

AGENDA

CITY OF HENDERSONVILLE CITY COUNCIL – REGULAR MEETING

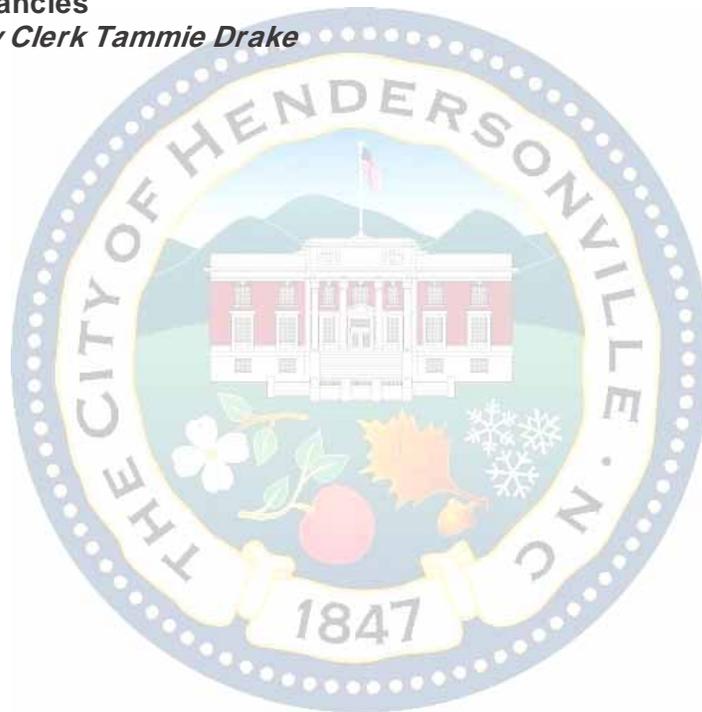
FEBRUARY 6, 2018 – 5:45 P.M.

COUNCIL CHAMBERS – CITY HALL

1. **Call to Order**
2. **Invocation and Pledge of Allegiance**
3. **Public Comment Time:** *Up to 15 minutes is reserved for comments from the public for items not listed on the agenda*
4. **Consideration of Agenda**
5. **Consideration of Consent Agenda:** *These items are considered routine, noncontroversial in nature and are considered and approved by a single motion and vote.*
 - A. **Consideration of Minutes: January 4, 2018 Regular Meeting**
 - B. **Consideration of Mid-Year Budget Report and Associated Budget Amendments (6)**
 - C. **Consideration of Amendment to the Fee Schedule**
 - D. **Consideration of Resolution of Intent to Close an Unnamed Alley Located off N. Grove Street**
 - E. **Consideration of Accepting an Offer for Market Street Property**
 - F. **Consideration of an Ordinance Amending Code Section 50-119 Pertaining to the Use of Compression Brakes**
 - G. **Consideration of a Resolution Declaring Certain Personal Property as Surplus and Authorizing the Donation of this Surplus Property to the Henderson County Public Schools System and the Fire Academy Program Pursuant To NCGS 160A-280 Entitled Donations of Personal Property to Other Governmental Units – Donating Decommissioned Engine 4**
 - H. **Consideration of a Resolution Requesting the Legislative Delegation Representing Henderson County in the North Carolina General Assembly to Introduce Deannexation Legislation For a Certain Property**
 - I. **Consideration of Awarding Contract for the Construction of the North Main Street Sidewalk Project to Trace and Company in the Amount of \$1,254,669.15**
6. **Presentation by Representative Chuck McGrady**
Presenter: Representative Chuck McGrady

7. **Recognition of Service Excellence Quarterly MVPs**
Presenter: City Manager John Connet
8. **Recognition of Service Excellence MVP of the Year: Kemper Henderson**
Presenter: City Manager John Connet
9. **Public Hearing – Consideration of an Order to Permanently Close an Unopened, Unnamed, and Unimproved Alley off Kensington Road – Request to Continue to March 1, 2018 Meeting**
Presenter: Development Assistance Director Susan Frady
10. **Public Hearing – Consideration of a Petition for Annexation from Ronald Jones for Property Located at 812 Orr’s Camp Haywood Road**
Presenter: Susan Frady, Development Assistance Director
11. **Quasi-Judicial Public Hearing - Consideration of an Application for a Special Use Permit from RDV Development, LLC, for the Development of a Project Known As The Cottages at Cypress Run; the Construction of 67 single-family homes on approximately 16.6 acres Located on Howard Gap Road and to Rezone the Property from Henderson County R1 to PRD Planned Residential Development.**
Presenter: Planner Daniel Heyman
12. **Public Hearing - Consideration of a Petition for Satellite Annexation from Mountain Bean Growers, Inc. for Property Located at 20 Howard Gap Road**
Presenter: Susan Frady, Development Assistance Director
13. **Public Hearing - Consideration of A Resolution to Amend the Terms of the Sale of Certain City-owned Real Property by Authorizing the Sale of Certain Additional City-owned Real Property**
Presenter: City Manager John Connet
14. **Public Hearing to Solicit Public Input on an Application for the Small Cities Community Development Block Grant Downtown Redevelopment Fund and to Consider the Adoption of a Resolution for the City’s Application for Downtown Redevelopment Fund, Community Development Block Grant Program, Funding for the Grey Mill Hotel Project**
Presenter: Downtown Economic Development Director Lew Holloway
15. **Consideration of Partnership with YMCA for Operation Pool and Utilization of Patton Park**
Presenter: City Manager John Connet and Public Works Director Tom Wooten
16. **Consideration of a Request by the French Broad River Metropolitan Planning Organization for an Increase in the City’s Contribution to Fund Transportation Corridor Studies in Henderson County**
Presenter: FBRMPO Director Lyuba Zuyeva
17. **Consideration of Comprehensive Bicycle Plan**
Presenter: Planner Daniel Heyman
18. **Consideration of Amendments to Section of the Code of Ordinance Regulating Outdoor Dining**
Presenter: Downtown Economic Development Director Lew Holloway

19. **Consideration of Health Insurance Broker**
Presenter: Human Resources Director Jennifer Harrell
20. **Comments from Mayor and City Council Members**
21. **Reports from Staff**
 - A. **Reminder of Special Meetings: Council Retreat on February 8 at 6:00 p.m. at City Hall, and February 9, 2018, 8:30 a.m. at the Chamber**
 - B. **Contingencies Report**
 - C. **Fire Department Annual Report**
22. **Boards and Commissions: Consideration of (Re)Appointments, Announcement of Upcoming Vacancies**
Presenter: City Clerk Tammie Drake
23. **New Business**
24. **Adjourn**





CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Brian Pahle/Adam Murr

Department: Admin

Date Submitted: 01/23/18

Presenter: Brian Pahle/Adam Murr

Date of Council Meeting to consider this item: 02/06/18

Nature of Item: Council Action

Summary of Information/Request:

Item # 05b

The City has completed its mid-year budget report for fiscal year 17-18. Each year the City conducts this report to adjust/amend the City's budget as deemed necessary by the City Council. Many items in the report are minor and only require budget adjustments which are approved through the budget office. However, there are some items that require budget amendments which are approved by City Council. In the attached document you will find a list of major recommended changes with their respective budget amendments and adjustments. A detailed report on every account is available and will be provided upon request. Additionally, there are small requested fee schedule revisions attached in conjunction with this report. This report has been reviewed with the City Manager.

The following Funds will be impacted:

General Fund 10 = Decrease \$102,154

Main St. MSD Fund 20 = Decrease \$4,651

7th Avenue MSD Fund 21 = No Increase or Decrease

Water/Sewer Fund 60 = No Increase or Decrease

Stormwater Fund 67 = No Increase or Decrease

Environmental Services Fund 68 = No Increase or Decrease

All of these funds are in balance and all increases are well within the City's capacity to fund.

Budget Impact: \$ Described in report. Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move to approve the mid-year budget report and the attached budget amendments.

Attachments:

Mid-Year Report

Budget Amendments

TO: JOHN CONNET, CITY MANAGER
CC: MAYOR AND CITY COUNCIL
RE: MID-YEAR BUDGET REPORT
DATE: 01/22/17
FROM: BRIAN PAHLE, ASSISTANT CITY MANAGER
ADAM MURR, BUDGET & MANAGEMENT ANALYST
KRYSTAL POWELL, ACCOUNTANT

Attached is the Mid-Year revenue and expenditure report for the City of Hendersonville.

The report will include two Excel spreadsheets, one for revenues and one for expenditures, along with this document. This document will include a brief item by item overview of the financial issues in each fund including major recommended changes with expected outcomes. Minor changes will be addressed in the Excel documents and will be adjusted within the individual departments.

Each section is broken out by the following funds:

1. General Fund 10
2. Main Street MSD Fund 20
3. 7th Avenue MSD Fund 21
4. Water/Sewer Fund 60
5. Stormwater Fund 67
6. Environmental Services Fund 68

General Fund

Total Budget Decrease = \$102,154

Revenues

Ad Val Tax | Account 100010-421700

Property Tax collections for the current year are at 70% collected as of mid-year (through 12/31/17) which is below the historical collections for this revenue source as of this time in the year. The collections are low because we had issues with our software billing vendor, who was unable to get the bills sent out on time. They were sent out later than normal and this is the reason that collections are lower than normal at this point in the year. As of the current date, 01/22/18, collections are at 93%, and are back on track.

Local Sales Tax Revenue | Account 100030-423000

Local sales and use tax collections are down for the year. After two to three years of unprecedented growth, we are currently experiencing a leveling effect. Collections are currently down over the prior year. We budgeted an approximate 3% increase for this year over last year. This amendment lowers this revenue account by \$180,000, to about a 1% increase for the year.

ABC Revenues | Account 100030-425000

The ABC Board is a component unit of the City of Hendersonville. Per state statute the ABC board is required to distribute in quarterly payments 50% of the prior year's annual net profit to the City, 25% to Henderson County, 24% to the Board of Education and 1% to the Library. Net profit is calculated after deducting operating and capital expenditures, required payments for law enforcement, alcohol education, and minimum set aside and working capital reserves as required by statute. The net profit for the period ending June 30, 2017, as reported in the Boards audited financial statements, was \$260,000. Therefore the required distribution to the City during fiscal year 2018 will be \$130,000. This is slightly higher than the \$107,000 budget. This account will be increased by \$23,000.

DEA Bullet Proof Vest Revenue | 100040-431050

Each year there is the possibility to receive DOJ grant revenue for the purchase of bullet proof vests. We do not know the status of award prior to the budget being adopted for the fiscal year. We received \$1,990 in grant revenue this year for bullet proof vests. This account line will be increased to reflect that grant revenue.

Powell Bill Revenue | Account 100040-447000

A minor adjustment to Powell Bill revenue, \$2,086 increase, to match actual collections.

Parking Meter Revenue | Account 10060-461100

Parking meter revenue is up 2% over collections from last year. The original budget included a conservative amount, about \$7,000 less than last year's actual collections. Seeing that the current collections are up, this budget will be increased by \$7,000 to match last year's actual collections.

Parking Violations | Account 100080-443100

Last year, the City adjusted the manner in which it collects for parking tickets. Under generally accepted accounting principles (GAAP), the revenue should be accrued when the ticket is written. When this change occurred, the City accrued for revenues not yet collected from prior years. This caused the revenues for FY16-17 to be overly inflated. When budgeting this was not taken into account and the current budget number is too high, reflecting collections from last year. It is estimated that total collections for FY17-18 will be \$72,755. This account will be decreased by \$22,250.

Parking Violations Penalty | Account 100080-443110

An increase of \$5,000 to account for increased parking ticket late payment penalties.

Fund Balance Appropriation | Account 100090-499200

An increase of \$59,068 to cover the revenue gap left after decreasing sales tax revenues.

Expenditures

Governing Body Wages | Accounts 104110-517100 & 518300

Governing Body salary accounts exceed the 50% mark for half a year of pay. This is due to an increase in pay for members. These accounts will be increased by \$4,544.

Admin. Cellphone Stipend | Account 104120-517200

This account has a budget of \$300. The City Manager, Assistant City Manager, and Public Information Officer all receive stipends. Additional funding will be needed for the remainder of the fiscal year. This account will be increased by \$500.

Engineering Salaries | Accounts 104131-512100, 518100, 518200, & 518300

Engineering salary accounts exceed the 50% mark for half a year of pay. These accounts will be increased by \$21,570 to cover salaries through year end FY17-18. Part of this increase is due to the pay and classification program and was budgeted in contingencies, to be used at mid-year to alleviate any potential overages.

PW – Fleet Maintenance Salaries | Accounts 104250-512200, 512250, 518100, & 518200

Fleet Maintenance salary accounts exceed the 50% mark for half a year of pay. Additionally, overtime salaries are over budget due to work on an office remodel after hours. These accounts will be increased by \$13,000 to cover salaries through year end FY17-18. Part of this increase is due to the pay and classification program and was budgeted in contingencies, to be used at mid-year to alleviate any potential overages.

PW – Building Maintenance Supplies | Accounts 104270-529900

The Buildings Maintenance supplies budget was used to purchase supplies as a result of a Community Foundation grant. A revenue account was increased to correspond with this increase. This account will be increased by \$1,127 to cover that expense.

Police Salaries | Accounts 104510-512200, 512400, & 512800

The Police overtime salaries budget will now account for drug enforcement pay and court pay. The budgets associated with these accounts (512400 & 512800) will be moved into the overtime account code. The overtime account will be increased by \$14,800.

Fire Salaries | Accounts 104250-512200 & 513500

The Fire overtime salaries budget is near its capacity and will be increased by \$30,000 to ensure coverage through the end of the fiscal year. Additionally, the retiree insurance account exceeds the 50% mark for half a year of costs and will be increased by \$9,588 to cover the remainder of the fiscal year.

PW – Street Maintenance Uniforms | Accounts 104510-513500

The Street Maintenance uniform allowance is slightly over budget and will be increased by \$202 to cover the remainder of the fiscal year.

PW – Grounds Maintenance salaries | Accounts 104250-512100, 518100, 518200, & 518300

Grounds Maintenance salary accounts exceed the 50% mark for half a year of pay. These accounts will be increased by \$26,046 to cover salaries through year end FY17-18. Part of this increase is due to the pay and classification program and was budgeted in contingencies, to be used at mid-year to alleviate any potential overages.

H&W Fund Contribution | Accounts 109619-598880

Claims associated with the General Fund are substantially higher this year in the Health and Welfare Fund. It is difficult to predict trends in these claims. An increase of \$30,000 is expected to cover the needed budget for the remainder of the fiscal year.

Contingencies | Account 109910-599100

A large portion of funding was set aside in contingency to cover salary overages associated with the recent pay and classification plan enacted by City Council for FY17-18. These funds will be decreased to help offset the overages identified above. A total of \$50,000 will remain in the contingencies account through fiscal year end. This account will be decreased by \$218,731. This decrease is also helping to offset revenue decreases from unexpected lower sales tax collections.

Main Street MSD Fund

Total Budget Decrease = \$4,651

Revenues

Ad Val Tax | Account 200010-421700

Property Tax collections for the current year are at 74% collected as of mid-year (through 12/31/17) which is below the historical collections for this revenue source as of this time in the year. The collections are low because we had issues with our software billing vendor, who was unable to get the bills sent out on time. They were sent out later than normal and this is the reason that collections are lower than normal at this point in the year. As of the current date, 01/22/18, collections are at 96%, and are back on track.

Local Sales Tax Revenue | Account 200030-423000

Local sales and use tax collections are down for the year. After two to three years of unprecedented growth, we are currently experiencing a leveling effect. Collections are currently down over the prior year. We budgeted an approximate 3% increase for this year over last year. This amendment lowers this revenue account by \$7,550, to about a 1% increase for the year.

Insurance Settlements | Account 200090-444000

An increase in revenue due to an insurance claim totaling \$200.

Bearfootin' Bear Sales | Account 204755-443215

An increase in revenue due to increased bear sales for the Bearfootin' event. The total budget will be increased by \$2,699.

Expenditures

Supplies & Materials | Account 529900

An increase in the supplies and materials budget to reflect insurance proceeds and additional funding made available due to a decrease in the Bearfootin' budget.

Contribution of % Bear Sales | Account 204755-561700

This budget was set too high after the sale of the bears. This decrease lowers the budget to match what was actually contributed to the non-profits.

7th Avenue MSD Fund

No Increase or Decrease

Revenues

Ad Val Tax | Account 210010-421700

Property Tax collections for the current year are at 80% collected as of mid-year (through 12/31/17) which is below the historical collections for this revenue source as of this time in the year. The collections are low because we had issues with our software billing vendor, who was unable to get the bills sent out on time. They were sent out later than normal and this is the reason that collections are lower than normal at this point in the year. As of the current date, 01/22/18, collections are at 97%, and are back on track.

Expenditures

Good – No major changes needed.

Water & Sewer Fund

No Increase or Decrease

Revenues

Etowah Sewer Charges | Account 600013-451350

Budgeted revenues from Etowah Sewer Charges were set too high for FY2018. \$190,000 revenue was budgeted; mid-year actual for this account is \$13,875.12 (7% of budgeted total) as of 12/31/2017. This amount is lower than the mid-year actual for the same account as of 12/31/2016. The proposed budget amendment will disperse this difference across alternative Water and Sewer Fund revenue accounts.

Water Tap Fees | Account 600050-452100

Water Tap Fees at mid-year have exceeded revenue projections by approximately 26%. The total budgeted revenue for this account was \$225,000.00. The mid-year actual, as of 12/31/2018 for this account is \$171,377.00. This amount also exceeds the mid-year actual from FY2016 by \$35,192. This revenue surplus is due to an increased number of accounts opened so far this fiscal year.

Reconnect Service Charge | Account 600050-452300

These revenues have come in approximately 18% higher than the projected mid-year level. The original budget for these charges was \$55,000, with \$37,564.03 collected as of 12/31/2017. Collected revenues in this account also exceed the revenues collected at mid-year FY16-17 (12/31/16) by \$12,207.38. This increased revenue at 12/31/17 is due to higher volume of water customer reconnections.

Sewer Tap Fees | Account 600055-453100

Sewer Tap Fee revenues have exceeded the total budget for FY17-18. \$35,000 was originally budgeted for the entire fiscal year; however, \$35,600 (102% of the annual budgeted amount) has been collected thus far. Revenues for this account vary with sewer system demand inside city limits. This year, demand for sewer taps has been higher than projected.

Customer Participation | Account 600080-434750

Customers provide a portion of the cost for relocating and replacing damaged pipes. There was originally a budget of \$0 in this account for FY18. At mid-year FY18; however, the City has received \$1,434.67 in this account. This amount is lower than mid-year FY17, but still higher than forecasted in general.

Sale of Fixed Assets- W&S | Account 600080-443660

This account is for revenues collected from City sale of fixed assets. There was originally \$0 budgeted for this account for the current fiscal year. At mid-year FY18; however, \$4,628.40 of un-budgeted revenue has been collected.

Discounts Earned | Account 600080-443800

Discounts Earned tracks rebates from P-Card purchases. The total original budget was \$5,000. As of 12/31/17, the account has a balance of \$8,620.13- a \$3,620.13 surplus and 172% of the original budget.

Miscellaneous Income | Account 600080-443900

Miscellaneous Income is at \$5,548.15 as of mid-year FY18. \$5,000 was originally budgeted for this account, meaning 111% of revenue has been collected as of 12/31/17. This is higher than mid-year 12/31/16 by approximately \$1,998.

Fund Balance Appropriation | Account 600090-499200

The original Fund Balance Appropriation for FY18 was \$6,301,121. Resulting from the decrease in Etowah Sewer Charges revenues the Fund Balance Appropriation will need to be increased by \$122,500.

Expenditures

Salary and Wages | Accounts 604250-512200, & 607123, 607126, 607127, & 607136-513500

Expenditure increases in the Water and Sewer fund cover overages in salary accounts. Below is a list of salary accounts and their proposed increases to adjust for overages.

ACCOUNT NUMBER			
ORG	OBJECT	DESCRIPTION OF ACCOUNT	INCREASE
604250	512200	SALARIES & WAGES-OVERTIME	\$ 1,930.00
607123	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 175.00
607126	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 745.00
607127	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 290.00
607136	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 345.00

604250-512200, Water & Sewer Fleet, Salaries and Wages- Overtime is over the originally appropriated annual expense of \$3,649 by \$1,927.87.

Accounts with object code 513500 are for Uniforms in various Water and Sewer Divisions. These accounts are over budget and will need to be adjusted to remain balanced.

Expenditure overages are proposed to be corrected using funds from the 607136-535250 (Sewer Collections, R&M Lines) account- with a balance of \$99,013.95. This account has only expended 1% of its annual budget this far.

Stormwater Fund

No Increase or Decrease

Environmental Service Fund

No Increase or Decrease

Revenues

Miscellaneous Income | Account 680080-443900

Miscellaneous Income in the Environmental Service Fund has an original budget for FY18 of \$0. As of mid-year FY18 (12/31/17), this account has received \$2,129.09 in revenue. The proposed amendment will increase the revenue to align the budgeted amount with the collected amount. Increased revenues in this account will be used in different expenditure accounts for the Environmental Services Fund.

Expenditures

Salaries & Wages- Overtime | Account 684250-512200

Overtime pay expended in this account has exceeded the budgeted amount of \$1,000 by \$115.33 (112%). Additional misc. income from the Environmental Service Fund will be used to cover the increased overtime expenditure.

Bank Service Charges | Account 684710-575200

Bank Service Charges are over budget at mid-year by \$390.61. The proposed amendment will balance this account.

Telephone | Account 684710-532100

Telephone accounts in many of the City's funds are slightly over 50% at mid-year. This account is no special case and will be adjusted to account for the slight overage via the proposed amendment.

R&M Auto/Trucks | Account 684710-535300

This account is slightly over at mid-year and may need additional funds resulting from a higher misc. income revenue source to pay for any unforeseen vehicle repairs needed the remainder of FY18.

BUDGET AMENDMENT

FUND: 10 & 80

ACCOUNT NUMBER		DESCRIPTION OF ACCOUNT	INCREASE	DECREASE	
ORG	OBJECT				
100030	423000	SALES AND USE TAX		180,000.00	
100030	425000	ABC REVENUES	23,000.00		
100040	431050	DEA BULLETPROOF VEST	1,990.00		
100040	447000	POWELL BILL REVENUE	2,086.00		
100060	461100	PARKING METER REVENUE	7,000.00		
100080	443100	PARKING VIOLATIONS		22,250.00	
100080	443110	PKING VIOLATIONS-PEN	5,000.00		
100080	498207	DONATIONS/CONTRIBUTIONS	1,952.00		
100090	499200	FUND BALANCE APPROP	59,068.00		
104110	517100	BOARD MEMBER WAGES	2,750.00		
104110	518300	GROUP MED & LIFE INS	1,794.00		
104120	517200	CELLPHONE STIPEND	500.00		
104120	519000	PROFESSIONAL SERVICES		20,000.00	
104131	512100	SALARIES & WAGES-REG	16,475.00		
104131	518100	FICA TAX EXPENSE	1,064.00		
104131	518200	RETIREMENT EXPENSE	1,353.00		
104131	518300	GROUP MED & LIFE INS	2,678.00		
104250	512200	SALARIES & WAGES-O/T	10,000.00		
104250	512250	SALARIES & WAGES-HOLIDAY PAY	1,000.00		
104250	518100	FICA TAX EXPENSE	1,000.00		
104250	518200	RETIREMENT EXPENSE	1,000.00		
104270	529900	SUPPLIES & MATERIALS	1,127.00		
104310	512200	SALARIES & WAGES-O/T	14,800.00		
104310	512400	SAL & WAGES-COURT PAY		4,300.00	
104310	512800	SAL & WAGES-DRUG ENFR		10,500.00	
104340	512200	SALARIES & WAGES-O/T	30,000.00		
104340	518900	RETIREE INSURANCE	9,588.00		
104510	513500	SALARIES & WAGES-UNIFORM/TAXAB	202.00		
104760	512100	SALARIES & WAGES-REG	14,746.00		
104760	518100	FICA TAX EXPENSE	3,328.00		
104760	518200	RETIREMENT EXPENSE	1,742.00		
104760	518300	GROUP MED & LIFE INS	6,230.00		
109619	598880	CONTR TO H&W FUND	30,000.00		
109910	599100	CONTINGENCIES		218,731.00	
FUND 10		TOTAL REVENUES	100,096.00	202,250.00	102,154.00
		TOTAL EXPENDITURES	151,377.00	253,531.00	102,154.00
800090	498310	CLAIMS REVENUE - G/F	30,000.00		
809800	549810	INSUANCE CLAIMS - G/F	30,000.00		
FUND 80		TOTAL REVENUES	30,000.00	-	
		TOTAL EXPENDITURES	30,000.00	-	

An amendment to accompany the mid-year report, submitted to City Council Feb. 6th, 2018. The total General Fund decreases by \$102,154. The total Health & Welfare Fund increases by \$30,000.



