcome to Downtown Brevard" signs at Caldwell/Broad, Varsity/Broad (near Broad St. Park), and Greenville Hwy/Elm Bend/Parkview Dr.

FISCAL IMPACT:

If approved, Blue Zones will fund the creation of the signs. The City will contribute in-kind by installing the signs using City crews and equipment. Maintenance of the signs will fall to the city, but this cost is expected to be nominal.

ACTION:

Staff requests that Council approve the draft resolution approving the content of the signs, and directing staff to work with Blue Zones to install them.

Attachments:

1. Resolution Supporting Blue Zones Signs
2. Blue Zones Sign Mock Up

RESOLUTION NO. 2023-XX

A RESOLUTION ENDORSING RECOGNITION OF BLUE ZONES CERTIFICATION ON CITY-OWNED PROPERTY

WHEREAS, the City of Brevard owns three wooden signs reading “Welcome to Downtown Brevard” at the intersection of Broad and Caldwell; Broad and Varsity; and Greenville Hwy, Elm Bend and Parkway Drive; and,

WHEREAS, the signs sit on property owned by other entities, but the city maintains easements and/or agreements permitting their placement; and,

WHEREAS, the City of Brevard controls the content of said signs; and,

WHEREAS, Blue Zones Brevard is a “community-wide, evidence-based [program] to improve health and well-being in making healthier choices easier for everyone” that has supported City initiatives including Brevard’s community garden, healthy workforce efforts, and the creation of the Ecusta Trail, among other things; and,

WHEREAS, in March 2023 Brevard will be officially designated as a “Blue Zones Certified Community,” the fiftieth city in the nation to receive such a designation; and

WHEREAS, Blue Zones Brevard has requested that the City celebrate the designation on the above-mentioned signs.

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

SECTION 1. The City Council does hereby endorse Blue Zone Brevard’s recognition of Brevard as a Blue Zones Certified Community; and

SECTION 2. Blue Zones Brevard may affix to existing city-owned signs at the above-mentioned locations, an auxiliary sign reading “A Certified Blue Zones Community 2023”; and

SECTION 3. City staff are instructed to work with Blue Zones Brevard to install said signs and provide for their maintenance.

Approved and adopted this __ day of _____, 2023.

Maureen Copelof
Mayor

ATTEST:

Denise Hodsdon, CMC
City Clerk