 CITY MANAGER

Date: 01/24/18

APPROVED BY CITY COUNCIL: _____ DATE: 2/6/2018

DEPARTMENT LINE ITEM BUDGET ADJUSTMENT

FUND:

DEPARTMENT:

EFFECTIVE DATE:

ACCOUNT NUMBER				
* ORG	OBJECT	DESCRIPTION OF ACCOUNT	EXPENDITURE BUDGET INCREASE	EXPENDITURE BUDGET DECREASE
104120	537000	Advertising	\$ 600.00	
104120	557000	Land/ROW/Land Improvements	\$ 7,450.00	
104130	537000	Advertising	\$ 600.00	
104130	549999	Employee Events	\$ 60.00	
104131	529900	Supplies & Materials	\$ 800.00	
104131	532100	Telephone	\$ 500.00	
104131	535300	R&M Auto/Trucks	\$ 165.00	
104250	535200	R&M Equipment	\$ 700.00	
104370	525200	Tires		\$ 500.00
104370	525300	Vehicle Parts		\$ 1,000.00
104370	525400	Oil		\$ 500.00
104370	535300	R&M Auto/Trucks	\$ 2,000.00	
104510	535200	R&M Equipment	\$ 2,000.00	
104520	539400	Travel	\$ 180.00	
104520	539500	Training	\$ 135.00	
104760	532100	Telephone	\$ 500.00	
106170	527000	Purchase for Re-sale	\$ 4,000.00	
104120	519000	Professional Services		\$ 17,690.00
TOTAL ADJUSTMENT			\$ 19,690.00	\$ 19,690.00

Increases & Decreases must equal

DEPARTMENT - INSERT DETAIL EXPLANATION/REASON FOR BUDGET ADJUSTMENT:
 A mid-year adjustment to cover various overages and predicted future overages.

INSTRUCTIONS:
 Budget Adjustments may be used by to reallocate budgeted funds within in department between non-salary account line items.
 Budget Adjustments may be completed and approved by department heads as long as all account lines are within the same department
 Use whole dollar amounts - no cents.
 Budget Adjustments may not contain salary or personnel related account numbers.
 Budget Adjustments do not require Council approval.
 Please contact the Budget Office for any budget transfers which contain salary or personnel related account numbers or transfers between departments or transfers related to appropriated fund balance as that would require City Manager and Council approval.


 DEPARTMENT HEAD APPROVAL SIGNATURE
 Brian Pahlke
 PRINT DEPARTMENT HEAD NAME

Date:

BUDGET AMENDMENT

FUND: 20

ACCOUNT NUMBER		DESCRIPTION OF ACCOUNT	INCREASE	DECREASE
ORG	OBJECT			
200030	432300	SALES AND USE TAX		7,550.00
200090	444000	INSURANCE SETTLEMENTS	200.00	
204755	443215	BEARFOOTIN' BEAR SALES	2,699.00	
204750	529900	SUPPLIES & MATERIALS	643.00	
204755	561700	CONTRIBUTION OF % BEAR SALES		5,294.00
FUND 20		TOTAL REVENUES	2,899.00	7,550.00
		TOTAL EXPENDITURES	643.00	5,294.00

An amendment to accompany the mid-year report, submitted to City Council Feb. 6th, 2018. The total Main Street MSD Fund decreases by \$4,651.



 CITY MANAGER

Date: 02/24/18

APPROVED BY CITY COUNCIL:

DATE: 2/6/2018

BUDGET AMENDMENT

FUND: 60 | 68

ACCOUNT NUMBER				
ORG	OBJECT	DESCRIPTION OF ACCOUNT	INCREASE	DECREASE
604250	512200	SALARIES & WAGES-OVERTIME	\$ 1,930.00	
607123	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 175.00	
607126	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 745.00	
607127	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 290.00	
607136	513500	SALARIES & WAGES-UNIFORM/TAXAB	\$ 345.00	
607136	535250	R&M LINES		\$ 3,485.00
600013	451350	ETOWAH SEWER CHARGES		\$ 160,000.00
600050	452100	WATER TAP FEES	\$ 10,000.00	
600050	452300	RECONNECT SERVICE CHG	\$ 5,000.00	
600055	453100	SEWER TAP FEES	\$ 10,000.00	
600080	434750	CUSTOMER PARTICIPATION	\$ 1,000.00	
600080	443660	SALE OF F/ASSETS-W/S	\$ 1,500.00	
600080	443800	DISCOUNTS EARNED	\$ 5,000.00	
600080	443900	MISCELLANEOUS INCOME	\$ 5,000.00	
600090	499200	FUND BALANCE APPROP	\$ 122,500.00	
FUND 60		TOTAL REVENUES	160,000.00	160,000.00
		TOTAL EXPENDITURES	3,485.00	3,485.00
680080	443900	MISCELLANEOUS INCOME	\$ 2,130.00	
684250	512200	SALARIES & WAGES - OVERTIME	\$ 116.00	
684710	575200	BANK SERVICE CHARGES	\$ 391.00	
684710	532100	TELEPHONE	\$ 1,000.00	
684710	535300	R & M - AUTO/TRUCKS	\$ 623.00	
FUND 68		TOTAL REVENUES	2,130.00	-
		TOTAL EXPENDITURES	2,130.00	-

Mid-year amendments. Amendments cover: (1) salaries in the Water & Sewer Fund, (2) revenues in the Water & Sewer Fund, and (3) high miscellaneous revenues in the Environmental Service Fund used to pay for higher than appropriated expenditures in the Environmental Service Fund.

CITY MANAGER



Date:

2/24/18

APPROVED BY CITY COUNCIL:

DATE:

2/6/2018

BUDGET AMENDMENT

FUND: 60 | 32

ACCOUNT NUMBER				
ORG	OBJECT	DESCRIPTION OF ACCOUNT	INCREASE	DECREASE
607136	552000	CAPITAL OUTLAY EQUIPMENT		80,000.00
607136	554000	CAPITAL OUTLAY VEHICLES		15,000.00
607127	535250	R&M LINES		178,589.00
609900	999032	TRANSFER TO N MAIN SIDEWALK	273,589.00	
FUND 60		TOTAL REVENUES	-	-
		TOTAL EXPENDITURES	273,589.00	273,589.00
320000	998060	TRANSFER IN FROM W&S	273,589.00	
320000	557500	CAP OUTLAY NORTH MAIN SIDEWALK	273,589.00	
FUND 32		TOTAL REVENUES	273,589.00	-
		TOTAL EXPENDITURES	273,589.00	-

Amendment to fund the Water and Sewer portion of the N Main Street sidewalk project.



 CITY MANAGER

Date: 01/24/18

APPROVED BY CITY COUNCIL:

DATE: 2/6/2018

DEPARTMENT LINE ITEM BUDGET ADJUSTMENT

FUND:

DEPARTMENT:

EFFECTIVE DATE:

ACCOUNT NUMBER			EXPENDITURE	EXPENDITURE
* ORG	OBJECT	DESCRIPTION OF ACCOUNT	BUDGET INCREASE	BUDGET DECREASE
607110	500024	DRUG TESTING	\$ 20.00	
607110	500028	EMPLOYEE ASSISTANCE PROGRAM	\$ 1,485.00	
607110	553000	NON-CAPITAL EQUIPMENT	\$ 200.00	
607110	557000	LAND, ROW, AND LAND IMP	\$ 1,230.00	
607113	535200	R & M - EQUIPMENT	\$ 300.00	
607113	549100	DUES AND SUBSCRIPTIONS	\$ 100.00	
607113	549350	WRITE OFF	\$ 1,825.00	
607113	549920	EMPLOYEE EVENTS	\$ 240.00	
607113	595760	DRAFT INCENTIVE	\$ 25.00	
607114	535200	RM EQUIPMENT	\$ 1.00	
607123	535100	R & M - BUILDINGS	\$ 3,000.00	
607124	519000	PROFESSIONAL SERVICES	\$ 250.00	
607124	532100	TELEPHONE	\$ 800.00	
607125	529900	SUPPLIES & MATERIALS	\$ 2,000.00	
607125	553000	NON-CAPITAL EQUIPMENT	\$ 1,395.00	
607126	549100	DUES AND SUBSCRIPTIONS	\$ 100.00	
607126	549750	PERMITS, LICENSE AND FEES	\$ 200.00	
607126	549999	MISCELLANEOUS EXPENSE	\$ 60.00	
607127	549999	MISCELLANEOUS EXPENSE	\$ 50.00	
607134	553000	NON-CAPITAL EQUIPMENT	\$ 10.00	
607127	535250	R&M-LINES		\$ 13,291.00
TOTAL ADJUSTMENT			\$ 13,291.00	\$ 13,291.00

DEPARTMENT - INSERT DETAIL EXPLANATION/REASON FOR BUDGET ADJUSTMENT:

Mid-year adjustments to optimize the W&S Fund budget.

INSTRUCTIONS:

Budget Adjustments may be used by to reallocate budgeted funds within in department between non-salary account line items.

Budget Adjustments may be completed and approved by department heads as long as all account lines are within the same department.

Use whole dollar amounts - no cents.

Budget Adjustments may not contain salary or personnel related account numbers.

Budget Adjustments do not require Council approval.

Please contact the Budget Office for any budget transfers which contain salary or personnel related account numbers or transfers between departments or transfers related to appropriated fund balance as that would require City Manager and Council approval.



DEPARTMENT HEAD APPROVAL SIGNATURE

Date:

LEE SMITH

PRINT DEPARTMENT HEAD NAME



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Brian Pahle

Department: Admin

Date Submitted: 01/25/18

Presenter: Brian Pahle

Date of Council Meeting to consider this item: 01/25/18

Nature of Item: Council Action

Summary of Information/Request:

Item # 05c

An amendment to the City's fee schedule to provide the following changes:

- 1) Change language regarding "special use review" to "conditional use review",
- 2) Add a rental fee for the Public Works' sidearm mower, and
- 3) Provide language describing general statute requirements for beer and wine licenses.

Budget Impact: \$0 Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move to approve the Fee Schedule as presented.

Attachments:

Fee Schedule

**CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018**

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
ADMINISTRATION	
Application for Certificate of Public Convenience & Necessity (taxicab)	\$60.00
CDs	\$1.00
Copy Charges (per page)	
Black	\$0.15
Color	\$0.25
Special Event Vendors: (per day)	
Food Vendors	\$30.00
Non-Food Vendors	\$15.00
DEVELOPMENT ASSISTANCE	
Administrative Review	No Charge
Annexation Waiver, Voluntary (contiguous or satellite)	\$26.00
Comprehensive Plan (per page)	
Black	\$0.15
Color	\$0.25
Conditional Use	\$200.00
Copy Charges (per page)	
Black	\$0.15
Color	\$0.25
Large Format Copy	\$10.00
Demolition Admin Fee	\$100.00
Floodplain Development Permit	\$300.00
Non-Conforming Use	\$100.00
Nuisance Fee (Admin. Cost Doubles for each Offense within a Year)	Cost + \$100 Admin. Cost
Outdoor Dining Fee (Annual)	\$35.00
Sign Permits (based on cost of sign)	
Minimum	\$40.00
\$1,000	\$45.00
\$2,000	\$50.00
\$3,000	\$55.00
\$4,000	\$60.00
\$5,000	\$65.00
\$6,000	\$70.00
\$7,000	\$75.00
\$8,000	\$80.00
\$9,000	\$85.00
\$10,000	\$90.00
Over \$10,000	\$40.00 per \$1000 over \$10,000
Site Plan Reviews & Amendments	
Commercial, Industrial or Institutional	
5,000 - 19,999 square feet in floor area	\$300.00
20,000 - 50,000 square feet in floor area	\$450.00
Minor Planned Residential Developments	
3 - 10 dwellings	\$300.00
11 - 50 dwellings	\$450.00
Special Conditional Use Reviews & Amendments	\$100/acre (\$500 minimum)

Amended 02-06-2018



**CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018**

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
DEVELOPMENT ASSISTANCE	
Street Closing Petition (\$1,000 deposit)	Actual Cost
Subdivision Ordinance (per page)	\$0.15
Subdivision Plats	\$20/lot
Telecommunications Towers, Antennas and Equipment	
Basic Permit (C-3, I-1)	\$450.00
Special Use Permit	\$2500.00 ¹
Temporary Use Permit	\$60.00
Traffic Impact Analysis Study	\$1,000.00
Variance	\$75.00
Zoning Map	\$5.00
Zoning Ordinance (per page)	\$0.15
Zoning Ordinance Map Amendment (Legislative Rezoning)	
Commercial or Industrial	\$275.00
Residential < 3 acres	\$175.00
Residential > 3 acres	\$225.00
Zoning Ordinance Text Amendments	\$175.00
Zoning Permit	\$50.00

¹Applicable only to applications required to meet the additional standards contained in Section 16-4-23.4.

Fees for towers proposed for siting in PCD or PID district are included in the fee for *special conditional* use review.

FIRE DEPARTMENT	
Operational Permits	
ABC License Fee	\$50.00
Amusement Buildings	\$50.00
Carnival and Fairs	\$50.00
Covered Mall Buildings	\$50.00
Exhibits and trade shows (per event)	\$50.00
Explosives	\$100.00
Fire Hydrants and Valves	\$50.00
Flammable and Combustible Liquids	\$100.00
Fumigation and thermal insecticide fogging	\$100.00
Private Hydrants	\$50.00
Pyrotechnic special effects material	\$100.00
Spraying and Dipping	\$100.00
Temporary membrane structures, tents, and canopies (excludes special events)	\$50.00
Construction Permits	
Automatic fire extinguishing systems	\$100.00
Compressed gas	\$100.00
Fire alarm and detection systems and related equipment	\$100.00
Fire pumps and related equipment	\$100.00
Flammable and Combustible liquids	\$100.00
Hazardous Materials	\$100.00
Industrial Ovens	\$100.00
LP Gas	\$100.00
Private fire hydrant	\$100.00
Spraying and Dipping	\$100.00
Standpipe systems	\$100.00
Temporary membrane structures, tents, canopies (Fee per site) (excludes special events)	\$50.00

Amended 02-06-2018



CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
FIRE DEPARTMENT	
General Fees	
Illegal Burn Fee	\$100.00
Construction Plans Review	
Commercial hood suppression systems	\$100.00
Explosives and fireworks	\$100.00
Petroleum tanks and appurtenances	\$100.00
Sprinkler systems and fire alarm systems:	
Minimum up to 1,000 square feet	\$50.00
1,001 - 5,000 square feet	\$100.00
5,001 - 10,000 square feet	\$150.00
10,001 - 25,000 square feet	\$200.00
25,001 - 50,000 square feet	\$250.00
50,001 - 100,000 square feet	\$300.00
100,001 - 200,000 square feet	\$350.00
Over 200,000 square feet	\$400.00
Work without a permit	\$250.00
Fire Inspection Fees	
Minimum up to 1,000 square feet	\$50.00
1,001 - 5,000 square feet	\$100.00
5,001 - 10,000 square feet	\$150.00
10,001 - 25,000 square feet	\$200.00
25,001 - 50,000 square feet	\$250.00
50,001 - 100,000 square feet	\$300.00
100,001 - 200,000 square feet	\$350.00
Over 200,000 square feet	\$400.00
R-2 Occupancies (Apartment Complexes, etc...)	
1-20 Units	\$50.00
21-50 Units	\$100.00
51-100 Units	\$150.00
101-150 Units	\$200.00
151-200 Units	\$250.00
201-250 Units	\$300.00
251-300 Units	\$350.00
Over 300 Units	\$400.00
Re-inspections	
Re-inspection Fee (Follow-up) per re-inspection	\$100.00
Hazardous Material Response Fees	
Engine Company Response - per engine (per hr.)	\$150.00
Ladder/Truck Response - per ladder/truck (per hr.)	\$200.00
Chief Officer - per officer (per hr.)	\$75.00
Fire Marshal/Deputy Fire Marshal - per person (per hr.)	\$50.00
Materials/Supplies Used	Actual replacement cost
Off Duty/Call Back Personnel	Average hourly rate x 1.5
Site Assessment Fee	\$50.00

Amended 02-06-2018



**CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018**

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
FINANCE	
Beer License - On Premises	\$15.00
Beer License - Off Premises	\$5.00
Carnival Permit	\$100/week + \$5 per device
Credit Card Processing Fee (per transaction) for Tax Payments	\$2.95
Returned item fee	\$25.00
Itinerant Merchant/Peddlers Permit	\$100.00
Wholesale Dealers License - Beer Only	\$37.50
Wholesale Dealers License - Wine Only	\$37.50
Wholesale Dealers License - Beer & Wine	\$62.50
Wine License - On Premises	\$15.00
Wine License - Off Premises	\$10.00

**In accordance with G.S. 105-113.77 and G.S. 105-113.79 If a business has multiple locations in one county or city, that business will need to obtain separate ABC licenses for each location. City beer and wine taxes must increase by 10% for each additional license of the same type issued to the same taxpayer for use at a separate location. Furthermore, G.S. 105-236 applies penalties for failure to pay for and obtain local beer and wine license taxes. Operating a business without the required privilege license triggers a monthly penalty of 5 % of the applicable privilege license tax, up to a total of 25 %.*

POLICE	
Fingerprinting	\$10.00
Precious Metals Dealer Background Check	\$75.00
Precious Metals Dealer Permit	\$180.00
Parking Fees, Fines & Penalties:	
All Other Parking Violations C.O. 50	\$25.00
Construction parking permit (per day)	\$5.00
Crosswalk	\$25.00
Fire Lane	\$100.00
Fire Hydrant	\$100.00
Habitual Offender (3 Tickets or more in 30 days)	\$100.00
Handicapped	\$250.00
Limited Zone (Same Block Parking)	\$50.00
Loading Zone/15 minute parking	\$25.00
Monthly Parking Space - G Permit Interior	\$40.00
Monthly Parking Space - G Permit Exterior	\$30.00
Monthly Parking Space - R Permit Interior	\$30.00
Monthly Parking Space - R Permit Exterior	\$20.00
Monthly Parking Space - S Permit Interior	\$20.00
Monthly Parking Space - S Permit Exterior	\$10.00
Overtime/Expired meter	\$25.00
Parking meter (per 1/2 hour)	\$0.50
Penalty after 15 days	\$25.00
Penalty after 30 days additional	\$50.00
Subsequent overtime	\$50 + Doubles each O/T

PUBLIC WORKS	
Boyd Park Mini-Golf Admission	
Adults	\$3.00
Children	\$2.00
Course Rental (full day - with concessions)	\$200.00
Course Rental (full day - without concessions)	\$300.00
Miscellaneous	
Backhoe (per hour)	\$80.00
Building Maintenance Fees (per hour)	\$45.00
Bush Hogs/Tractor Mowing (per hour)	\$80.00
Electrical Usage for Special Events - 20 Amps or Less	\$25/per day
Electrical Usage for Special Events - 21 Amps - 50 Amps	\$50/per day
Electrical Usage for Special Events - over 50 Amps	\$100/per day

Amended 02-06-2018



CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
PUBLIC WORKS	
Encroachment Permit Fee	\$10.00
Fleet Maintenance Fees (per hour)	\$45.00
Gas Utility Cuts (per 5' X 5' cut)	\$300.00
<u>Sidearm Mower Rental (per hour)</u>	<u>\$125.00</u>
Miscellaneous	
Water/Flusher Truck (per load)	\$100.00
Water/Sewer Utility Cuts	\$300.00
Weed Eater/Hedge Trimmer (per hour)	\$40.00
Oakdale Cemetery Lots (per grave space)	
City Resident	\$500.00
Out of City Resident	\$1,000.00
Infant Lots - City Resident	\$250.00
Infant Lots - Out of City Resident	\$500.00
Operation Center Room Rental Rates	
Large Assembly Room (8 a.m. - 5 p.m.)	\$50.00
Large Assembly Room (5 p.m. - 10 p.m.)	\$25.00
Small Assembly Room (8 a.m. - 5 p.m.)	\$10.00
Small Assembly Room (5 p.m. - 10 p.m.)	\$5.00
Park Usage	
Berkeley Park - Large Pavilion (May through September)	\$50/half day
Berkeley Park - Field Usage for Organized Groups (per player per season)	\$20.00
Patton Park - Small Pavilion	\$25/half day
Patton Park - Large Pavilion (May through September)	\$50/half day
Patton Park - Field Usage for Organized Groups (per player per season)	\$10.00
Patton Pool	
Daily Admittance Fee (adults)	\$5.00
Daily Admittance Fee (children) (3yrs or younger will be free with adult)	\$4.00
Daily Admittance Fee (non-swimmer)	\$2.00
Lap Swim	\$4.00
Punch Pass - Adult - City Resident (15 admissions)	\$38.00
Punch Pass - Adult - Non City Resident (15 admissions)	\$60.00
Punch Pass - Youth - City Resident (15 admissions)	\$30.00
Punch Pass - Youth - Non City Resident (15 admissions)	\$45.00
Season Pass - Family - City Resident	\$150.00
Season Pass - Family - Non City Resident	\$300.00
Season Pass - Individual Adult - City Resident	\$75.00
Season Pass - Individual Adult - Non City Resident	\$150.00
Season Pass - Individual Senior - City Resident	\$60.00
Season Pass - Individual Senior - Non City Resident	\$120.00
Season Pass - Individual Youth - City Resident	\$60.00
Season Pass - Individual Youth - Non City Resident	\$120.00
Sanitation Services	
<i>Commercial Services</i>	
Commercial Recycling Collection (up to four 65 gallon carts emptied once per week)	\$12.00
Commercial Recycling Collection (up to four 65 gallon carts emptied twice per week)	\$22.00
Commercial-Business refuse pickup per can (96-gal)	\$27.50
Commercial-Business refuse pickup per can (96-gal) (Actively Recycles)	\$24.00
<i>Residential Services</i>	
Residential - 96-gal container (non recycler)	\$22.00
Residential - 96-gal container (actively recycles)	\$18.50
Residential - 32-gal container (non recycler)	\$20.00
Residential - 32-gal container (actively recycles)	\$16.25
Small Special load (collected with pickup truck and city staff)	\$50.00
Special Loads (tipping fee added to special fee) (collected with knuckleboom using city staff)	\$150.00
Stolen/Damaged Cart Replacement Fee	\$100.00

Amended 02-06-2018



**CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018**

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
PUBLIC WORKS	
Stormwater Services	
Stormwater Monthly Fee	\$2.00
Stormwater Permit Fee	\$500.00
WATER AND SEWER	
Water Rate Schedule	
Deposits	
Water & Sewer Service Deposit ¹	\$100.00
<i>Inside City Limits</i>	
Residential	
Base Charge per Account	\$5.91 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$2.86 per 1000 gallons
> 40,000 gallons	\$3.14 per 1000 gallons
Commercial/Industrial	
Base Charge per Account	\$5.91 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$2.86 per 1000 gallons
40,000 - 200,000 gallons	\$2.18 per 1000 gallons
> 200,000 gallons	\$2.15 per 1000 gallons
Irrigation	
Base Charge per Account	\$6.39 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$3.14 per 1000 gallons
> 40,000 gallons	\$3.46 per 1000 gallons
<i>Outside City Limits</i>	
Residential	
Base Charge per Account	\$8.59 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$4.42 per 1000 gallons
> 40,000 gallons	\$4.85 per 1000 gallons
Commercial/Industrial	
Base Charge per Account	\$8.55 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$4.42 per 1000 gallons
40,000 - 200,000 gallons	\$3.33 per 1000 gallons
> 200,000 gallons	\$3.17 per 1000 gallons
Municipal	
Base Charge per Account	\$8.55 per month
Rate per 1,000 Gallons	
All Usage	\$2.87 per 1000 gallons
Irrigation	
Base Charge per Account	\$9.31 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$4.85 per 1000 gallons
> 40,000 gallons	\$5.34 per 1000 gallons
Bulk Water Sales	
Base Charge per Account	\$9.31 per month
Rate per 1,000 Gallons	
0 - 40,000 gallons	\$4.85 per 1000 gallons
> 40,000 gallons	\$5.34 per 1000 gallons

Amended 02-06-2018



CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
WATER AND SEWER	
<i>Water Fee Schedule</i>	
Taps & Connections	
Water Tap, 5/8"	\$1,000.00
Water Tap, 1"	\$1,400.00
Water Taps > 1"	Cost plus 10%
Water - Stub Out	\$600.00
Irrigation Tee, 5/8"	\$600.00
Meters	
Turn On/Off/Set Meter During Business Hours	\$40.00
Turn On/Off/Set Meter After Business Hours	\$100.00
Meter Tampering Fee	\$250.00
Test Meter, at customer's request (<1-in.); if meter faulty - No Charge	\$45.00
Test Meter, at customer's request (>1-in.); if meter faulty - No Charge	Cost plus 10%
Engineering Review Fees	
Line Extensions	\$300.00
Pump Stations	\$75.00
Storage Tanks	\$75.00
Miscellaneous Fees	
Credit Card Processing Fee (per \$300)	\$2.95
Reconnection of Service at Main	Cost plus 10%
Replace Removed Meter due to additional usage after non-payment cut-off	
During Business Hours	\$75.00
After Business Hours	\$100.00
Premise Visit	\$40.00
Fire Hydrant Installation	Cost plus 10%
Assist with Fire Hydrant Flow/Pressure Testing Conducted by Others	\$50.00
Illegal Use of Fire Hydrant/Tampering Fee	\$500 + Damages
Drill for Main Tap, Cost/Inch of Diameter	\$150.00
Chemical Analysis of Water	Cost plus 10%
Water Conservation Incentives Program Rebate Schedule	
Clothes Washer (\$75 min; \$150 max) - Limit one per account	15% of purchase price
High-Efficiency Toilet (\$25 min; \$100 max) - Limit 2 per residential account	15% of purchase price
Customer-Side Shut-Off Valve - Limit one per account	\$75.00
Weather-Based Irrigation System Controller - Limit one per account	**50% of purchase price or \$200, whichever is less
<i>Limited number of rebates offered annually.</i>	

Amended 02-06-2018



**CITY OF HENDERSONVILLE FEE SCHEDULE
ADOPTED BY BUDGET ORDINANCE FOR FISCAL YEAR 2017 - 2018**

PUBLIC HEARING REQUIRED FOR ITEMS DENOTED WITH ASTERIK

DESCRIPTION	COST/CHARGE/FEE
WATER AND SEWER	
Sewer Rate Schedule	
All Customers - Inside	
Base Charge per Account	\$6.60 per month
Rate per 1,000 Gallons	\$4.55 per 1000-gallons
Sewer Only - Flat Rate	\$29.58 per month
All Customers - Outside	
Base Charge per Account	\$9.64 per month
Rate per 1,000 Gallons	\$7.06 per 1000-gallons
Sewer Only - Flat Rate	\$44.66 per month
Municipal	
Base Charge per Account	\$9.64 per month
Rate per 1,000 Gallons	\$6.73 per 1000-gallons
<i>Note: These sewer rates are not applicable to the Cane Creek Sanitary Sewer District</i>	
Sewer Fee Schedule	
Taps and Connections	
Sewer Taps, 4" gravity sewer tap	\$1,500.00
Fee per 6" gravity sewer tap	\$1,800.00
Fee per 8" gravity sewer tap	\$2,000.00
Surcharges	
BOD (biochemical oxygen demand), per lb. in excess of 250-mg/l	\$0.25
TSR (total suspended residue), per lb. in excess of 250-mg/l	\$0.15
Ammonia nitrogen, per lb. in excess of 30-mg/l	\$1.50
Engineering Review Fees	
Line Extensions	\$300.00
Pump Stations	\$75.00
Miscellaneous Fees	
Premise Visit	\$40.00
Septic Tank Waste Disposal, per 1000-gallons	\$60.00
Septic Tank Waste Disposal Permit	\$75.00
Concrete Core Drill (manhole), Cost/Inch of Diameter	\$100.00
Drill for Main Tap, Cost/Inch of Diameter	\$100.00
Pretreatment Program	Cost of Program Per SIU
Nondischarge Permit Fee	\$300.00
Food Services Sewer Connection Application Fee	\$75.00
Equipment Usage (hourly rates)	
Rubber-Tired Backhoe, Small	\$33.00
Rubber-Tired Backhoe, Large	\$38.00
Mini-Excavator, 8,000-lb	\$18.00
Mini-Excavator, 12,000-lb	\$39.00
Excavator, 30,000-lb	\$65.00
Vac Truck	\$75.00
Dump Truck (single-axle), Small	\$20.00
Dump Truck (single-axle), Large	\$35.00
Dump Truck (triaxle)	\$65.00
Pick-Up Truck	\$14.00
Harben	\$25.00
Camera Truck	\$75.00
Air Compressor	\$20.00
Air Hammer/Pusher	\$0.65
Soil Tamp	\$20.00

Amended 02-06-2018





CITY OF HENDERSONVILLE

AGENDA ITEM SUMMARY

Submitted By: Susan G. Frady

Department: Development Asst Dept

Date Submitted: 1/4/18

Presenter: Susan G. Frady, Dev. Asst. Director

Date of Council Meeting to consider this item: 2-6-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 05d

The City has received an application from Joe King to close an unnamed alley located on PIN number 9568896145. This unnamed alley is located off of N. Grove Street. A map, survey and legal description is included.

General Statute 160A-299 has procedures for permanently closing streets and alleys. Whenever there is a proposal to permanently close any street or public alley, the City Council shall first adopt a resolution declaring its intent to close the street or alley and shall set a date for a public hearing. At this public hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest or the property rights of any individual.

The Resolution of Intent setting April 5, 2018 as the public hearing date is attached

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

I move Council to adopt the Resolution of Intent for the closing a portion of an unnamed alley located on PIN number 9568896145 located off of N. Grove Street.

Attachments:

Resolution of Intent
Survey
Boundary Description

RESOLUTION OF INTENT

A resolution declaring the intention of the City of Hendersonville City Council to consider closing a portion of an unopened and unimproved Alley for an unnamed alley off of N. Grove Street located on PIN number 9568-89-6145

WHEREAS, NC General Statute (G.S.) 160A-299 authorizes the City Council to close public streets and alleys, and

WHEREAS, Joe King, has petitioned the Council of the City of Hendersonville to close a portion of an unopened and unimproved alley off of N. Grove Street located on PIN number 9568-89-6145, and

WHEREAS, the City Council considers it advisable to conduct a public hearing for the purpose of giving consideration to the closing of a portion of an unopened and unimproved alley off of N. Grove Street located on PIN number 9568-89-6145.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hendersonville:

1. A meeting will be held at 5:45 p.m. on the fifth day of April, 2018, in the Council Chambers of City Hall to consider closing a portion of an unopened and unimproved alley off of N. Grove Street located on PIN number 9568-89-6145.
2. The City Clerk is hereby directed to publish this Resolution of Intent once a week for four successive weeks.
3. The City Clerk is further directed to transmit by registered or certified mail to each owner of property abutting upon that portion of said street a copy of the Resolution of Intent.
4. The City Clerk is further directed to cause adequate notices of the Resolution of Intent and the scheduled public hearing to be posted as required by G.S. 160A-299.

Adopted by the City Council at a meeting held on the sixth day of February, 2018.

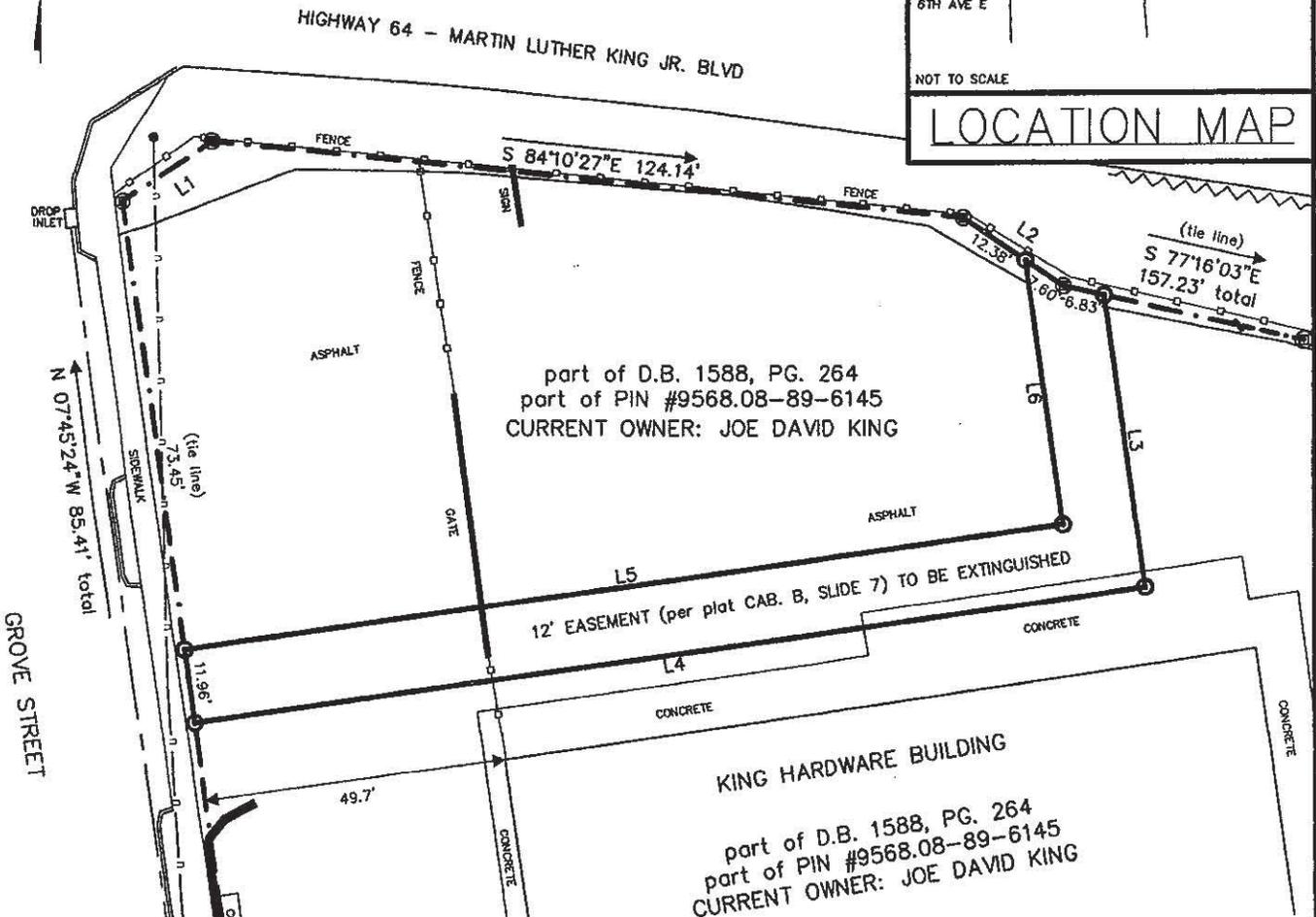
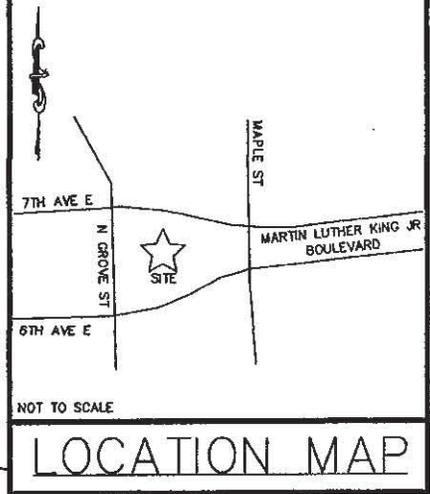
Barbara G. Volk, Mayor

ATTEST:

Tammie K. Drake, City Clerk

(Seal)

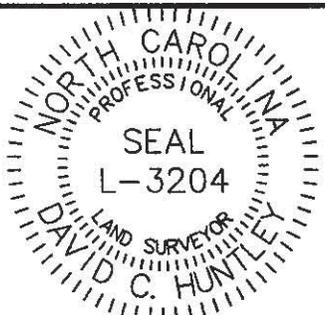
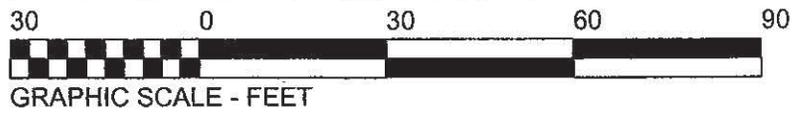
Course	Bearing	Distance
L1	N 56°10'59" E	17.54'
L2	S 56°00'39" E	19.98' total
L3	S 07°59'08" E	47.71'
L4	S 82°02'20" W	157.92'
L5	N 82°02'57" E	145.92'
L6	N 08°05'46" W	43.24'



PRELIMINARY: FOR REVIEW

LEGEND

- ⊙ CALCULATED POINT
- ⊙ NCDOT RIGHT-OF-WAY MONUMENT



D.C. HUNTLEY PLS L-3204
C-1963

STATE OF NORTH CAROLINA
HENDERSON COUNTY
HENDERSONVILLE TOWNSHIP

KING HARDWARE PROPERTY
EASEMENT CLOSURE FOR
JOE DAVID KING

DAVID C. HUNTLEY
& ASSOCIATES, INC.
675 MAPLE STREET
HENDERSONVILLE, NC 28792
(828) 693-8077

SURVEY DCH
DRAWN KMC
SCALE 1" = 40 FT.
DATE: 09/20/17
DWG. NO. H-7076A

Beginning at a point, said point being located South 07 degrees 45 minutes 24 seconds East, 73.45' from an NCDOT Right-of-Way monument in the westernmost corner of property currently owned by Joe David King and being a part of Deed Book 1588, Page 264 and running thence from said beginning point North 82 degrees 2 minutes 57 seconds East 145.92 feet to a point; thence North 8 degrees 5 minutes 46 seconds West 43.24 feet to a point on the margin of the Right-of-Way of Highway 64, Martin Luther King, Jr. Boulevard; thence along the margin of the Right-of-Way of Highway 64, Martin Luther King, Jr. Boulevard, South 56 degrees 0 minutes 39 seconds East 7.60 feet to a point on the margin of the Right-of-Way of Highway 64, Martin Luther King, Jr. Boulevard; thence along the margin of the Right-of-Way of Highway 64, Martin Luther King Boulevard, South 77 degrees 16 minutes 3 seconds East 6.83 feet to a point on the margin of the Right-of-Way of Highway 64, Martin Luther King, Jr. Boulevard; thence leaving said Right-of-Way and running South 7 degrees 59 minutes 8 seconds East 47.71 feet to a point; thence South 82 degrees 2 minutes 20 seconds West 157.92 feet to a point in the western line of the aforementioned Joe David King property; thence North 7 degrees 45 minutes 24 seconds West 11.99 feet to the point and place of beginning and being 0.05 acres more or less.



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Admin

Date Submitted: 01/16/2018

Presenter: John Connet

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 05e

In February 2017, the City Council closed Market Street in order to facilitate the construction of the new Publix Supermarket. Upon the closing of the street an area of 303 square feet, which was formerly right of way, reverted back to the City of Hendersonville. This small area is located within the proposed Publix Development. In 2016, Halvorsen Development Corporation offered to purchase this area for \$5,000, but due to the delay in the street closing, the offer and subsequent City Council action was never completed. Therefore, we are now placing this item on your agenda for action. City staff is requesting that the City Council declare the 303 square feet of property surplus and receive Halvorsen Development Corporation's \$5,000 offer and authorize staff to advertise for upset bids. The City Council reserves the right to accept or reject any and all bids. Final action on any bids will occur at your March 1, 2018 City Council meeting.

Budget Impact: \$ 5,000 Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Addition revenue to be deposited in General Fund

Suggested Motion:

I move that the City Council declare the 303 square feet, as shown on the attached map, as surplus property, receive the Halvorsen Development Corporation's offer for \$5,000 and direct staff to advertise for upset bids.

Attachments:

Proposed Resolution
Map showing former right of way

**RESOLUTION AUTHORIZING THE DISPOSITION OF CERTAIN REAL PROPERTY BY
NEGOTIATED OFFER, WITH UPSET BID PROVISIONS (N.C.G.S. § 160A-269)**

WHEREAS, the City Council of the City of Hendersonville, North Carolina, desires to dispose of certain property of the City as identified herein, and

WHEREAS, the City of Hendersonville have received an offer for the purchase of the real property, and

WHEREAS, the Council desires to instruct the City Manager to initiate disposition of this real property in accordance with North Carolina General Statutes 160A-269,

NOW, THEREFORE, BE IT RESOLVED by the City Council that:

1) The property is described as follows:

Consisting of 303 square feet, more or less, commonly referred to as a portion of the Market Street (formerly Shepherd Avenue) public right-of-way abandonment, lying and being in the City of Hendersonville, Henderson County, NC.

2) Subjects to the terms of this resolution the City Manager is authorized to dispose of the described property by negotiated offer, advertisement, and upset bids (N.C.G.S. 160A-269).

3) No minimum bid has been established for this property.

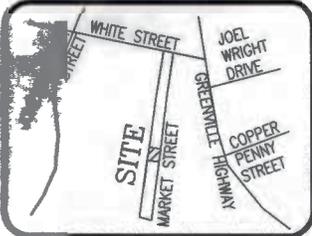
4) Sale of subject property will be subject to final City Council approval. The City of Hendersonville reserves the right to accept or reject any or all bids.

Adopted this second day of February, 2018.

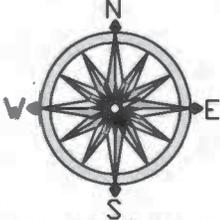
Barbara G. Volk, Mayor

Attest:

Tammie K. Drake, City Clerk



VICINITY MAP
(NOT TO SCALE)



REF: NC GRID NAD 83

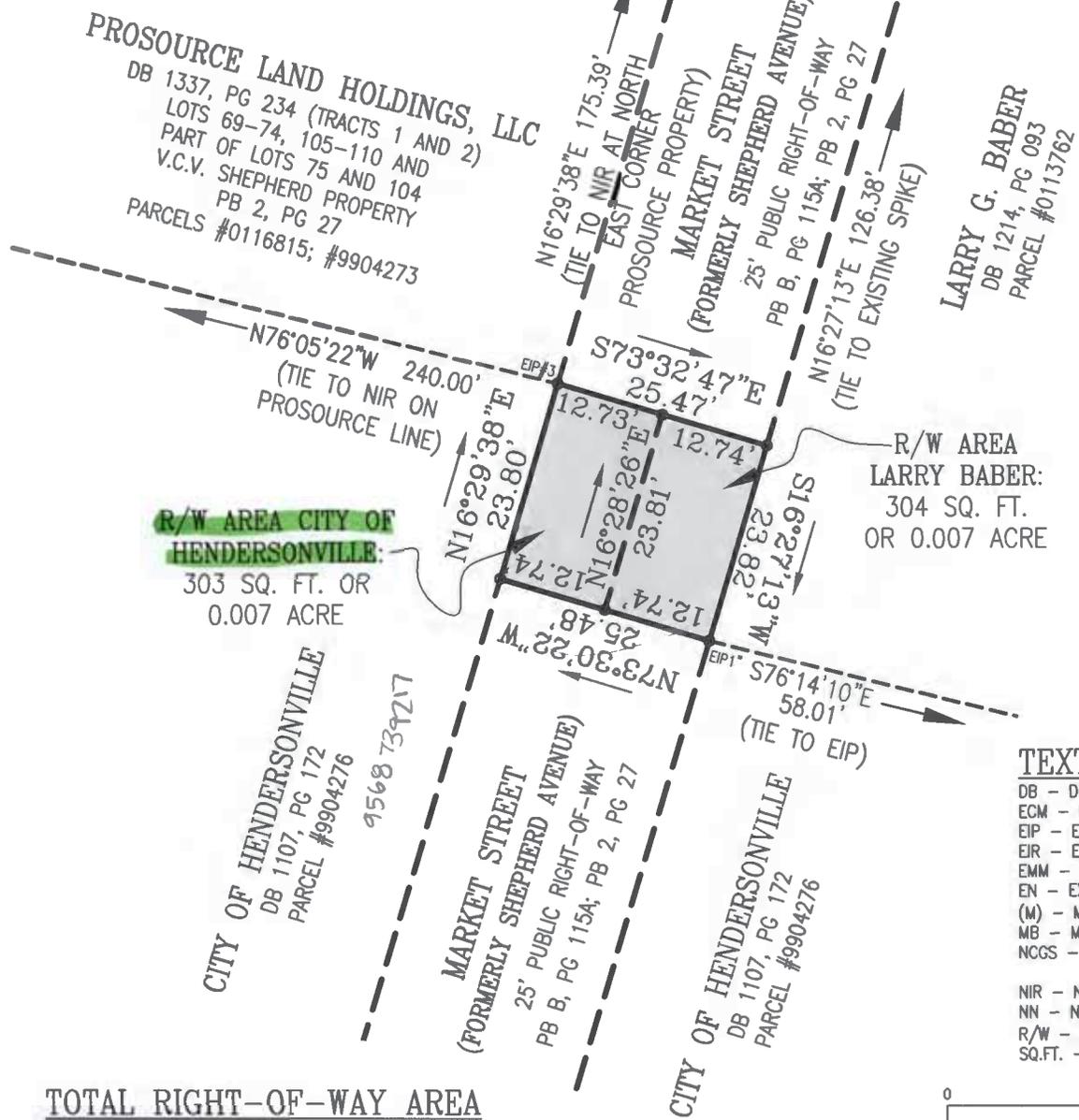
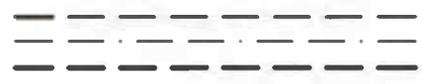
EXHIBIT MAP
MARKET STREET RIGHT-OF-WAY TO BE ABANDONED
 ALONG THE PROPERTY OF: LARRY G. BABER
 & THE CITY OF HENDERSONVILLE
 CITY OF HENDERSONVILLE,
 HENDERSON COUNTY, NORTH CAROLINA

DATE: JANUARY 8, 2016
 SCALE: 1" = 20'
 JOB NUMBER: 6868
 SHEET 2 OF 2

MAP PREPARED BY
JAMES MAUNEY & ASSOCIATES, P.A.
 6405 WILKINSON BLVD. SUITE 11
 BELMONT, NC 28012, LICENSE NO. C-2373
 TEL:(704) 829-9623 FAX: (704)829-9625

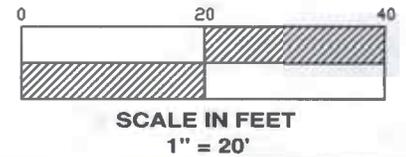
- NOTES:**
1. THIS MAP IS FOR EXHIBIT PURPOSES ONLY- TO SHOW THE ABANDONMENT OF A PORTION OF MARKET STREET.
 2. BOUNDARY LINES AND EXISTING PROPERTY CORNERS SHOWN ON THIS EXHIBIT WERE PLOTTED FROM THE ALTA SURVEY PREPARED FOR HALVORSEN SUBURBAN CENTERS, LLC. BY JAMES MAUNEY & ASSOCIATES, P.A. DATED JUNE 24, 2014 (MAP FILE: F1257) AND FROM EXISTING RECORDS. NO ADDITIONAL FIELD WORK WAS CONDUCTED IN PREPARATION OF THIS EXHIBIT.
 3. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES.
 4. THIS MAP DOES NOT REPRESENT A CURRENT SURVEY OF THE PROPERTY SHOWN. PHYSICAL IMPROVEMENTS AND MATTERS OF RECORD WHICH AFFECT THE PROPERTY ARE NOT SHOWN.

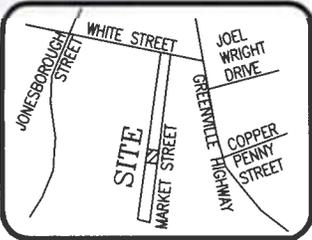
LINE LEGEND:
 PROPERTY LINE (SUBJECT PARCELS)
 PROPERTY LINE (ADJOINING PARCELS)
 RIGHT-OF-WAY



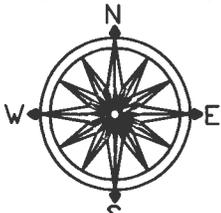
- TEXT LEGEND:**
- DB - DEED BOOK
 - ECM - EXISTING CONCRETE MONUMENT
 - EIP - EXISTING IRON PIPE
 - EIR - EXISTING IRON ROD
 - EMM - EXISTING METAL MONUMENT
 - EN - EXISTING NAIL
 - (M) - MEASURED
 - MB - MAP BOOK
 - NCGS - NORTH CAROLINA GEODETIC SURVEY
 - NIR - NEW IRON ROD
 - NN - NEW NAIL
 - R/W - RIGHT-OF-WAY
 - SQ.FT. - SQUARE FEET

**TOTAL RIGHT-OF-WAY AREA
 TO BE ABANDONED:**
 607 SQ. FT. OR 0.014 ACRE





VICINITY MAP
(NOT TO SCALE)



REF: NC GRID NAD 83

EXHIBIT MAP
MARKET STREET RIGHT-OF-WAY TO BE ABANDONED
 ALONG THE PROPERTY OF: LARRY G. BABER
 & THE CITY OF HENDERSONVILLE
 CITY OF HENDERSONVILLE,
 HENDERSON COUNTY, NORTH CAROLINA

DATE: JANUARY 8, 2016
 SCALE: 1" = 200'
 JOB NUMBER: 6868
 SHEET 1 OF 2

MAP PREPARED BY
JAMES MAUNEY & ASSOCIATES, P.A.
 6405 WILKINSON BLVD. SUITE 11
 BELMONT, NC 28012, LICENSE NO. C-2373
 TEL:(704) 829-9623 FAX: (704)829-9625

NOTES:

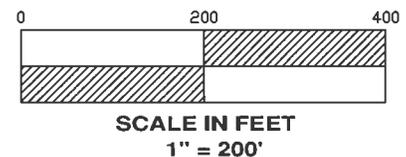
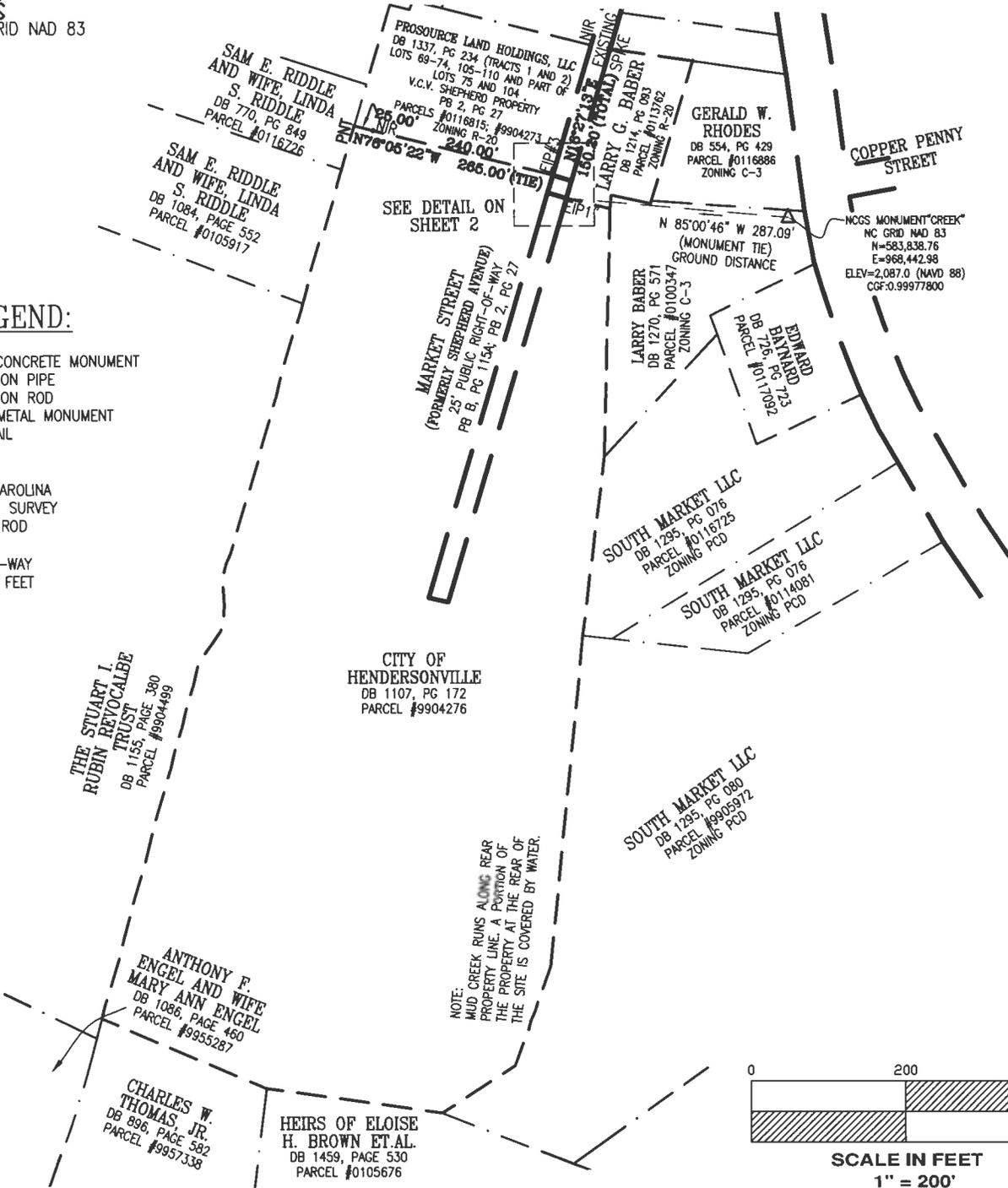
1. THIS MAP IS FOR EXHIBIT PURPOSES ONLY- TO SHOW THE ABANDONMENT OF A PORTION OF MARKET STREET.
2. BOUNDARY LINES AND EXISTING PROPERTY CORNERS SHOWN ON THIS EXHIBIT WERE PLOTTED FROM THE ALTA SURVEY PREPARED FOR HALVORSEN SUBURBAN CENTERS, LLC. BY JAMES MAUNEY & ASSOCIATES, P.A. DATED JUNE 24, 2014 (MAP FILE: F1257) AND FROM EXISTING RECORDS. NO ADDITIONAL FIELD WORK WAS CONDUCTED IN PREPARATION OF THIS EXHIBIT.
3. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES.
4. THIS MAP DOES NOT REPRESENT A CURRENT SURVEY OF THE PROPERTY SHOWN. PHYSICAL IMPROVEMENTS AND MATTERS OF RECORD WHICH AFFECT THE PROPERTY ARE NOT SHOWN.

LINE LEGEND:

PROPERTY LINE (SUBJECT PARCELS) 
 PROPERTY LINE (ADJOINING PARCELS) 
 RIGHT-OF-WAY 

TEXT LEGEND:

DB - DEED BOOK
 ECM - EXISTING CONCRETE MONUMENT
 EIP - EXISTING IRON PIPE
 EIR - EXISTING IRON ROD
 EMM - EXISTING METAL MONUMENT
 EN - EXISTING NAIL
 (M) - MEASURED
 MB - MAP BOOK
 NCGS - NORTH CAROLINA GEODETIC SURVEY
 NIR - NEW IRON ROD
 NN - NEW NAIL
 R/W - RIGHT-OF-WAY
 SQ.FT. - SQUARE FEET



MARKET STREET RIGHT-OF-WAY TO BE ABANDONED

0.014 Acre

Along the Property of Larry G. Baber & The City of Hendersonville
Hendersonville, Henderson County, North Carolina

Being a portion of the existing public right-of-way of Market Street (formerly Shepherd Avenue) lying and being in the City of Hendersonville, Henderson County, North Carolina, to be abandoned, said portion of Market Street to be abandoned being more particularly described as follows:

BEGINNING at an existing iron pipe on the easterly margin of the right-of-way of Market Street (formerly Shepherd Avenue – 25' public right-of-way), said iron being a common corner between the City of Hendersonville property as described in Deed Book 1107, Page 172 of the Henderson County Public Registry and the Larry G. Baber property as described in Deed Book 1214, Page 93 of said Registry, said iron being furthermore located North $73^{\circ}32'47''$ West a distance of 287.09 feet from North Carolina Geodetic Survey Control Monument "Creek" (SPC 83 Coordinates N: 583,838.76 feet; E: 968,442.98 feet; Combined Grid Factor: 0.99977800), and runs thence from said BEGINNING point with a new line crossing Market Street North $73^{\circ}30'22''$ West a distance of 25.48 feet to a point on the westerly margin of the right-of-way of Market Street; thence with the westerly margin of the right-of-way of Market Street North $16^{\circ}29'38''$ East a distance of 23.80 feet to an existing iron pipe at the common corner between The City of Hendersonville property as referenced above and the Prosource Land Holdings, LLC property as described in Deed Book 1337, Page 234 of said Registry; thence with a new line crossing Market Street South $73^{\circ}32'47''$ East a distance of 25.47 feet to a point on the easterly margin of the right-of-way of Market Street; thence with the easterly margin of the right-of-way of Market Street South $16^{\circ}27'13''$ West a distance of 23.82 feet to the point and place of BEGINNING; containing 607 square feet or 0.014 acre, more or less, as shown on the attached Exhibit Map prepared by James Mauney & Associates, P.A. dated January 8, 2016.



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Admin

Date Submitted: 1/18/2018

Presenter: John Connet

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 05f

The City received notification from the manufacturer of " Jake Brake" compression truck brakes that the term Jake is a registered trademark and should not be used to reference compression truck brakes in our City Code of Ordinances. Therefore, we are proposing to remove any reference to "Jake Brake" from Section 50-119 of the City Code.

Budget Impact: \$ NA Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move that the City Council amend Section 50-119 of the Hendersonville City Code of Ordinances to eliminate any reference to the trademarked term of "Jake Brakes".

Attachments:

Letter from manufacturer
Proposed amendment

Ordinance #18-____

AN ORDINANCE AMENDING CODE SECTION 50-119 PERTAINING TO THE USE OF COMPRESSION BRAKES

WHEREAS, the City Council has determined that it is unnecessary to the clarity of the term "compressions brakes" to refer to them by any other name,

NOW, THEREFORE, be it ordained by the City Council of the City of Hendersonville:

SECTION 1. Sec. 50-119 of the Hendersonville Code of Ordinances is hereby amended to read in its entirety as follows:

Sec. 50-119 Compression brakes prohibited.

1. It shall be unlawful for any vehicle equipped with compression brakes (~~sometimes referred to as "jake brakes"~~) to downshift and release the clutch to utilize the vehicle's engine to slow, except in case of emergency. The burden in each case shall be upon the vehicle operator to establish the existence of the emergency.
2. This prohibition does not apply to the operation of vehicles that are owned or leased by governmental entities and which are being operated within the scope and purpose of a governmental use.

SECTION 2. SEVERABILITY. If any provision of this ordinance is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid, such decision shall not affect the validity of the remaining provisions of this ordinance.

SECTION 3. EFFECTIVE DATE. This ordinance shall be in full force and effect from and after the date of its adoption.

Adopted this sixth day of February 2018.

Barbara Volk, Mayor

Attest:

Tammie K. Drake, CMC, City Clerk

Approved as to form:

Samuel H. Fritschner, City Attorney



December 7, 2017

Barbara Volk
Mayor
City Hall
145 Fifth Avenue East
Hendersonville, NC 28792-4328

Dear Mayor Volk,

I am writing on behalf of Jacobs Vehicle Systems, Inc. ("Jacobs"). Jacobs has been made aware that the City of Hendersonville has enacted a noise ordinance (No. 12-0411, § 1, 4-5-12) specifically naming JAKE BRAKE®. Jacobs has been manufacturing vehicle retarding systems and related components for the truck market for fifty six (56) plus years under its JAKE BRAKE® trademark. "Jake Brake®" is a brand name of vehicle retarders. It is not a generic term referring generally to truck engine brakes. Engine brakes are produced by a number of other companies other than Jacobs; including PacBrake® of Canada and TecBrake® of Mexico among others. The "Jake Brake®" engine brake is simply the most widely recognized brand in the industry.

The JAKE BRAKE® mark is well known in the industry and is federally registered for the goods and services listed in federal trademark Registration Nos. 2,864,614, 3,589,709, 3,635,162 and 3,663,312, copies of which we can provide. Any use of the name JAKE BRAKE® "in either the language of the ordinance or on any signs to be posted is strictly prohibited. This improper use of the "Jake Brake®" brand, threatens to seriously damage Jacobs and infringes Jacobs' sole rights to this valuable mark. Moreover, this usage may significantly weaken the mark, which could result in the diminution or "dilution" of its value and possibly loss of all Jacobs' rights in the mark.

In the past, Jacobs has moved swiftly to enjoin infringement and other misuse of the "Jake Brake®" and related marks. Should the "Jake Brake®" mark become generic through such misuse, it would lead to substantial liability. In addition, should your locality continue to post signs with our trademark; it could potentially violate other U.S. Federal laws and regulations, including transportation regulations and federal trademark laws.

While we understand many of the members of the public find loud engine brake noise to be undesirable we note that *properly muffled engines* should not produce an overly loud or undesirable sound. Jacobs requests that you not use our trademark in your noise reduction initiative, as this would represent an unfair use of our trade name. We request instead that your posted signs read "***No Improperly Muffled Engine Brakes***" or "***No Unmuffled use of Engine Brakes***". I have included additional materials regarding vehicle retarders in general and the federal emissions regulations and state laws that govern their proper use.

We are certain that having been apprised of this information the City of Hendersonville will respect Jacobs' rights in the JAKE BRAKE[®] mark and will use the mark properly in the future. We do not want our JAKE BRAKE[®] mark confused or diluted. If you or your staff have any questions regarding this letter or the additional materials, please do not hesitate to contact us. The Jacobs Vehicle Systems website, www.jacobsvehiclesystems.com also has information concerning these topics that you can refer to.

We appreciate your understanding in this matter.

Sincerely,

Jim Eder
Vice President – General Counsel
Automation & Specialty Business
Fortive Corporation
125 Powder Forest Drive
Simsbury, CT 06070
Office: 860-431-9009
Mobile: 860-796-4272
jim.eder@ftvindtech.com.

Cc: Heather Merrill



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Fire Chief Joseph Vindigni

Department: Fire

Date Submitted: January 12, 2018

Presenter: Fire Chief Joseph Vindigni

Date of Council Meeting to consider this item: February 6, 2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 05g

The Hendersonville Fire Department recently replaced a fire engine and would like to donate the decommissioned engine along with obsolete equipment to the Henderson County Public Schools System and the Fire Academy Program located at Blue Ridge Community College. The Henderson County Fire Program would utilize the fire engine during instruction of numerous firefighter certification courses offered at the school. The fire engine to be donated is out of-service and would have normally been placed for auction. The value of this vehicle is approximately \$10,000-\$15,000 according to research.

Budget Impact: \$0 Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

I move Council to approve the resolution authorizing the donation of surplus property to Henderson County Public Schools and the Fire Academy pursuant to NCGS 160A-280 entitled "Donations of Personal Property to other Governmental Units".

Attachments:

Resolution
Letter from Henderson County Public Schools
Letter from Henderson County Career Academy
Overview of Innovative High School Henderson County Career Academy Firefighter Program

PUBLIC NOTICE:

The public will take notice that the City of Hendersonville City Council will consider the donation of the property listed below to Henderson County Public Schools System and the Fire Academy Program at their meeting of February 6, 2018

Resolution #18-_____

RESOLUTION DECLARING CERTAIN PERSONAL PROPERTY AS SURPLUS AND AUTHORIZING THE DONATION OF THIS SURPLUS PROPERTY TO THE HENDERSON COUNTY PUBLIC SCHOOLS SYSTEM AND THE FIRE ACADEMY PROGRAM PURSUANT TO NCGS 160A-280 ENTITLED DONATIONS OF PERSONAL PROPERTY TO OTHER GOVERNMENTAL UNITS

WHEREAS; The City of Hendersonville has in its possession a 1991 American LaFrance Fire Engine, VIN 1P1F106B3MA090026, with 49,951 miles and 5,511 hours, and known as Engine 4, and

WHEREAS; Engine 4 has been replaced and is hereby declared surplus property; and

WHEREAS; the City of Hendersonville Fire Department would like to donate the decommissioned engine along with other obsolete equipment to the Henderson County Public School System and the Fire Academy to be utilized in the instruction of numerous firefighter certification courses offered at Blue Ridge Community College and would help the college in that effort; and

WHEREAS; The City of Hendersonville is authorized to make such a donation pursuant to NCGS 160A-280 entitled "Donations of Personal Property to other Governmental Units" and

WHEREAS; The City of Hendersonville posted its intention to conduct such donation on January 29, 2018 in City Hall as well as on their website at www.HendersonvilleNC.gov.

BE IT RESOLVED THAT the City Council of Hendersonville, North Carolina seeks to donate and provide to Blue Ridge Community College the property listed below:

1991 American LaFrance Fire Engine, VIN 1P1F106B3MA090026 with a value of up to \$15,000 as determined by research.

Adopted this sixth day of February 2018.

/s/ Barbara G. Volk, Mayor

Attest: /s/Tammie K. Drake, MMC, City Clerk



HENDERSON COUNTY PUBLIC SCHOOLS

414 Fourth Avenue West, Hendersonville, NC 28739-4261
Bo Caldwell, Superintendent

Board of Public Education
Amy Lynn Holt, *Chairperson*
Rick R. Wood, *Vice Chairperson*
Michael Absher
Colby Coren
Mary Louise Corn
Blair Craven
Lisa T. Edwards

January 10, 2018

Joseph Vindigni
City of Hendersonville Fire Department
851 N. Main St.
Hendersonville, NC 28792

Chief Vindigni,

On behalf of Henderson County Public Schools and the Fire Academy, I would like to thank you for considering making a donation of your decommissioned fire truck. Upon approval by City Council, we would be glad to accept this donation for use with our Fire Academy Program at the Career Academy.

Sincerely,

Bernie Sochia
Chief Finance Officer
Henderson County Public Schools

Henderson County Career Academy

*300 East Campus Drive
Flat Rock, NC 28731
Ph. 828-697-4629/ Fax 828-698-6130
Principal Kent Parent*

Chief Vindigni, City of Hendersonville,

The HCCA Fire Academy would be very interested in acquiring Engine 4, currently serving as a service vehicle, if it should become available. The Fire Academy performs practical exercises during instruction of the numerous firefighter certification courses offered at the school. An apparatus being available to us would be an invaluable asset to be used for training. We have sponsor departments from which to borrow necessary equipment if needed, however, having a permanent placed apparatus would eliminate the need to remove active fire apparatus from service to the community. Your future consideration in this matter would be much appreciated.

Sincerely,



Ted Barnett

Fire Academy Chief

Henderson County Career Academy.

**Innovative High School
Henderson County Career Academy
Firefighter Program**

The School:

- The "Balfour" Fire Academy was started in December of 2012 at the former Balfour Education Center.
- The Academy moved to the Innovative High School in August of 2017, becoming the Henderson County Career Academy Firefighter program.
- Public Safety I, and Firefighter Technology I,II, and III courses have been offered.
- Firefighter courses offer the chance to gain OSFM credit towards N.C.firefighter certification.

The Players:

- Principal: Kent Parent
- CTE Director: Dr. Wendy Frye
- DPI Area Consultant: Dr. David Barbour
- NC D.O.I. / OSFM Cert. Specialist: Wayne Bailey
- Teacher: Ted Barnett
- Sponsor Departments: Mtn. Home F&R, Valley Hill F&R, Hendersonville FD., Blue Ridge F&R (upcoming)
- HCCA is also a member of the Henderson County Fire & Rescue Association.

The Students:

- Since Spring 2013 there have been over 160 students enrolled in fire academy classes.
- 24 students took BRCC Fire Protection courses towards a degree.
- At least six are now employed full time at a fire department in Henderson or Buncombe County.
- Several have joined their local volunteer departments and continue to gain certifications.
- Spring semester 2017/2018 enrollment is around 30, our normal semester average for the past few years.

The Results:

- Students gaining education and job skills proven to help gain employment.
- CTE certifications and credentials being received by students.
- The local fire service gaining trained and functional members for their departments.
- Skills USA competition has yielded first place regional, and 3 top five national event awards in NC.
- Numerous students going on to take college level classes while in high school, or after graduation.

With a limited budget each year for supplies, we rely heavily on donations. The majority of our equipment, fire hose, turnout gear, helmets, hand tools, SCBA's, and medical equipment has been donated by local departments or individuals. Without this support, and the support of our sponsor departments, the fire program would certainly not be as successful as it has been. The acquisition of a piece of fire apparatus would be an immense benefit for the students and bring more real-world training opportunities to the program.



CITY OF HENDERSONVILLE

The City of Four Seasons

FIRE DEPARTMENT
JOSEPH VINDIGNI, FIRE CHIEF

MEMORANDUM

January 16, 2018

The City of Hendersonville Fire Department will be donating obsolete equipment and fire hose to the Henderson County Public Schools System and the Fire Academy. This equipment and hose in conjunction with the fire apparatus will assist students to train and prepare to be Firefighters.

The estimated depreciated value of this obsolete equipment and fire hose is \$2,500. The breakdown is listed below:

- | | |
|---------------------------|--------|
| • Assortment of Fire Hose | \$900 |
| • Small Tools | \$400 |
| • Nozzles and Appliances | \$1200 |

All parties involved should be aware that the equipment and fire hose that is being donated by the Hendersonville Fire Department is expired based on the National Fire Protection Standard and is no longer in service due to its age and/or condition. The City of Hendersonville, the Hendersonville Fire Department, and its members will not be held liable for the use of this out of service equipment or fire hose after it is donated to Henderson County Public Schools System and the Fire Academy.

Joseph Vindigni
Fire Chief

CITY OF HENDERSONVILLE FIRE DEPARTMENT
632 SUGARLOAF ROAD
HENDERSONVILLE, NC 28792
828-697-3024



CITY OF HENDERSONVILLE

The City of Four Seasons

FIRE DEPARTMENT
JOSEPH VINDIGNI, FIRE CHIEF

List of Equipment and Fire Hose

Assortment of Fire Hose

- 1 $\frac{3}{4}$ Fire Hose (600')
- 2 $\frac{1}{2}$ Fire Hose (200')
- 3" Fire Hose (100')
- 1 – Hard Suction

Small Tools

- Pike Poles
- Push Broom
- Shovels
- Fire Rake
- Portable Scene Lights
- Axes
- Modified Halligan Bars
- Bolt Cutters
- Hydrant Wrench

Nozzles and Appliances

- Fog Nozzles
- Cellar Nozzle
- Smooth Bore Nozzles
- 2 $\frac{1}{2}$ Adapters
- Gate Valve
- 1 $\frac{1}{2}$ Adapters

CITY OF HENDERSONVILLE FIRE DEPARTMENT
632 SUGARLOAF ROAD
HENDERSONVILLE, NC 28792
828-697-3024



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Admin

Date Submitted: 01/16/2018

Presenter: John Connet

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 05h

In September 2007, the City Council approved the satellite annexation of 7.34 +/- acres of property between Erkwood Drive and Gridley Road. The annexation petition was submitted as part of the proposed Magnolia Creek Development and the need for sewer service. Following the annexation of the property, the developers chose not to move forward with the development and Magnolia Creek was never constructed. The annexed property is now owned by Charles and Susan Albers (6.17 acres +/-) and Charles and Christina Barrett (1.03 acres +/-). Mr. and Mrs. Albers' property is currently vacant and Mr. and Mrs. Barrett's property only includes their single family residence. Neither property is connected to sewer service or receives any city services other than fire and police protection. Mr. Barrett has refused to accept solid waste collection services and both parties have requested to be de-annexed from the City of Hendersonville. Therefore, City staff has developed a proposed resolution asking our N.C. legislative delegation to introduce legislation to de-annex the Albers and Barrett's property.

This proposal is being brought forward for the following reasons:

1. This is a satellite annexation
2. Neither property has connected to sewer service
3. Neither property utilizes solid waste collection services
4. Erkwood and Gridely Road are NCDOT streets
5. Law Enforcement and Fire Protection can be easily provided by County agencies.
6. Both parties will have to petition for annexation if sewer service is required.

Budget Impact: \$ (1,615.39) Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move that the City Council adopt the proposed resolution asking our local legislative delegation to introduce a local bill to de-annex the property as more fully described in the resolution.

Attachments:

Proposed resolution
Backup documentation

A RESOLUTION REQUESTING THE LEGISLATIVE DELEGATION REPRESENTING HENDERSON COUNTY IN THE NORTH CAROLINA GENERAL ASSEMBLY TO INTRODUCE DEANNEXATION LEGISLATION FOR CERTAIN PROPERTIES

Whereas on September 6, 2007 the governing board of the City of Hendersonville approved the voluntary annexation of approximately 7.34 acres of property identified at the time as PIN: 9567-99-3474 and portion of PIN: 9567-99-4155; and

Whereas, this annexation was a condition of the provision of sewer service to the proposed Magnolia Creek Subdivision located between Erkwok Drive and Gridley Road; and

Whereas, Magnolia Creek Subdivision was never constructed and the aforementioned property was never connected to City sewer; and

Whereas, as of January 1, 2018, Charles and Susan Ablers are the owners of the 6.17 acres of the aforementioned vacant annexed property more properly identified as PIN 9567-99-4599; and

Whereas, as of January 1, 2018, Charles and Christina Barrett are the owners of 1.03 acres of the aforementioned annexed property more properly identified as PIN 9567-89-9251 that contains a single family home which is not connected to City sewer; and

Whereas, in addition to no connection to sewer service, neither property is receiving direct City services (solid waste collection, street maintenance or snow removal); and

Whereas, law enforcement and fire protection services are available to the aforementioned properties by other agencies.

Now therefore be it resolved, the Hendersonville City Council hereby requests the legislative delegation representing Henderson County in the North Carolina General Assembly to introduce deannexation legislation for the properties identified as PINs 9567-99-4599 and 9567-89-9251.

Adopted on the sixth day of February 2018.

Barbara G. Volk, Mayor

Attest:

Tammie K. Drake, City Clerk



WARNING: THIS IS NOT A SURVEY

Parcel Information

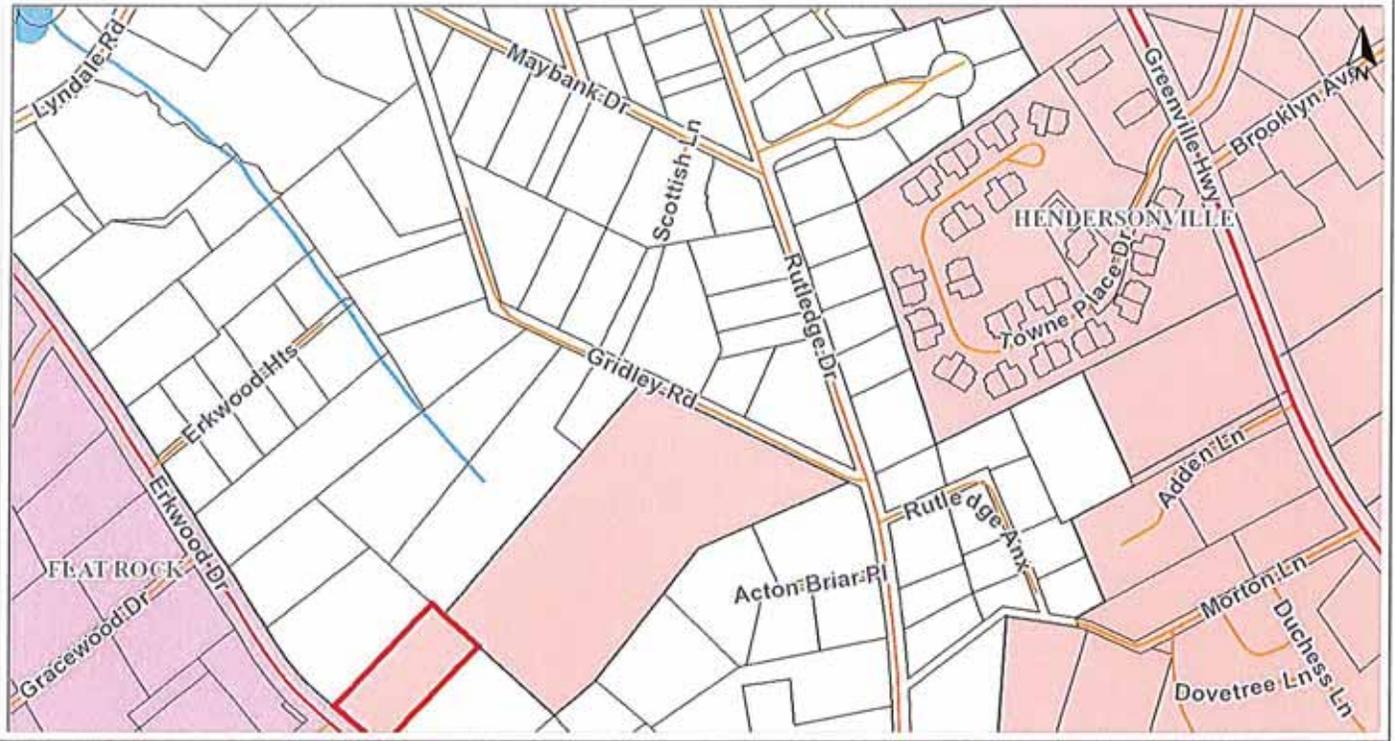
REID:	1011615	Pin:	9567994599
Listed to:	ALBERS, CHARLES A; ALBERS, SUSAN L	Neighborhood:	HENDERSONVILLE CITY
Mailing Address:	106 ESTATE DR	Township:	Hendersonville
Mailing City, State, Zip:	HENDERSONVILLE, NC 28739	Municipality:	HENDERSONVILLE
Physical Address:	925 GRIDLEY RD	Tax District:	HENDERSONVILLE CITY
Deed:	001520/00280	Plat:	SLD 6366
Date Recorded:	2013-01-08 00:01:00.0	Elementary School District:	ATKINSON
Revenue Stamps:		Middle School District:	FLAT ROCK MIDDLE
County Zoning:	Cities	High School District:	EAST HIGH
Property Description:	BLYTHE RECOMB BMSLD-6366	Soil:	Hayesville loam, 2 to 7 percent slopes
Map Sheet:	9567.08	Voting Precinct:	Armory
Assessed Acreage:	6.17000000	Commissioner District:	1
Building Value:	\$0.00	Agricultural District:	None Found
Land Value:	\$184,100.00	North Carolina House District:	113
Value To Be Billed:	\$184,100.00	U.S. House District:	11
North Carolina Senate District:	48	Flood Zone:	Zone X, Not Shaded (Areas outside of the floodplain)



Henderson County
 Geographic Information Systems (GIS)
 200 North Grove Street
 Hendersonville, NC 28792
 P: (828) 698-5124
 F: (828) 698-5122

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WARNING: THIS IS NOT A SURVEY

Parcel Information

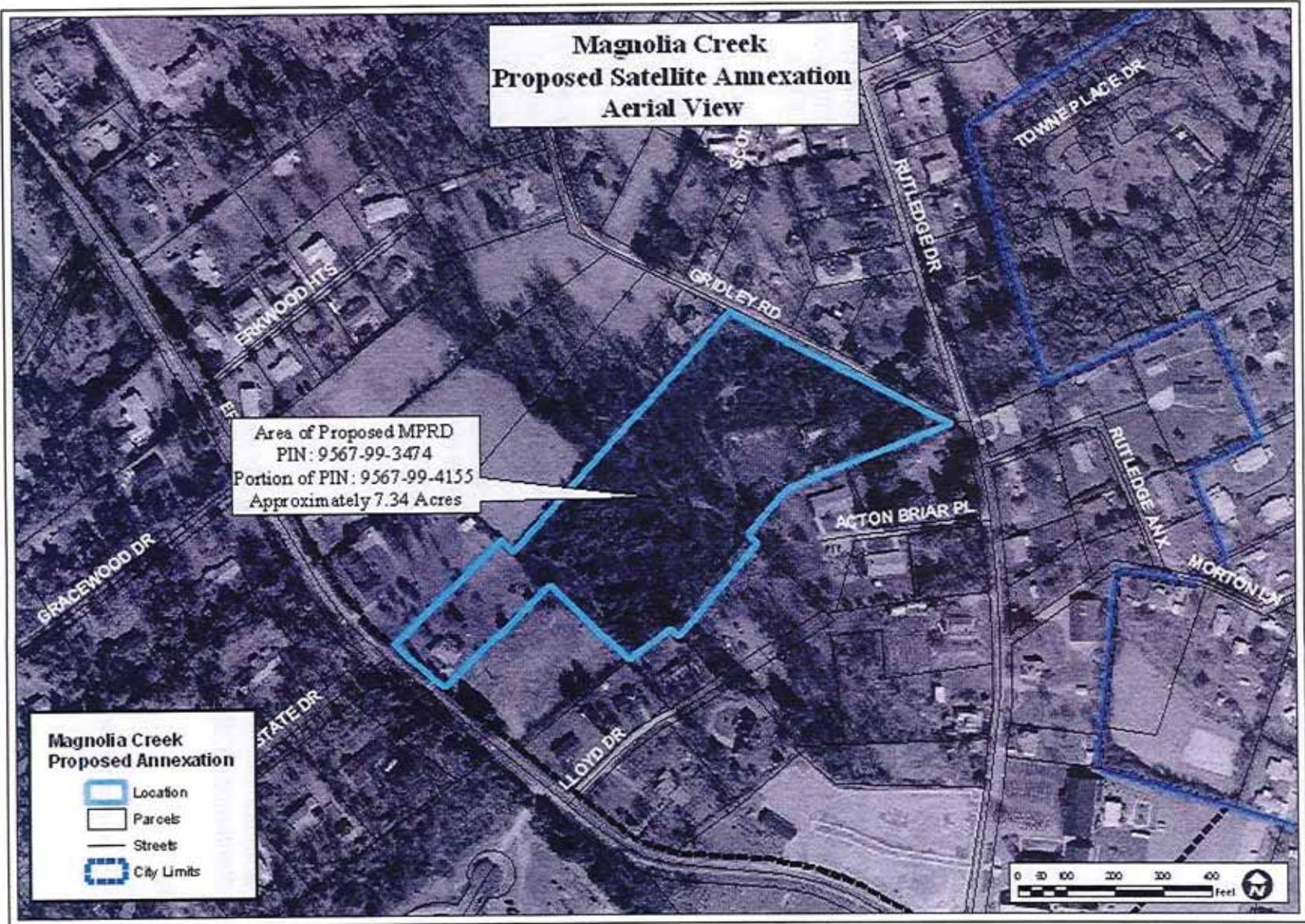
REID:	1016032	Pin:	9567899251
Listed to:	BARRETT, CHARLES; BARRETT, CHRISTINA	Neighborhood:	HENDERSONVILLE CITY
Mailing Address:	520 ERKWOOD DR	Township:	Hendersonville
Mailing City, State, Zip:	HENDERSONVILLE, NC 28739	Municipality:	HENDERSONVILLE
Physical Address:	520 ERKWOOD DR	Tax District:	HENDERSONVILLE CITY
Deed:	001579/00710	Plat:	SLD 6366
Date Recorded:	2014-07-01 00:01:00.0	Elementary School District:	ATKINSON
Revenue Stamps:	282.00000000	Middle School District:	FLAT ROCK MIDDLE
County Zoning:	Cities	High School District:	EAST HIGH
Property Description:	BLYTHE RECOMB BMSLD-6366	Soil:	Hayesville loam, 2 to 7 percent slopes
Map Sheet:	9567.08	Voting Precinct:	Armory
Assessed Acreage:	1.03000000	Commissioner District:	1
Building Value:	\$98,900.00	Agricultural District:	None Found
Land Value:	\$60,700.00	North Carolina House District:	113
Value To Be Billed:	\$159,600.00	U.S. House District:	11
North Carolina Senate District:	48	Flood Zone:	Zone X, Not Shaded (Areas outside of the floodplain)



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Mayor Pro Tem Volk moved to accept the agenda as amended. A unanimous vote of the Council followed. Motion carried.

3. Consideration of Consent Agenda:

*A. Consideration of Minutes: July 5, 2007 Regular Meeting

*B. Consideration of a Petition Requesting the Voluntary Satellite Annexation of 7.34 acres (Magnolia Creek) between Erkwood Drive and Gridley. (Accept City Clerk's certification of validity and set public hearing). Mrs. Anderson reported the City has received a petition from Ed Hernando on behalf of Mark Traves, Harold and Mabel Blythe, and Sidney and Tammy Blythe for the satellite annexation of a parcel totaling 7.34 acres located between Erkwood Drive and Gridley Road. She stated a recently approved residential development, Magnolia Creek, is planned for the property. She explained the annexation is associated with the City's utility extension policy.

Mrs. Anderson explained Council referred the petition to the City Clerk for certification of validity at their July 5, 2007 meeting. The following letter from the Clerk finds the petition is valid.

July 23, 2007

The Honorable Mayor and City Council
City Hall
145 Fifth Avenue East
Hendersonville, NC 28739

RE: Petition for Satellite Annexation
Ed Hernando (File No. P07-32-A)

Dear Mayor Newman and Members of the Council:

As you directed at your July 5, 2007 meeting, I have completed an investigation of the above referenced petition submitted by Ed Hernando. This letter certifies the results of my investigation for 7.34 acres between Erkwood Drive and Gridley Road.

- A. The area described in the petition meets all of the standards set out in GS 160A-58.1(b).
 1. All of the proposed satellite corporate limits are not more than three miles from the primary corporate limits of Hendersonville. The map distance is 226 feet.
 2. The City of Hendersonville has entered into an annexation agreement with the Village of Flat Rock that allows a proposed satellite corporate limits to be closer to the primary corporate limits of another city than to the primary corporate limits of the annexing city.
 3. The area is situated so that the City of Hendersonville will be able to provide the same services within the proposed satellite corporate limits that it provides within its primary corporate limits.
 4. The area proposed for annexation is not a subdivision as defined in GS 160A-376.
 5. The area within the proposed satellite corporate limits when added to the areas within all other satellite corporate limits does not exceed 10 percent of the area within the primary corporate limits of the City of Hendersonville. (The total area within the satellite corporate areas, including land involved in this petition, constitutes 3.13 percent of the area within the primary corporate limits.)
- B. The petition bears the names, addresses and signatures of all owners of real property within the area proposed for annexation.
- C. A metes and bounds description is attached to the petition.
- D. A map showing the area proposed for annexation with relation to the primary corporate limits of Hendersonville is attached to the petition.

Having made the findings stated above, I hereby certify the petition for satellite annexation presented by Ed Hernando is valid.

Sincerely,
/s/Tammie K. Drake, CMC, City Clerk

Mrs. Anderson reported the next step in the annexation process is to accept the Clerk's letter and set a date for the public hearing on the question of the adoption of an ordinance of annexation. She proposed holding the public hearing at the September 6, 2007 Council meeting.

***C. Consideration of a Petition Requesting the Annexation of 7.99 acres (Wolfchase) located off Highway 64 East** (*accept City Clerk's certification of validity*). Mrs. Anderson reported the City has received a petition from Sunny Forecast 64, LLC, for the contiguous annexation of 7.99 acres on Highway 64 East. This request is in conjunction with a special use review for the Wolf Chase development to build 38 cottage homes and 45 town homes on the property. She explained the annexation is associated with the City's utility extension policy.

Mrs. Anderson reported Council referred the petition to the City Clerk for certification of validity at their July 5, 2007 meeting. The following letter from the Clerk finds the petition is valid.

July 9, 2007

The Honorable Mayor and City Council
City Hall
145 Fifth Avenue East
Hendersonville, NC 28739

RE: Petition for Contiguous Annexation
Wolf Chase / Sunny Forecast 64, LLC

Dear Mayor Newman and Members of the Council:

As you directed at your July 5, 2007, meeting, I have completed an investigation of the above referenced petition. This letter certifies the results of my investigation.

- A. The area described in the petition meets all of the standards set out in GS 160A-31(b).
1. The petition follows the prescribed form.
 2. The petition was signed by the owners of the subject property.
 3. The subject property adjoins the present city limits line.

Having made the findings stated above, I hereby certify the petition for contiguous annexation presented by Wolf Chase/Sunny Forecast 64, LLC is valid.

Sincerely,
/s/Tammie K. Drake, CMC, City Clerk

Mrs. Anderson explained the next step in the annexation process is to accept the Clerk's letter and set a date for the public hearing on the question of the adoption of an ordinance of annexation. She suggested holding the public hearing at the September 6, 2007 regular meeting.

***D. Consideration of the Findings of Fact for Lake Pointe Landing Special Use Permit:** City Attorney Fritschner presented the following findings of fact for the Lake Pointe Landing special use permit heard by the City Council at their July 5, 2007 meeting:



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Brent Detwiler

Department: Engineering

Date Submitted: 1/24/18

Presenter: Brent Detwiler

Date of Council Meeting to consider this item: 2/6/18

Nature of Item: Council Action

Summary of Information/Request:

Item # 05i

N Main Street Sidewalk Project Award:

On December 6, 2017, formal bids were received for the North Main Street Sidewalk Project from three (3) bidders with the following results.

Trace and Company - \$1,407,198.45
Buchanan and Sons Inc - \$1,621,037.36
Cooper Construction Company - \$2,092,512.44

City staff has reviewed each bid for completeness and accuracy. All of the bids including the lowest responsive, responsible bid were over the estimated budgeted cost of the project. Per NCGS 143-129, the City can enter into negotiations with the lowest responsible bidder and make reasonable changes in the plans and specifications to bring the contract price within the the funds available. The Engineering Department and low bidder, Trace and Company, have been working to adjust the plans and specifications in order to reduce the total project cost. The negotiations have led to a bid price reduction of \$152,000.00. City staff hereby recommends the award of said project to Trace and Company, the lowest responsive and responsible bidder for the revised project cost in the amount of \$1,254,669.15. The engineer's estimate as well as a bid tabulation and bid negotiation showing all the bids and unit prices is attached for your reference. Please let me know if you have any questions.

Budget Impact: \$ 1,254,669.15 Is this expenditure approved in the current fiscal year budget? Yes No If no, describe how it will be funded.

See associated budget adjustments

Suggested Motion: *To disapprove any item, you may allow it to fail for lack of a motion.*

I move to authorize the City Manager to award and execute the contract for the construction of the North Main Street Sidewalk Project to Trace and Company, the lowest responsive and responsible bidder, in the amount of \$1,254,669.15; as presented and recommended by staff.

Attachments:

Engineer's Estimate, Bid Tabulation, Bid Price Reduction

TIP No.
Route
From
Typical Section

N. MAIN STREET SIDEWALK PROJECT

Final

County: **Henderson**

CONSTR. COST
\$640,000

Prepared By: Mattern & Craig
Requested By:

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
003000000-N		SP	BRIDGE APPROACH FILL	1	LS	\$ 5,850.00	\$ 5,850.00
000800000-E		200	SUPPLEMENTARY CLEARING & GRUB-BING	4.7	ACR	\$ 2,200.00	\$ 10,340.00
004300000-N		226	GRADING	1	LS	\$ 16,575.00	\$ 16,575.00
			Clearing & Grubbing	0.5	Acres		
			Unclassified Excavation	1,200	CY		
			Fine Grading	7,900	SY		
			Removal of Existing Asphalt Pavement	610	SY		
005700000-E		226	UNDERCUT EXCAVATION	25	CY	\$ 13.00	\$ 325.00
013400000-E		240	DRAINAGE DITCH EXCAVATION	12	CY	\$ 15.00	\$ 180.00
019500000-E		265	SELECT GRANULAR MATERIAL	50	CY	\$ 50.00	\$ 2,500.00
							\$ -
							\$ -
031800000-E		300	FOUNDATION CONDITIONING MATE- RIAL, MINOR STRUCTURES	120	Tons	\$ 35.00	\$ 4,200.00
032000000-E		300	FOUNDATION CONDITIONING GEO- TEXTILE	360	SY	\$ 5.50	\$ 1,980.00
033510000-E		305	12" DRAINAGE PIPE (HDPE)	8	LF	\$ 35.00	\$ 280.00
033530000-E		305	18" DRAINAGE PIPE (HDPE)	1,032	LF	\$ 40.00	\$ 41,280.00
044830000-E		310	18" RC PIPE CULVERTS, CLASS IV	32	LF	\$ 45.00	\$ 1,440.00
044840000-E		310	24" RC PIPE CULVERTS, CLASS IV	72	LF	\$ 48.00	\$ 3,456.00
099500000-E		340	PIPE REMOVAL	217	LF	\$ 11.00	\$ 2,387.00
225300000-E		840	PIPE COLLARS	0.3528	CY	\$ 1,000.00	\$ 352.80
228600000-N		840	MASONRY DRAINAGE STRUCTURES	16	EA	\$ 1,550.00	\$ 24,800.00
230800000-E		840	MASONRY DRAINAGE STRUCTURES	5.02	LF	\$ 280.00	\$ 1,405.60
236400000-N		840	FRAME WITH TWO GRATES, STD 840.16	6	EA	\$ 465.00	\$ 2,790.00
237400000-N		840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE E	1	EA	\$ 550.00	\$ 550.00
237400000-N		840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE G	8	EA	\$ 550.00	\$ 4,400.00
239600000-N		840	FRAME WITH COVER, STD 840.54	1	EA	\$ 400.00	\$ 400.00
247400000-N		859	REMOVE CATCH BASIN STA 35+90	1	LS	\$ 500.00	\$ 500.00
254900000-E		846	2'-6" CONCRETE CURB & GUTTER	2,035	LF	\$ 15.00	\$ 30,525.00
258000000-E		846	CONCRETE VALLEY GUTTER	20	LF	\$ 14.00	\$ 280.00
259100000-E		848	4" CONCRETE SIDEWALK	1,320	SY	\$ 40.00	\$ 52,800.00
260500000-N		848	CONCRETE CURB RAMP	18	EA	\$ 1,000.00	\$ 18,000.00
261200000-E		848	6" CONCRETE DRIVEWAY	210	SY	\$ 55.00	\$ 11,550.00
284500000-N		858	ADJUSTMENT OF METER BOXES OR VALVE BOXES	10	EA	\$ 500.00	\$ 5,000.00
343500000-N		SP	STEEL BOLLARDS	3	EA	\$ 800.00	\$ 2,400.00
350600000-E		866	4" X 4" PRESSURE TREATED SIGN POSTS, 6' LONG	5	EA	\$ 20.00	\$ 100.00
357200000-E		867	CHAIN LINK FENCE RESET	61	LF	\$ 15.00	\$ 915.00
364900000-E		876	RIP RAP, CLASS B	6	Tons	\$ 45.00	\$ 270.00
365600000-E		876	GEOTEXTILE FOR DRAINAGE	110	SY	\$ 5.50	\$ 605.00
405400000-E		902	PLAIN CONCRETE SIGN FOUNDATIONS	1	CY	\$ 350.00	\$ 350.00
411610000-N		904	MAIL BOX RELOCATE	11	EA	\$ 100.00	\$ 1,100.00
407200000-E		903	SUPPORTS, 3-LB STEEL U-CHANNEL	10	LF	\$ 5.00	\$ 50.00
410200000-N		904	SIGN ERECTION, TYPE E	1	EA	\$ 60.00	\$ 60.00
							\$ -
481000000-E		1205	PAINT PAVEMENT MARKING LINES (4")	250	LF	\$ 1.00	\$ 250.00
483500000-E		1205	PAINT PAVEMENT MARKING LINES (24")	325	LF	\$ 10.00	\$ 3,250.00

						\$	-
600000000-E	1605	TEMPORARY SILT FENCE	1,700	LF	\$	3.00	\$ 5,100.00
600600000-E	1610	STONE FOR EROSION CONTROL, CLASS A	30	Tons	\$	50.00	\$ 1,500.00
600900000-E	1610	STONE FOR EROSION CONTROL, CLASS B	240	Tons	\$	45.00	\$ 10,800.00
601200000-E	1610	SEDIMENT CONTROL STONE	130	Tons	\$	35.00	\$ 4,550.00
602900000-E	SP	SAFETY FENCE	200	LF	\$	3.00	\$ 600.00
603000000-E	1630	SILT EXCAVATION	1,130	CY	\$	10.00	\$ 11,300.00
603600000-E	1631	MATTING FOR EROSION CONTROL	280	SY	\$	1.50	\$ 420.00
603800000-E	SP	PERMANENT SOIL REINFORCEMENT MAT	335	SY	\$	5.00	\$ 1,675.00
604200000-E	1632	1/4" HARDWARE CLOTH	330	LF	\$	6.00	\$ 1,980.00
6071012000-E	SP	COIR FIBER WATTLE	40	LF	\$	7.00	\$ 280.00
608400000-E	1660	SEEDING & MULCHING	5	Acres	\$	2,000.00	\$ 9,000.00
610800000-E	1665	FERTILIZER TOPDRESSING	1.00	Tons	\$	1,000.00	\$ 1,000.00
611700000-N	SP	RESPONSE FOR EROSION CONTROL	9	EA	\$	200.00	\$ 1,800.00
							\$ -
689500000-E	SP	PEDESTRIAN RAILING (HANDRAIL)	70	LF	\$	40.00	\$ 2,800.00
764800000-N	1746	RELOCATE EXISTING SIGN	4	EA	\$	250.00	\$ 1,000.00
	SP	GREENWAY INTERPRETIVE SIGN	5	EA	\$	450.00	\$ 2,250.00
8802030000-E	SP	SEGMENTAL GRAVITY RETAINING WALLS	1,509	SF	\$	50.00	\$ 75,450.00
1088000000-E	500	#57 STONE	145	CY	\$	55.00	\$ 7,975.00
862200000-E	876	GEOTEXTILE FOR DRAINAGE	865	SY	\$	5.00	\$ 4,325.00
812100000-N	412	UNCLASSIFIED STRUCTURE EXCAVATION	1	LS	\$	10,000.00	\$ 10,000.00
818200000-E	SP	CLASS A CONCRETE & REINFORCING STEEL (BRIDGE)	67.8	CY	\$	900.00	\$ 61,020.00
836500000-E	450	HP12X53 GALVANIZED STEEL PILES	846	LF	\$	75.00	\$ 63,450.00
839100000-N	450	STEEL PILE POINTS	30	EA	\$	210.00	\$ 6,300.00
860800000-E	876	RIP RAP CLASS II (2'-0" THICK)	90	TON	\$	50.00	\$ 4,500.00
862200000-E	876	GEOTEXTILE FOR DRAINAGE	100	SY	\$	5.00	\$ 500.00
865700000-N	430	ELASTOMERIC BEARINGS	1	LS	\$	3,000.00	\$ 3,000.00
886000000-N	SP	INSTALLATION OF CITY PURCHASED PREFAB PEDESTRIAN BRIDGE	1	LS	\$	5,000.00	\$ 5,000.00

Contract Cost	.....	\$ 551,071.40
E. & C. 15%	.....	\$ 82,660.71
Construction Cost	.....	\$ 633,732.11
<u>SAY</u>		\$ 640,000.00

TIP No.
Route
From
Typical Section

N. MAIN STREET SIDEWALK PROJECT

PRELIMINARY

County:

Henderson

CONSTR. COST
\$420,000

Prepared By: Mattern & Craig
Requested By:

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
5325800000-E		1510	8" WATER LINE, INC. ANY FITTINGS NOT SEPERATELY LISTED	2,700	LF	\$ 45.00	\$ 121,500.00
5546000000-E		1515	8" VALVE	15	EA	\$ 1,000.00	\$ 15,000.00
5666000000-E		1515	FIRE HYDRANT ASSEMBLY (INC. 6" VALVE)	4	EA	\$ 4,600.00	\$ 18,400.00
5689000000-E		1515	RECONNECT EXISTING WATER SERVICE (INC. TAP & PIPING)	4	EA	\$ 750.00	\$ 3,000.00
5648000000-N		1515	RECONNECT EXISTING WATER SERVICE & ADJUST METER BOX (INC. TAP & PIPING)	6	EA	\$ 1,100.00	\$ 6,600.00
			RECONNECT EXISTING 6" SERVICE	1	EA	\$ 750.00	\$ 750.00
			8" END OF LINE CAP, RESTRAINED	3	EA	\$ 1,200.00	\$ 3,600.00
			CONNECT TO EXISTING MATER MAIN	4	EA	\$ 1,200.00	\$ 4,800.00
			RECONNECT EXISTING FIRE HYDRANT	1	EA	\$ 900.00	\$ 900.00
7301000000-E		1715	DIRECTIONAL DRILL (10" HDPE)	240	LF	\$ 180.00	\$ 43,200.00
6084000000-E		1660	SEEDING & MULCHING	0.33	Acres	\$ 2,000.00	\$ 660.00
6108000000-E		1665	FERTILIZER TOPDRESSING	0.33	Tons	\$ 1,000.00	\$ 330.00
1115000000-E		SP	GEOTEXTILE FOR PAVEMENT STA- BILIZATION	170.00	SY	\$ 5.50	\$ 935.00
1121000000-E		520	AGGREGATE BASE COURSE	490.00	Tons	\$ 35.00	\$ 17,150.00
1275000000-E		600	PRIME COAT	16.00	GAL	\$ 10.00	\$ 160.00
1489000000-E		610	ASPHALT CONC BASE COURSE, TYPE B25.0B	455	Tons	\$ 130.00	\$ 59,150.00
1519000000-E		610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	200	Tons	\$ 130.00	\$ 26,000.00
1575000000-E		620	ASPHALT BINDER FOR PLANT MIX	33	Tons	\$ 700.00	\$ 23,100.00
4589000000-N		SP	WORK ZONE TRAFFIC CONTROL	1	LS	\$ 15,000.00	\$ 15,000.00

Contract Cost	.....	\$ 360,235.00
E. & C. 15%	.....	\$ 54,040.00
Construction Cost	.....	\$ 414,275.00
<u>SAY</u>	.....	\$ 420,000.00

	53	7648000000-N	1746 - RELOCATE EXISTING SIGN	EA	4	\$250.00	\$1,000.00	\$275.00	\$1,100.00	\$230.00	\$920.00	\$665.00	\$2,660.00
	54	8802030000-E	SP - SEGMENTAL GRAVITY RETAINING WALLS	SF	1509	\$50.00	\$75,450.00	\$52.50	\$79,222.50	\$58.00	\$87,522.00	\$34.00	\$51,306.00
	55	1088000000-E	500 - #57 STONE	CY	145	\$55.00	\$7,975.00	\$68.00	\$9,860.00	\$45.00	\$6,525.00	\$44.00	\$6,380.00
	56	8622000000-E	876 - GEOTEXTILE FOR DRAINAGE	SY	865	\$5.00	\$4,325.00	\$2.50	\$2,162.50	\$2.70	\$2,335.50	\$3.40	\$2,941.00
	57	8121000000-N	412 - UNCLASSIFIED STRUCTURE EXCAVATION	LS	1	\$10,000.00	\$10,000.00	\$21,000.00	\$21,000.00	\$10,000.00	\$10,000.00	\$43,285.00	\$43,285.00
	58	8182000000-E	SP - CLASS A CONCRETE & REINFORCING STEEL (BRIDGE)	CY	67.8	\$900.00	\$61,020.00	\$882.00	\$59,799.60	\$1,150.00	\$77,970.00	\$945.00	\$64,071.00
	59	8365000000-E	450 - HP12X53 GALVANIZED STEEL PILES	LF	846	\$75.00	\$63,450.00	\$70.50	\$59,643.00	\$75.00	\$63,450.00	\$70.50	\$59,643.00
	60	8391000000-N	450 - STEEL PILE POINTS	EA	30	\$210.00	\$6,300.00	\$147.00	\$4,410.00	\$230.00	\$6,900.00	\$140.00	\$4,200.00
	61	8608000000-E	876 - RIP RAP CLASS II (2'-0" THICK)	TON	90	\$50.00	\$4,500.00	\$99.75	\$8,977.50	\$65.00	\$5,850.00	\$65.50	\$5,895.00
	62	8622000000-E	876 - GEOTEXTILE FOR DRAINAGE	SY	100	\$5.00	\$500.00	\$10.50	\$1,050.00	\$2.10	\$210.00	\$4.45	\$445.00
	63	8657000000-N	430 - ELASTOMERIC BEARINGS	LS	1	\$3,000.00	\$3,000.00	\$603.75	\$603.75	\$2,400.00	\$2,400.00	\$280.00	\$280.00
	64	8860000000-N	SP - INSTALLATION OF CITY PURCHASED PREFAB PEDESTRIAN BRIDGE	EA	1	\$5,000.00	\$5,000.00	\$6,300.00	\$6,300.00	\$21,000.00	\$21,000.00	\$16,650.00	\$16,650.00
Water Line Related													
							\$549,821.40		\$754,027.20		\$928,137.86		\$1,524,772.44
	65	5325800000-E	1510 - 8" WATER LINE, INC. ANY FITTINGS NOT SEPERATELY LISTED	LF	2700	\$45.00	\$121,500.00	\$88.00	\$237,600.00	\$113.00	\$305,100.00	\$67.70	\$182,790.00
	66	5546000000-E	1515 - 8" VALVE	EA	15	\$1,000.00	\$15,000.00	\$2,625.00	\$39,375.00	\$1,950.00	\$29,250.00	\$2,220.00	\$33,300.00
	67	5666000000-E	1515 - FIRE HYDRANT ASSEMBLY (INC. 6" VALVE)	EA	5	\$4,600.00	\$23,000.00	\$6,300.00	\$31,500.00	\$5,500.00	\$27,500.00	\$5,675.00	\$28,375.00
	68	5689000000-E	1515 - RECONNECT EXISTING WATER SERVICE (INC. TAP & PIPING)	EA	4	\$750.00	\$3,000.00	\$2,625.00	\$10,500.00	\$1,030.00	\$4,120.00	\$3,330.00	\$13,320.00
	69	5648000000-N	1515 - RECONNECT EXISTING WATER SERVICE & ADJUST METER BOX (INC. TAP & PIPING)	EA	6	\$1,100.00	\$6,600.00	\$2,835.00	\$17,010.00	\$1,250.00	\$7,500.00	\$3,330.00	\$19,980.00
	70	SP	RECONNECT EXISTING 6" SERVICE	EA	1	\$750.00	\$750.00	\$4,725.00	\$4,725.00	\$1,850.00	\$1,850.00	\$5,550.00	\$5,550.00
	71	SP	8" END OF LINE CAP, RESTRAINED	EA	3	\$1,200.00	\$3,600.00	\$1,575.00	\$4,725.00	\$950.00	\$2,850.00	\$3,330.00	\$9,990.00
	72	SP	CONNECT TO EXISTING WATER MAIN	EA	4	\$1,200.00	\$4,800.00	\$7,875.00	\$31,500.00	\$2,650.00	\$10,600.00	\$8,325.00	\$33,300.00
	73	SP	RECONNECT EXISTING FIRE HYDRANT	EA	1	\$900.00	\$900.00	\$6,300.00	\$6,300.00	\$750.00	\$750.00	\$2,220.00	\$2,220.00
	74	7301000000-E	1715 - DIRECTIONAL DRILL (10" HDPE)	LF	240	\$180.00	\$43,200.00	\$446.25	\$107,100.00	\$375.00	\$90,000.00	\$346.00	\$83,040.00
	75	6084000000-E	1660 - SEEDING & MULCHING	Acres	0.33	\$2,000.00	\$660.00	\$3,725.00	\$1,229.25	\$2,300.00	\$759.00	\$2,200.00	\$726.00
	76	6108000000-E	1665 - FERTILIZER TOPDRESSING	TON	0.33	\$1,000.00	\$330.00	\$2,600.00	\$858.00	\$1,150.00	\$379.50	\$2,200.00	\$726.00
	77	1115000000-E	SP - GEOTEXTILE FOR PAVEMENT STA- BILIZATION	SY	170	\$5.50	\$935.00	\$8.50	\$1,445.00	\$9.70	\$1,649.00	\$16.00	\$2,720.00
	78	1121000000-E	520 - AGGREGATE BASE COURSE	TON	490	\$35.00	\$17,150.00	\$35.00	\$17,150.00	\$26.50	\$12,985.00	\$24.50	\$12,005.00
	79	1275000000-E	600 - PRIME COAT	GAL	16	\$10.00	\$160.00	\$6.00	\$96.00	\$87.00	\$1,392.00	\$55.50	\$888.00
	80	1489000000-E	610 - ASPHALT CONC BASE COURSE, TYPE B25.0B	TON	455	\$130.00	\$59,150.00	\$117.00	\$53,235.00	\$115.00	\$52,325.00	\$100.00	\$45,500.00
	81	1519000000-E	610 - ASPHALT CONC SURFACE COURSE, TYPE S9.5B	TON	200	\$130.00	\$26,000.00	\$138.00	\$27,600.00	\$92.00	\$18,400.00	\$88.80	\$17,760.00
	82	1575000000-E	620 - ASPHALT BINDER FOR PLANT MIX	TON	33	\$700.00	\$23,100.00	\$131.00	\$4,323.00	\$530.00	\$17,490.00	\$500.00	\$16,500.00
	83	4589000000-N	SP - WORK ZONE TRAFFIC CONTROL	LS	1	\$15,000.00	\$15,000.00	\$56,900.00	\$56,900.00	\$108,000.00	\$108,000.00	\$59,050.00	\$59,050.00
Alternate Section - Fusible PVC Horizontal Directional Drill													
							\$364,835.00		\$653,171.25		\$692,899.50		\$567,740.00
	84	ALT	Directional Drill (8" Fusible PVC DR18)	LF	240	\$180.00	\$43,200.00	\$420.00	\$100,800.00	\$375.00	\$90,000.00		0
Base Bid Total:													
							\$914,656.40		\$1,407,198.45		\$1,621,037.36		\$2,092,512.44

N Main Street Sidewalk Project (#5418161)											
Owner: City of Hendersonville, NC											
Solicitor: City of Hendersonville, NC											
12/06/2017 02:00 PM EST											
				NUMBER OF BIDDERS		3		ORIGINAL BID		NEGOTIATED PRICE	
				ENR INDEX		10870.06					
						Trace & Company				Trace & Company	
Section Title	Line Item	Item Code	Item Description	Units	Quantity	Unit Price	Extension	Units	Quantity	Unit Price	Extension
<i>Sidewalk, Storm Drainage and Related</i>											
	1	0030000000-N	SP - BRIDGE APPROACH FILL	LS	1	\$48,000.00	\$48,000.00	LS	1	\$48,000.00	\$48,000.00
	2	0008000000-E	200 - SUPPLEMENTARY CLEARING & GRUB-BING	ACR	4.7	\$8,275.00	\$38,892.50	ACR	4.7	\$8,275.00	\$38,892.50
	3	0043000000-N	226 - GRADING	LS	1	\$123,000.00	\$123,000.00	LS	1	\$123,000.00	\$123,000.00
	4	0057000000-E	226 - UNDERCUT EXCAVATION	CY	25	\$32.00	\$800.00	CY	25	\$32.00	\$800.00
	5	0134000000-E	240 - DRAINAGE DITCH EXCAVATION	CY	12	\$43.00	\$516.00	CY	12	\$43.00	\$516.00
	6	0195000000-E	265 - SELECT GRANULAR MATERIAL	CY	50	\$50.00	\$2,500.00	CY	50	\$50.00	\$2,500.00
	7	0318000000-E	300 - FOUNDATION CONDITIONING MATERIAL, MINOR STRUCTURES	TON	120	\$42.00	\$5,040.00	TON	120	\$42.00	\$5,040.00
	8	0320000000-E	300 - FOUNDATION CONDITIONING GEO- TEXTILE	SY	360	\$2.50	\$900.00	SY	360	\$2.50	\$900.00
	9	0335100000-E	305 - 12" DRAINAGE PIPE (HDPE)	LF	8	\$29.50	\$236.00	LF	8	\$29.50	\$236.00
	10	0335300000-E	305 - 18" DRAINAGE PIPE (HDPE)	LF	1032	\$24.50	\$25,284.00	LF	1012	\$24.50	\$24,794.00
	11	0448300000-E	310 - 18" RC PIPE CULVERTS, CLASS IV	LF	32	\$48.00	\$1,536.00	LF	32	\$48.00	\$1,536.00
	12	0448400000-E	310 - 24" RC PIPE CULVERTS, CLASS IV	LF	72	\$64.00	\$4,608.00	LF	72	\$64.00	\$4,608.00
	13	0995000000-E	340 - PIPE REMOVAL	LF	217	\$18.00	\$3,906.00	LF	217	\$18.00	\$3,906.00
	14	2253000000-E	840 - PIPE COLLARS	CY	0.3528	\$500.00	\$176.40	CY	0.3528	\$500.00	\$176.40
	15	2286000000-N	840 - MASONRY DRAINAGE STRUCTURES	EA	16	\$1,300.00	\$20,800.00	EA	15	\$1,300.00	\$19,500.00
	16	2308000000-E	840 - MASONRY DRAINAGE STRUCTURES	LF	5.02	\$260.00	\$1,305.20	LF	5.02	\$260.00	\$1,305.20
	17	2364000000-N	840 - FRAME WITH TWO GRATES, STD 840.16	EA	6	\$418.00	\$2,508.00	EA	6	\$418.00	\$2,508.00
	18	2374000000-N	840 - FRAME WITH GRATE & HOOD, STD 840.03, TYPE E	EA	1	\$496.00	\$496.00	EA	0	\$496.00	\$0.00
	19	2374000000-N	840 - FRAME WITH GRATE & HOOD, STD 840.03, TYPE G	EA	8	\$513.00	\$4,104.00	EA	8	\$513.00	\$4,104.00
	20	2396000000-N	840 - FRAME WITH COVER, STD 840.54	EA	1	\$375.00	\$375.00	EA	1	\$375.00	\$375.00
	21	2474000000-N	859 - REMOVE CATCH BASIN STA 35+90	LS	1	\$250.00	\$250.00	LS	1	\$250.00	\$250.00
	22	2549000000-E	846 - 2'-6" CONCRETE CURB & GUTTER	LF	2035	\$20.50	\$41,717.50	LF	1550	\$20.50	\$31,775.00
	23	2580000000-E	846 - CONCRETE VALLEY GUTTER	LF	20	\$20.50	\$410.00	LF	20	\$20.50	\$410.00
	24	2591000000-E	848 - 4" CONCRETE SIDEWALK	SY	1320	\$36.00	\$47,520.00	SY	1050	\$36.00	\$37,800.00
	25	2605000000-N	848 - CONCRETE CURB RAMP	EA	18	\$900.00	\$16,200.00	EA	4	\$900.00	\$3,600.00
	26	2612000000-E	848 - 6" CONCRETE DRIVEWAY	SY	210	\$62.00	\$13,020.00	SY	210	\$62.00	\$13,020.00
	27	2845000000-N	858 - ADJUSTMENT OF METER BOXES OR VALVE BOXES	EA	10	\$275.00	\$2,750.00	EA	0	\$275.00	\$0.00
	28	3435000000-N	SP - STEEL BOLLARDS	EA	3	\$667.00	\$2,001.00	EA	0	\$667.00	\$0.00
	29	3506000000-E	866 - 4" X 4" PRESSURE TREATED SIGN POSTS, 6' LONG	EA	5	\$275.00	\$1,375.00	EA	5	\$275.00	\$1,375.00
	30	3572000000-E	867 - CHAIN LINK FENCE RESET	LF	61	\$21.00	\$1,281.00	LF	61	\$21.00	\$1,281.00
	31	3649000000-E	876 - RIP RAP, CLASS B	TON	6	\$62.00	\$372.00	TON	6	\$62.00	\$372.00
	32	3656000000-E	876 - GEOTEXTILE FOR DRAINAGE	SY	110	\$7.00	\$770.00	SY	110	\$7.00	\$770.00
	33	4054000000-E	902 - PLAIN CONCRETE SIGN FOUNDATIONS	CY	1	\$550.00	\$550.00	CY	1	\$550.00	\$550.00
	34	4116100000-N	904 - MAIL BOX RELOCATE	EA	11	\$125.00	\$1,375.00	EA	10	\$125.00	\$1,250.00
	35	4072000000-E	903 - SUPPORTS, 3-LB STEEL U-CHANNEL	LF	10	\$16.00	\$160.00	LF	10	\$16.00	\$160.00
	36	4102000000-N	904 - SIGN ERECTION, TYPE E	EA	1	\$275.00	\$275.00	EA	1	\$275.00	\$275.00
	37	4810000000-E	1205 - PAINT PAVEMENT MARKING LINES (4")	LF	250	\$0.55	\$137.50	LF	250	\$0.55	\$137.50
	38	4835000000-E	1205 - PAINT PAVEMENT MARKING LINES (24")	LF	325	\$3.25	\$1,056.25	LF	325	\$3.25	\$1,056.25
	39	6000000000-E	1605 - TEMPORARY SILT FENCE	LF	1700	\$3.00	\$5,100.00	LF	1700	\$3.00	\$5,100.00
	40	6006000000-E	1610 - STONE FOR EROSION CONTROL, CLASS A	TON	30	\$42.00	\$1,260.00	TON	0	\$42.00	\$0.00
	41	6009000000-E	1610 - STONE FOR EROSION CONTROL, CLASS B	TON	240	\$42.00	\$10,080.00	TON	0	\$42.00	\$0.00
	42	6012000000-E	1610 - SEDIMENT CONTROL STONE	TON	130	\$42.00	\$5,460.00	TON	0	\$42.00	\$0.00

	43	6029000000-E	SP - SAFETY FENCE	LF	200	\$2.00	\$400.00	LF	200	\$2.00	\$400.00
	44	6030000000-E	1630 - SILT EXCAVATION	CY	1130	\$13.00	\$14,690.00	CY	0	\$13.00	\$0.00
	45	6036000000-E	1631 - MATTING FOR EROSION CONTROL	SY	280	\$2.00	\$560.00	SY	280	\$2.00	\$560.00
	46	6038000000-E	SP - PERMANENT SOIL REINFORCEMENT MAT	SY	335	\$7.00	\$2,345.00	SY	235	\$7.00	\$1,645.00
	47	6042000000-E	1632 - 1/4" HARDWARE CLOTH	LF	330	\$3.00	\$990.00	LF	0	\$3.00	\$0.00
	48	6071012000-E	SP - COIR FIBER WATTLE	LF	40	\$12.50	\$500.00	LF	10	\$12.50	\$125.00
	49	6084000000-E	1660 - SEEDING & MULCHING	Acres	5	\$3,700.00	\$18,500.00	Acres	5	\$3,700.00	\$18,500.00
	50	6108000000-E	1665 - FERTILIZER TOPDRESSING	TON	1	\$3,200.00	\$3,200.00	TON	0	\$3,200.00	\$0.00
	51	6117000000-N	SP - RESPONSE FOR EROSION CONTROL	EA	9	\$1,100.00	\$9,900.00	EA	0	\$1,100.00	\$0.00
	52	6895000000-E	SP - PEDESTRIAN RAILING (HANDRAIL)	LF	70	\$153.00	\$10,710.00	LF	0	\$153.00	\$0.00
	53	7648000000-N	1746 - RELOCATE EXISTING SIGN	EA	4	\$275.00	\$1,100.00	EA	4	\$275.00	\$1,100.00
	54	8802030000-E	SP - SEGMENTAL GRAVITY RETAINING WALLS	SF	1509	\$52.50	\$79,222.50	SF	1509	\$52.50	\$79,222.50
	55	1088000000-E	500 - #57 STONE	CY	145	\$68.00	\$9,860.00	CY	145	\$68.00	\$9,860.00
	56	8622000000-E	876 - GEOTEXTILE FOR DRAINAGE	SY	865	\$2.50	\$2,162.50	SY	865	\$2.50	\$2,162.50
	57	8121000000-N	412 - UNCLASSIFIED STRUCTURE EXCAVATION	LS	1	\$21,000.00	\$21,000.00	LS	1	\$21,000.00	\$21,000.00
	58	8182000000-E	SP - CLASS A CONCRETE & REINFORCING STEEL (BRIDGE)	CY	67.8	\$882.00	\$59,799.60	CY	42.8	\$1,166.00	\$49,904.80
	59	8365000000-E	450 - HP12X53 STEEL PILES	LF	846	\$70.50	\$59,643.00	LF	510	\$89.25	\$45,517.50
	60	8391000000-N	450 - STEEL PILE POINTS	EA	30	\$147.00	\$4,410.00	EA	18	\$126.00	\$2,268.00
	61	8608000000-E	876 - RIP RAP CLASS II (2'-0" THICK)	TON	90	\$99.75	\$8,977.50	TON	60	\$99.75	\$5,985.00
	62	8622000000-E	876 - GEOTEXTILE FOR DRAINAGE	SY	100	\$10.50	\$1,050.00	SY	100	\$10.50	\$1,050.00
	63	8657000000-N	430 - ELASTOMERIC BEARINGS	LS	1	\$603.75	\$603.75	LS	1	\$603.75	\$603.75
	64	8860000000-N	SP - INSTALLATION OF CITY PURCHASED PREFAB PEDESTRIAN BRIDGE	EA	1	\$6,300.00	\$6,300.00	EA	1	\$6,300.00	\$6,300.00
							\$754,027.20			<i>Sidewalk, Storm Drainage and Related Sub-Total</i>	\$628,082.90
<i>Water Line Related</i>											
	65	5325800000-E	1510 - 8" WATER LINE, INC. ANY FITTINGS NOT SEPERATELY LISTED	LF	2700	\$88.00	\$237,600.00	LF	2700	\$88.00	\$237,600.00
	66	5546000000-E	1515 - 8" VALVE	EA	15	\$2,625.00	\$39,375.00	EA	12	\$2,625.00	\$31,500.00
	67	5666000000-E	1515 - FIRE HYDRANT ASSEMBLY (INC. 6" VALVE)	EA	5	\$6,300.00	\$31,500.00	EA	4	\$6,300.00	\$25,200.00
	68	5689000000-E	1515 - RECONNECT EXISTING WATER SERVICE (INC. TAP & PIPING)	EA	4	\$2,625.00	\$10,500.00	EA	4	\$2,625.00	\$10,500.00
	69	5648000000-N	1515 - RECONNECT EXISTING WATER SERVICE & ADJUST METER BOX (INC. TAP & PIPING)	EA	6	\$2,835.00	\$17,010.00	EA	6	\$2,835.00	\$17,010.00
	70	SP	RECONNECT EXISTING 6" SERVICE	EA	1	\$4,725.00	\$4,725.00	EA	1	\$4,725.00	\$4,725.00
	71	SP	8" END OF LINE CAP, RESTRAINED	EA	3	\$1,575.00	\$4,725.00	EA	3	\$1,575.00	\$4,725.00
	72	SP	CONNECT TO EXISTING WATER MAIN	EA	4	\$7,875.00	\$31,500.00	EA	4	\$7,875.00	\$31,500.00
	73	SP	RECONNECT EXISTING FIRE HYDRANT	EA	1	\$6,300.00	\$6,300.00	EA	0	\$6,300.00	\$0.00
	74	7301000000-E	1715 - DIRECTIONAL DRILL (10" HDPE)	LF	240	\$446.25	\$107,100.00	LF	0	\$446.25	\$0.00
	75	6084000000-E	1660 - SEEDING & MULCHING	Acres	0.33	\$3,725.00	\$1,229.25	Acres	0.33	\$3,725.00	\$1,229.25
	76	6108000000-E	1665 - FERTILIZER TOPDRESSING	TON	0.33	\$2,600.00	\$858.00	TON	0	\$2,600.00	\$0.00
	77	1115000000-E	SP - GEOTEXTILE FOR PAVEMENT STABILIZATION	SY	170	\$8.50	\$1,445.00	SY	170	\$8.50	\$1,445.00
	78	1121000000-E	520 - AGGREGATE BASE COURSE	TON	490	\$35.00	\$17,150.00	TON	445	\$35.00	\$15,575.00
	79	1275000000-E	600 - PRIME COAT	GAL	16	\$6.00	\$96.00	GAL	16	\$6.00	\$96.00
	80	1489000000-E	610 - ASPHALT CONC BASE COURSE, TYPE B25.0B	TON	455	\$117.00	\$53,235.00	TON	455	\$117.00	\$53,235.00
	81	1519000000-E	610 - ASPHALT CONC SURFACE COURSE, TYPE S9.5B	TON	200	\$138.00	\$27,600.00	TON	183	\$138.00	\$25,254.00
	82	1575000000-E	620 - ASPHALT BINDER FOR PLANT MIX	TON	33	\$131.00	\$4,323.00	TON	32	\$131.00	\$4,192.00
	83	4589000000-N	SP - WORK ZONE TRAFFIC CONTROL	LS	1	\$56,900.00	\$56,900.00	LS	1	\$56,900.00	\$56,900.00
	84	6000000000-E	1605 - TEMPORARY SILT FENCE	LF	1700	\$3.00	\$5,100.00	LF	1700	\$3.00	\$5,100.00
Alternate Section - Fusible PVC Horizontal Directional Drill											

	85	ALT	Directional Drill (8" Fusible PVC DR18)	LF	240	\$420.00	\$100,800.00	LF	240	\$420.00	\$100,800.00
							\$653,171.25	<i>Water Line Related Sub-total (Includes Fusible PVC Alternate)</i>			\$626,586.25
Base Bid Total:							\$1,407,198.45			TOTAL	\$1,254,669.15



CITY OF HENDERSONVILLE

AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Administration

Date Submitted: 1/16/2018

Presenter: John Connet

Date of Council Meeting to consider this item: 2/6/2018

Nature of Item: Presentation Only

Summary of Information/Request:

Item # 07

For the October thru December quarter, the Service Excellence Design Team selected those listed below as the quarterly winners.

On Saturday December 2, Michael Fife, Treatment Plant Operator 3, was in the process of doing his morning inspections of the Wastewater facility when he saw a dog struggling to survive in the aeration basin. Despite being the only person on weekend duty, he was able to get the dog out, clean it off and brought it inside to warm up. Michael's quick reaction and keen eye saved this dog's life.

A Hispanic gentleman, speaking little English, came into City Hall to inquire about obtaining a taxi permit. Instead of handing him a bunch of forms and legal documents written in English, Tammie Drake obtained a translator through our language line and helped explain the taxi operator license requirements to the gentleman. She also utilized Google translation to translate the English documents into Spanish. Such valuing of everyone is commendable.

In response to the structure fire at 414 6th Avenue West, Sergeant Bruce Darrah, Officers Zeffrey Childress and Michele Hoyle immediately entered the smoke-filled structure and began evacuating the sleeping residents. These responding officers did so without hesitation or instruction in a selfless act of bravery. Over 16 residents were evacuated without injury. This is a prime example of commitment, professionalism and outstanding performance.

Budget Impact: \$ NA Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion: *To disapprove any item, you may allow it to fail for lack of a motion.*

NA

Attachments:

None



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Administration

Date Submitted: 1/16/2018

Presenter: John Connet

Date of Council Meeting to consider this item: 2/1/2018

Nature of Item: Presentation Only

Summary of Information/Request:

Item # 08

In 2017, 138 MVP nominations were submitted and each quarter three were chosen as Quarterly MVPs. From these, the Service Excellence Design Team selected Kemper Henderson as the MVP of the Year. Kemper is a Property Maintenance Worker for the Public Works Department and in 2017 received three MVP nominations. One was recognized as a Quarterly MVP.

At the end of his shift, Kemper was driving with two seasonal employees to City Operations when he witnessed a pedestrian being stuck by the mirror of a mail truck. The man was lying on North Main Street bleeding from the head. Reacting quickly, Kemper called 911 and began giving first aid to stop the bleeding. The other city workers directed traffic. Once EMS arrived, Kemper and the guys continue to handle traffic far after their shift ended.

The Design Team felt Kemper's actions were far beyond the normal duties of his job.

Kemper will receive \$500 and his name will be added to the MVP of the Year plaque.

Budget Impact: \$ NA Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion: *To disapprove any item, you may allow it to fail for lack of a motion.*

NA

Attachments:

None



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Susan G. Frady

Department: Development Asst Dept

Date Submitted: 1/24/18

Presenter: Susan G. Frady, Development Asst Director

Date of Council Meeting to consider this item: 2-06-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 09

At the January meeting, the City Council continued the public hearing for a request from Robert Baumann and Robert Duffey to close an unnamed alley running between Kensington Avenue and Ridgewood Boulevard. This was to allow time for the applicant to resolve the access issue with the neighbor. We have not received any further information from the applicant. We would request that this be continued until the March meeting.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move Council to continue this matter until the March meeting.

Attachments:

RESOLUTION OF INTENT

A resolution declaring the intention of the City of Hendersonville City Council to consider closing a portion of an unopened and unimproved Alley for an unnamed alley off Kensington Road located on PINs 9569426880 and 9569426834

WHEREAS, NC General Statute (G.S.) 160A-299 authorizes the City Council to close public streets and alleys, and

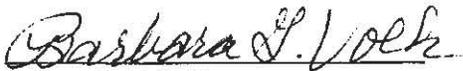
WHEREAS, Robert Baumann, has petitioned the Council of the City of Hendersonville to close a portion of an unopened and unimproved alley off of Kensington Road located on PINs 9569426880 and 9569840372, and

WHEREAS, the City Council considers it advisable to conduct a public hearing for the purpose of giving consideration to the closing of a portion of an unopened and unimproved alley off Kensington Road located on PINs 9569426880 and 9569426834.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hendersonville:

1. A meeting will be held at 5:45 p.m. on the fourth day of January, 2018, in the Council Chambers of City Hall to consider closing a portion of an unopened and unimproved alley off of Kensington Road located on PIN numbers 9569426880 and 9569426834.
2. The City Clerk is hereby directed to publish this Resolution of Intent once a week for four successive weeks.
3. The City Clerk is further directed to transmit by registered or certified mail to each owner of property abutting upon that portion of said street a copy of the Resolution of Intent.
4. The City Clerk is further directed to cause adequate notices of the Resolution of Intent and the scheduled public hearing to be posted as required by G.S. 160A-299.

Adopted by the City Council at a meeting held on the second day of November, 2017.


Barbara G. Volk, Mayor

Attest:


Tammie K. Drake, City Clerk

**ORDER TO PERMANENTLY CLOSE A PORTION OF
An Unnamed Alley
(Petition by Robert Baumann and Robert Duffy)**

NORTH CAROLINA
HENDERSON COUNTY

TO WHOM IT MAY CONCERN:

WHEREAS, North Carolina General Statute Section §160A-299 authorizes a city council to permanently close any street or public alley way within its corporate limits or area of extraterritorial jurisdiction and provides a procedure for the closing of such streets or alleyways; and

WHEREAS, Robert Baumann and Robert Duffey, have petitioned the City of Hendersonville to close an unnamed alley off of Kensington Road; and

WHEREAS, on the second day of November 2017, the Hendersonville City Council adopted a resolution expressing the intention of the municipality to close this alley and setting the fourth day of January 2018, as the date of a public hearing regarding such closure; and

WHEREAS, the aforementioned resolution has been published once a week for four successive weeks prior to the public hearing in the Hendersonville Lightning (a newspaper of general and regular circulation in Hendersonville and Henderson County) and a copy thereof has been sent by certified mail to all owners of property adjoining the street as shown on the county tax records; and

WHEREAS, notice of the closings and of the public hearing has been posted in at least two places along the streets; and

WHEREAS, a public hearing was held in conformance with the aforementioned public notice on the fourth day of January 2018.

NOW, THEREFORE, the City Council of the City of Hendersonville does hereby make the following findings of fact:

1. The closing of the alley hereafter described are not contrary to the public interest.
2. No individual owning property in the vicinity of the streets or in the subdivision in which it is located would be deprived by the closing of such streets of reasonable means of ingress and egress to his property.

IN CONSIDERATION THEREOF, IT IS HEREBY ORDERED:

1. The following alley is permanently closed and no longer existent as of the effective date of this order:

Being located in the County of Henderson, State of North Carolina and more particularly described as:

An unnamed alley 15 feet in width running between Kensington Road and Ridgewood Avenue in Hendersonville, whose northern margin is the southern margin of lot 70 as shown on a plat recorded at plat slide 81, Henderson County Registry, and more particularly described below.

An alley 15 feet in width whose southern margin is shown as the northern margin of the Robert L. Bauman and Mary V. Bauman property as shown on a plat recorded at plat slide 10484, Henderson County Registry.

The alley as described herein and as shown on the above-referenced recorded plats may not be identical to any physical roadways or alleys actually in existence.

2. The City Clerk shall forthwith cause a certified copy of this order to be filed in the Office of the Register of Deeds of Henderson County.

This order shall take effect the fourth day of January, 2018.

Barbara G. Volk, Mayor, City of Hendersonville

ATTEST:

Tammie K. Drake, City Clerk

Approved as to form:

Samuel H. Fritschner, City Attorney

STATE OF NORTH CAROLINA, COUNTY OF HENDERSON

I, _____, a notary public in Henderson County, State of North Carolina, do hereby certify that Barbara G. Volk, in her capacity as Mayor of the City of Hendersonville, Tammie K. Drake, in her capacity as City Clerk, and Samuel H. Fritschner, in his capacity as City Attorney, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and notarial seal, this _____.

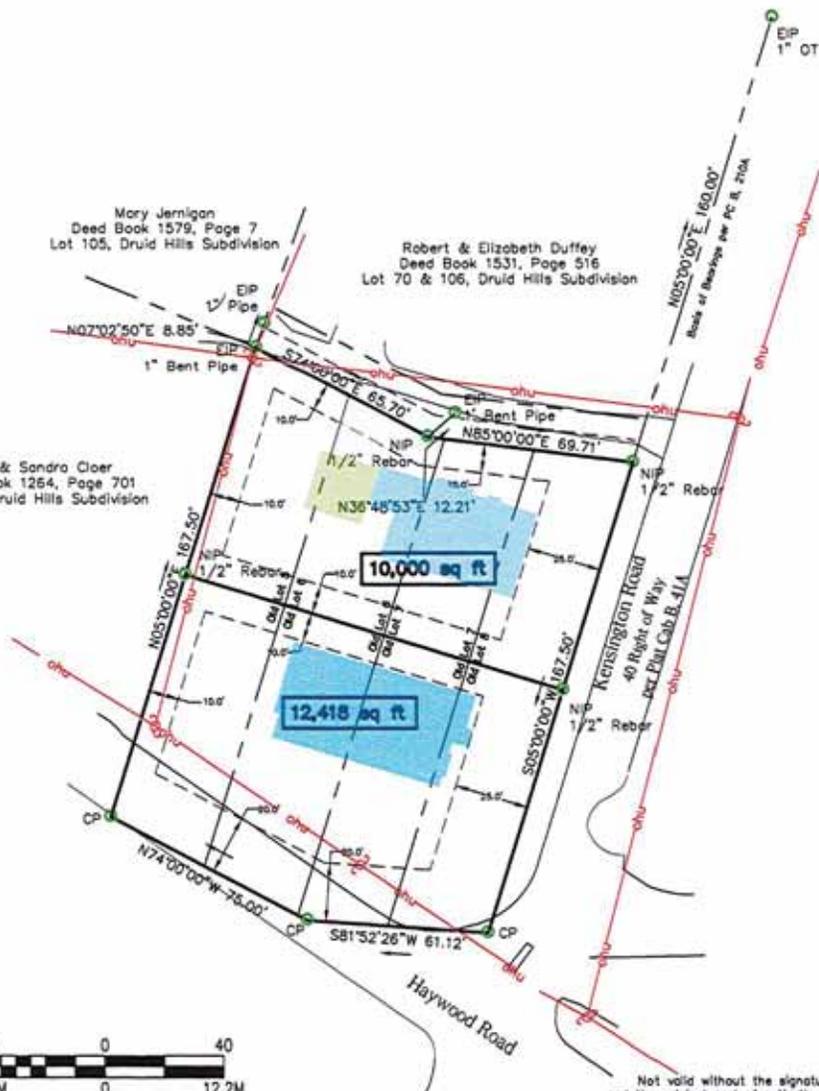
My commission expires _____



Mary Jernigan
Deed Book 1579, Page 7
Lot 105, Druid Hills Subdivision

Dean & Sandra Cloer
Deed Book 1254, Page 701
Lot 103, Druid Hills Subdivision

Robert & Elizabeth Duffey
Deed Book 1531, Page 516
Lot 70 & 106, Druid Hills Subdivision



Plat of Boundary Survey for

Street
Township, County, North Carolina
Lot, Subdivision

LEGEND:

SPS	IRON PIN SET (1/2\"/>
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Not For Recordation

The original drawing and/or all copies of it are not transferable to any future owner(s) of the plotted property and shall not be used or relied upon by future owner(s) and/or their representatives for any reason without written release by the professional surveyor.

This is to certify that the property shown on this plat was surveyed under my direct supervision. Property lines and improvements are located correctly and that no visible encroachments exist unless otherwise shown.



Not valid without the signature and the original seal of a North Carolina licensed land surveyor.

RLS: F. V. CLINKSCALES JR., P.E.
No: L2614 Firm No. C-1562

FREELAND - CLINKSCALES & ASSOCIATES, INC. OF N.C. ENGINEERS & LAND SURVEYORS 201 2nd AVE. EAST HENDERSONVILLE, N.C. 28792 FCAOFNOB@BELLSOUTH.NET (828) 697-6539 Fax (828)-697-4195 Firm No. C-1562	REF. PLAT CABINET <input checked="" type="checkbox"/>
	REF. DEED BOOK <input checked="" type="checkbox"/>
	TAX MAP <input type="checkbox"/>
	PARTY CHIEF <input type="checkbox"/> FVC
	DRAWN <input type="checkbox"/> TEC
	DATE <input type="text"/> 2004
	DWG. NO. <input type="text"/> H. <input type="text"/>

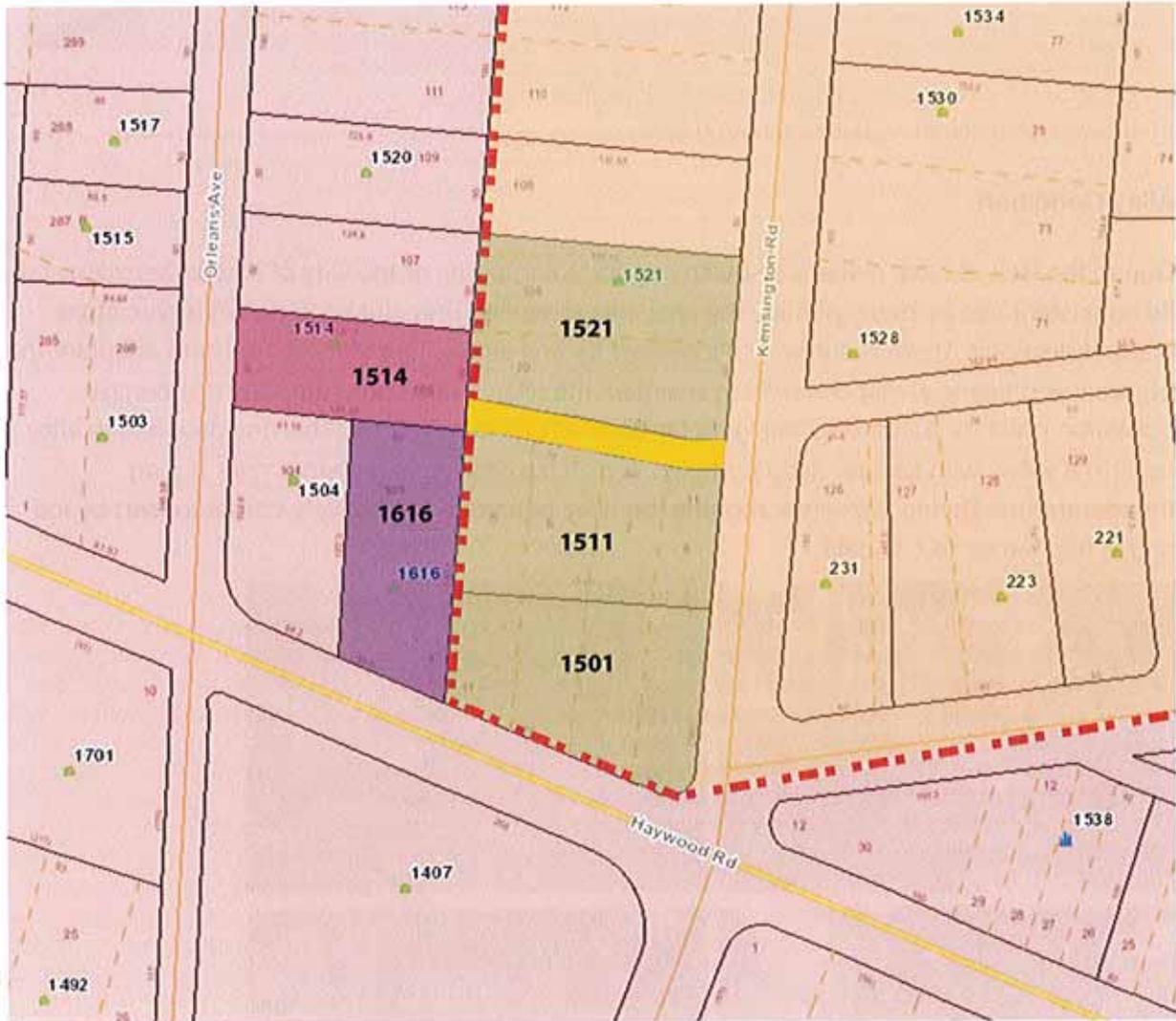
Petition To Close Alley

1511/1521 Kensington Rd, Historic Druid Hills

Prepared by:

Derek Coté & Robert Baumann, 1501/1511 Kensington Rd.

Robert Duffey, 1521 Kensington Rd.



Proposed alley to be closed

Vacant property

Property owners requesting closure

Property accessing alley

Historic Druid Hills boundary



Image showing unmaintained and deteriorated condition of alley from Kensington entrance, in Historic Druid Hills.

Alley Condition

Due to the lack of clear ownership by any surrounding party, or the City of Hendersonville, and its consistent use by many parties, the alley has remained unmaintained and in a persistent state of disrepair. There is currently no interest by any single, or collective, party to shoulder the physical and financial responsibility to maintain the alley. In addition, the alley is a central collection point for runoff originating as far back as Orleans Avenue. This has caused the alley to form a valley with several deep potholes, which transforms into a small river during thunderstorms. During the winter months the alley becomes excessively compromised by ice and is dangerous to navigate.



Images noting existing bent pipe survey point, in alley, marking NW corner of 1511 Kensington Road. 1616 Haywood Road (Left) and rear yard of 1514 Orleans Ave (right).

1511/1521 Kensington Road

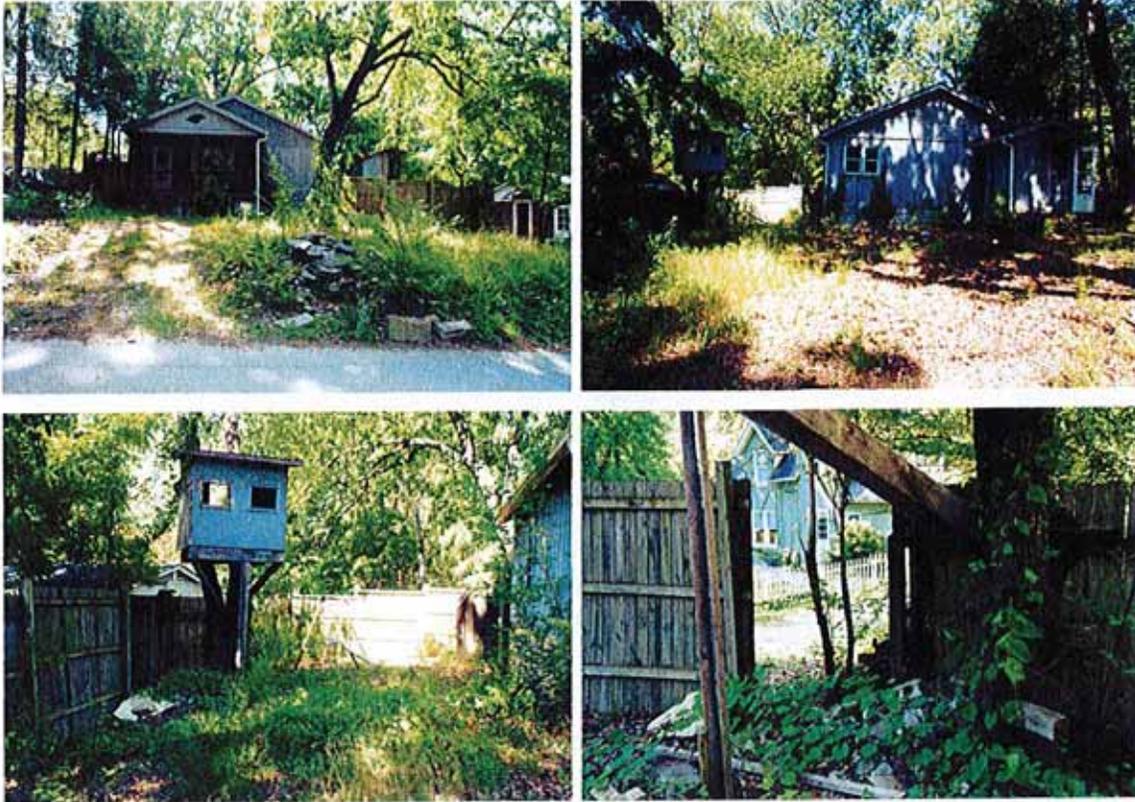
As the new owners of 1501/1511 Kensington, we propose to close the alley in between 1511 and 1521 Kensington Road, in Historic Druid Hills. The alley currently serves as the main driveway access for 1521 Kensington Road (Robert Duffey). It is our intention to have it serve as the future, main driveway access for 1511 Kensington Road (Robert Baumann/Derek Coté). This is where we are planning to build two new residences that will extend to the end of the block at the corner of Kensington Road and Haywood Road.

We have several concerns driving our intentions:

1- There are two children under the age of 9 residing at 1521 Kensington and one child under age 6 to reside at 1511 Kensington Road. This open and unmaintained alley poses a security and safety risk for our children. 1514 Orleans Avenue is a vacant home in an extreme state of disrepair with an unmaintained yard littered with debris. The alley allows free and open access to this property

2- Because the alley is not owned by anyone, including the City of Hendersonville, no one maintains the alley and it has fallen into a state of disrepair. There is no incentive for the adjacent residents at 1511 and 1521 Kensington to maintain the alley. Meanwhile, others in the rental properties at 1616 Haywood and 1514 Orleans continue using and contributing to its disrepair without any real incentive to contribute to its maintenance from the owners of said properties.

3- The alley is in Historic Druid Hills and is being utilized by residents of 1616 Haywood and 1514 Orleans. As the new owners of 1501/1511 Kensington Road, it is our intention, along with the owners of 1521 Kensington Road, to substantially re-grade for runoff, repair and maintain the alley and use it as our primary driveway access. We also intend to construct a fence along the property line in order to minimize free and clear access by our children to vacant and potentially hazardous property. This will serve to upgrade and beautify the last remaining corner of Historic Kensington Road. It is also our intention to clean up and maintain the entire corner/exit of the neighborhood all the way up to Haywood Road.



Images noting vacant 1514 Orleans front access driveway and detailing condition of rear yard.

1514 Orleans Avenue

The alley currently provides secondary, and unnecessary, access to 1514 Orleans Avenue by cutting through the block to Kensington Road, a street that lies in Historic Druid Hills. 1514 Orleans Avenue currently has access via Orleans Avenue. According to neighbors, 1514 is currently vacant and has been for quite some time. The property is in a severe state of neglect and disrepair. This poses an additional safety hazard for our children who currently have free and easy access to the vacant property.



Images noting 1616 Haywood front access and basement garage via Haywood Road.

1616 Haywood Road

1616 Haywood is currently a rental property, which leads us to believe there will be no effort to maintain the alley on the occupants or owner's behalf. 1616 Haywood Avenue currently has ample access via Haywood Road, which is also where the (basement) garage access is located.



CITY OF HENDERSONVILLE

AGENDA ITEM SUMMARY

Submitted By: Susan G. Frady

Department: Development Asst Dept

Date Submitted: 1/8/18

Presenter: Susan G. Frady, Development Asst Director

Date of Council Meeting to consider this item: 2-6-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 10

The City of Hendersonville has received a petition from Ronald Jones for contiguous annexation of parcel 9579-32-8518 containing approximately 0.31 acres located at 812 Orr's Camp Road. This annexation application is related to a sewer service request. Please refer to the attached maps for additional information.

At your meeting of January 4, 2018, you accepted the Clerk's Certificate of Sufficiency and recommended a public hearing for the February 6, 2018 City Council meeting.

At this public hearing, any person residing in or owning property in the area proposed for annexation and any resident of Hendersonville may appear and be heard on the questions of the sufficiency of the petition and the desirability of the annexation. If City Council then finds and determines that the area described in the petition meets all of the standards set out in G.S. 160A-31, Council may adopt an ordinance annexing the area described in the petition.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

I move the City Council adopt an ordinance annexing the property included in the petition from Ronald Jones effective February 6, 2018.

Attachments:

Ordinance
Map
Survey
Certificate of Sufficiency

**AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE
CITY OF HENDERSONVILLE, NORTH CAROLINA
Ronald Jones**

WHEREAS, the City of Hendersonville has been petitioned, pursuant to North Carolina General Statutes (NCGS) 160A-58.1, as amended, to annex the area described herein; and,

WHEREAS, the City Council has by resolution directed the City Clerk to investigate the sufficiency of said petition; and,

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at City Hall, Hendersonville, N.C. at 5:45 p.m., on the sixth day of February 2018, after due notice by publication as by law provided; and,

WHEREAS, the City Council further finds the areas described therein meets the standards of G.S. 160A-58.1(b), to wit:

- a. The area is contiguous to the present City boundaries;
- b. The petition presented to the City Council was signed by the owners of the real property located in the area;
- c. The petition was prepared in accordance with a form prescribed by NCGS 160A -31, and
- d. At the public hearing all persons owning property in the area to be annexed who allege an error in the petition were given an opportunity to be heard, as well as residents of the City who question the necessity for annexation.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Hendersonville, North Carolina:

Section 1. By virtue of the authority granted by G.S. 160A-58.1, as amended, the following described area is hereby annexed and made part of the City of Hendersonville as of the sixth day of February 2018.

DESCRIPTION OF PROPERTY

TRACT TWO: (PIN 9579-32-8518)

BEGINNING at a stake on the east margin of Buena Vista Avenue, said stake standing 235 feet from the north margin of Dana Road, and running thence North 1 deg. 30' East 100 feet along the east margin of said Buena Vista Avenue to a stake; thence South 82 deg. 31' East 135 feet to a stake; thence South 1 deg. 30' West 100 feet to a stake; thence North 82 deg. 31' West 135 feet to the point of BEGINNING. ALSO BEING Lots 12 and 13 of the Subdivision of J.E. Sherman's property as shown on a map of same by B.H. Waldermier in 1926.

ALSO BEING that same property described as Tract Five in Deed Book 1646, Page 674, Henderson County Registry.

Section 2. Upon and after the sixth day of February 2018, the above described territory, and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force in the City of Hendersonville, and shall be entitled to the same privileges and benefits as other parts of the City of Hendersonville. Said territory shall be subject to municipal taxes according to NCGS 160A-31, as amended.

Section 3. The City Clerk of the City of Hendersonville shall cause to be recorded in the office of the Register of Deeds of Henderson County and at the Office of the Secretary of State in Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1, hereof, together with a duly certified copy of this ordinance.

ADOPTED this sixth day of February 2018.

Barbara Volk, Mayor, City of Hendersonville

ATTEST:

Tammie K. Drake, CMC, City Clerk

APPROVED AS TO FORM:

Samuel H. Fritschner, City Attorney

STATE OF NORTH CAROLINA, COUNTY OF HENDERSON

I, _____, a Notary Public in Henderson County, State of North Carolina, do hereby certify that Barbara Volk in her capacity of Mayor of the City of Hendersonville; Tammie K. Drake, in her capacity of City Clerk; and Samuel H. Fritschner, in his capacity as City Attorney, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and notarial seal, this _____, 2018.

My commission expires _____



City of Hendersonville
December 2017

R
City of H

City Limits

Annexation Area
PIN 9579-32-8518
0.31 Acres

ORRIS CAMP RD

City Limits

DANA RD

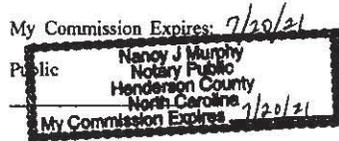
 Annexation Area
 Hendersonville Boundary

0

acknowledged the due and voluntary execution of the foregoing instrument for the purposes therein expressed.

Witness my hand and Notarial stamp or seal this 19 day of May, 2017.

Book 3055
Page 655



(Affix Seal)

Nancy J. Murphy Notary

Nancy S. Murphy
Notary's Printed or Typed Name

EXHIBIT A

TRACT ONE: (PIN 9579-32-9577)

BEGINNING at a point in the East margin of the Orr's Camp Rd., said point being the southwest corner of the Waganor Tract and running with the lines of said tract as follows: South 82 deg. 15' East 135 feet to an iron stake; thence 1 deg. 30' East 100 feet; thence 82 deg. 30' East 80 feet; thence North 2 deg. East with Waganor's line, and passing his corner 414 feet to a stake in the West margin of Dania Drive; thence with Dania Drive as follows: South 39 deg. 15' West 153.5 feet; South 10 deg. 15' East 261.7 feet; thence South 4 deg. 15' East 249.5 feet to a stake, the northeast corner of Lot 15; thence with the lines of 15 through 12, North 83 deg. West 79.8 feet to the northeast corner of Lot 12; thence 7 deg. West with the line of Lot 13, 150 feet to a stake in the north margin of Dana Road; thence with the margin of said road, North 83 deg. West 200 feet to the southeast corner of Lot 4; thence with the line of Lot 4, North 7 deg. East 150 feet; thence North 85 deg. West 113 feet to the East margin of Orr's Camp Road; thence with same North 1 deg. 30' East 83 feet to the BEGINNING. ALSO BEING Lots 5 through 12 and Lots 32 through 42 of the Dania Farm Subdivision, as shown on a map made by G.W. Justice and Son of Hendersonville, NC on May 20, 1948, said plat being recorded in Plat Book 4 at Page 62 in the Office of the Register of Deeds of Henderson County, North Carolina.

ALSO BEING that same property described as Tract Four in Deed Book 1646, Page 674, Henderson County Registry.

TRACT TWO: (PIN 9579-32-8518)

BEGINNING at a stake on the east margin of Buena Vista Avenue, said stake standing 235 feet from the north margin of Dana Road, and running thence North 1 deg. 30' East 100 feet along the east margin of said Buena Vista Avenue to a stake; thence South 82 deg. 31' East 135 feet to a stake; thence South 1 deg. 30' West 100 feet to a stake; thence North 82 deg. 31' West 135 feet to the point of BEGINNING. ALSO BEING Lots 12 and 13 of the Subdivision of J.E. Sherman's property as shown on a map of the same by B.H. Waldermier in 1926.

ALSO BEING that same property described as Tract Five in Deed Book 1646, Page 674, Henderson County Registry.

CERTIFICATE OF SUFFICIENCY

RE: Petition for Contiguous Annexation
Ronald Jones
File No. P17-49-ANX

To the Honorable Mayor and members of the City Council of Hendersonville, North Carolina:

I, Tammie K. Drake, City Clerk, begin first duly sworn, hereby certify an investigation has been completed of the above referenced petition for the contiguous annexation of parcel 9579328518 located at 812 Orr's Camp Road.

- A. According to the Development Assistance Department, the area described in the petition meets all of the standards set out in G.S. 160A-58.1(b).
1. The petition follows the prescribed form.
 2. The petition was signed by the owners of the subject property.
 3. The subject property adjoins the present city limits line.

Having made the findings stated above, I hereby certify the petition for contiguous annexation presented by Ronald Jones is valid.

In witness whereof, I have here unto set my hand and affixed the seal of the City of Hendersonville, this 12 day of Dec., 2017.

Tammie K. Drake

Tammie K. Drake, MMC, City Clerk



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Susan G. Frady

Department: Development Asst Dept

Date Submitted: 1-9-18

Presenter: Daniel Heyman, City Planner

Date of Council Meeting to consider this item: 2-08-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 11

Application for a Special Use Permit from Mountain Bean Growers, Inc. to construct 67 single-family homes to be located on Howard Gap Road on a portion of PIN #9670-42-2817. As part of this project the applicant is requesting the parcel to be rezoned to PRD, Planned Residential Development.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

Motions are shown on Page 6 of the Memorandum.

Attachments:

Memorandum
Maps

M E M O R A N D U M

TO: Honorable Mayor and City Council
FROM: Development Assistance Department
RE: The Cottages at Cypress Run
FILE #: P17-46-SUR
DATE: February 6, 2018

PROJECT DESCRIPTION

The City is in receipt of a Special Use Permit application from RDV Development, LLC for the development of 67 single-family homes on approximately 16.6 acres. The project is located on Howard Gap Road, on parcel # 9670-43-2161. The parcel is currently zoned by Henderson County as Residential District One (R1).

The applicant is requesting to rezone the development area from Henderson County R1 to PRD Planned Residential Development.

This application is for special use review. The preliminary site plan is subject to recommendation by the Planning Board and approval by City Council. The final site plan is subject to City staff approval.

SPECIAL USE PERMIT

Since this application was received on November 20, 2017, prior to the removal of Special Use Permits from the Zoning Ordinance, it is being processed under the Ordinance as adopted at that time.

EXISTING LAND USE & ZONING

Parcel # 9670-43-2161 is currently zoned Henderson County R1 and is used for agriculture. Parcels to the north, east, and west are also zoned Henderson County R1. Parcels to the south are zoned R-15 Medium Density Residential, and C-2 Secondary Business. Surrounding land uses and zoning districts are shown on the "Existing Land Use Map" and "Zoning Map" on page 12 and 13 respectively.

COMPREHENSIVE PLAN CONSISTENCY

The subject parcel is not within the planning jurisdiction of the City of Hendersonville, and thus the Comprehensive Plan's Future Land Use Map does not directly reference its use.

The subject parcel, as well as parcels to the north, east, and west are classified as Urban

Services Area by Henderson County on the 2020 County Comprehensive Future Land Use Map. The Henderson County Urban Services Area classification is defined as “the area within which most urban services and urban scale development is currently concentrated, and within which such development should generally be concentrated. Growth and development will be proactively managed through extensive planning. Much of the Urban Services Area falls within municipal planning jurisdictions and will be managed by those jurisdictions.”

The parcels located to the south are classified as Medium Intensity Neighborhood on the 2030 Comprehensive Plan’s Future Land Use Map. The goal of the Medium Intensity Neighborhood classification is to “Provide a transition between High-and Low-Intensity Neighborhood areas while providing a wide range of housing formats and price points. Promote walkable neighborhood design and compatible infill development in new neighborhoods and as a means of preserving and enhancing existing neighborhoods.”

The area of Clear Creek to the south is classified as Natural Resource/Agricultural on the 2030 Comprehensive Plan’s Future Land Use Map. The Natural Resource/Agricultural future land use category is to create an interconnected network of green infrastructure that preserves environmentally sensitive area, protects water resource through low-impact stormwater management, provides floodwater storage, provides community open space and recreational opportunities, and preserves agricultural resources.

The 2030 Comprehensive Plan’s Future Land Use Map is located on page 14.

PLAN REVIEW

Buildings

The site plan includes 67 single-family lots ranging from 5,500 ft² to 8,000 ft² on average. The applicant has indicated that the homes will be about 1480 ft² to 1820 ft². The site plan is included with this memorandum.

Parking

The required parking is two spaces per home. The applicant will be meeting this requirement by providing a single-car garage and driveway per home.

Buffer Plantings

As per section 15-6 Bufferyards, no buffer is required between this parcel and adjacent parcels because the proposed use is residential. The applicant has shown street trees along the proposed road.

Stormwater

The applicant will be providing stormwater management plans to the Engineering Department as part of the final site plan submittal requirements. Proposed location of stormwater facilities is on the southern boundary of the development.

Parcel Recombination & Annexation

The lot has been created and recorded with the Register of Deeds. The applicant has made application for annexation for sewer service.

Sidewalks

Section 6-12-1 of the Zoning Ordinance requires sidewalks along the property line fronting Howard Gap Road, as well as along the proposed internal street.

Traffic Impact Analysis

The applicant provided estimated trip counts which did not meet the threshold to require a traffic impact analysis. The applicant will be required to get approval from NCDOT for the entrance on Howard Gap Road.

Density

The proposed density for this project is approximately 4 units per acre.

The Zoning Ordinance states, in pertinent part: "The density for a planned residential development shall be established by City Council in consideration of the Comprehensive Plan, surrounding land uses and the existence of adequate private and public facilities... the density authorized for the district shall not exceed ten units per acre."

Development in the Flood Hazard Area

The project includes development within the 100-year floodplain. The portion of the property that is within the floodway is not a part of the project and is proposed to remain an agricultural use.

The developer must meet the requirements of Section 17-2-4 for redevelopment within a special flood hazard area. This includes the requirement that there shall be no loss of flood storage capacity on the site as a result of the redevelopment. The developer has proposed to elevate the structures within the 100-year floodplain two feet above the base flood elevation and install the required flood vents.

ANALYSIS

Section 7-4-10.1 of the Zoning Ordinance states, "no special use permit shall be approved by City Council unless each of the following findings is made."

- (A) The use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare.

Staff has not identified any issues relating to public health, safety or general welfare.

- (B) There are, or will be at the time they are required, adequate public facilities to serve the use or development as specified in Section 7-11.

Water and sewer service is intended to be extended to the site. The applicant has requested annexation into the City of Hendersonville. The plans have been routed to all relevant City departments for comment on the availability of City Services.

- (C) The use or development complies with all required regulations and standards of the Zoning Ordinance or with variances thereto, if any, granted pursuant to Section 7-4-14, and with all other applicable regulations.

No variances are requested.

- (D) The use or development is located, designed, and proposed to be operated so as to be compatible with the particular neighborhood in which it is to be located.

A neighborhood compatibility meeting concerning the application was held on December 7, 2017. Notice was provided by U.S. mail to the owners of record of all property situated within 400 feet of the subject property as required by Section 7-4-4.1 of the Zoning Ordinance.

Nine people representing the general public attended the meeting. The public raised concerns about flooding and new development in the flood hazard area, traffic, and the impact of the nearby quarry on future residents.

A copy of the neighborhood compatibility report accompanies this memorandum.

- (E) The use or development conforms to the general plans for the physical development of the City as embodied in this Ordinance and in the *Comprehensive Plan* and the *Comprehensive Transportation Plan*.

The proposed development meets all requirements of the Zoning Ordinance.

Henderson County's Urban Services Area classification is defined as "the area within which most urban services and urban scale development is currently concentrated, and within which such development should generally be concentrated. Growth and development will be proactively managed through extensive planning. Much of the Urban Services Area falls within municipal planning jurisdictions and will be managed by those jurisdictions."

The City's 2030 Comprehensive Plan does not address this area, and the designation in Henderson County's Comprehensive Plan represents the highest intensity of residential development recommended. Therefore the proposed development conforms with the Comprehensive Plan.

The Comprehensive Transportation Plan does not indicate any new improvements to Howard Gap Rd.

PLANNING BOARD

The Planning Board took this matter under consideration at its regular meeting on January 8, 2018. The Planning Board voted 4-2 to recommend that City Council adopt an ordinance amending the official zoning map of the City of Hendersonville changing the zoning designation of the subject parcels from Henderson County R-1 to PRD Planned Residential Development, finding that the rezoning is consistent with the Comprehensive Plan, the rezoning is reasonable and in the public interest for the following reasons: the proposed development is the highest and best use of the property.

The Planning Board also voted unanimously to recommend City Council approve the application of RDV Development, LLC for a Special Use Permit based on the site plan submitted by the applicant and subject to the limitations and conditions stipulated on the published List of Uses and Conditions.

TREE BOARD

The Tree Board will review the application at their regular meeting of February 6, 2018 at 3:00 p.m. Their recommendation will be presented at the public hearing for this project.

SUGGESTED MOTIONS

Special Use Permit and Rezoning

For Recommending Approval: I move that City Council adopt an ordinance amending the official zoning map of the City of Hendersonville changing the zoning designation of a portion of Parcel # 9670-43-2161 from Residential District 1 by Henderson County to PRD Planned Residential Development, finding that the rezoning is consistent with the Comprehensive Plan, the rezoning is reasonable and in the public interest for the following reasons:

[PLEASE STATE YOUR REASONS]

I further move that City Council approve the application of RDV Development, LLC for a Special Use Permit based on the site plan submitted by the applicant and subject to the limitations and conditions stipulated on the published List of Uses and Conditions.

[ADD, IF APPLICABLE, "AND THE FOLLOWING ADDITIONAL CONDITIONS"]

For Recommending Denial: I move that City Council not approve the application of RDV Development, LLC for rezoning and issuance of a special use permit.

[PLEASE STATE YOUR REASONS]

IN RE: The Cottages at Cypress Run (File # P17-46-SUR)

List of Uses & Conditions

I. Stipulated Uses:

Only the following uses are authorized for the referenced development:

Residential dwellings single-family

II. Conditions:

- (1) Shall Be Attached to the Special Use Permit and Satisfied Prior to Issuance of Final Site Plan Approval:**

Recorded subdivision plat creating this parcel

Annexation application for this parcel for sewer extension

- (2) Shall Be Attached to the Special Use Permit:**

Final plans for the project shall comply with approved plans, the conditions agreed to on the record of this proceeding and applicable provisions of the Hendersonville Zoning Ordinance and Code of Ordinances.

RDV Development, LLC

Signature: _____

Printed Name: _____

Date: _____

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP
OF THE CITY OF HENDERSONVILLE**

IN RE: The Cottages at Cypress Run
(File # P17-46-SUR)

Be it ordained by the City Council of the City of Hendersonville:

1. Pursuant to Article XI of the Zoning Ordinance of the City of Hendersonville, North Carolina, the Zoning Map is hereby amended by changing the zoning designation of the following:

Rezone Parcel # 9670-43-2161 from Residential District 1 by Henderson County to PRD Planned Residential Development.

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

Adopted this 6th day of February 2018.

Barbara Volk, Mayor

ATTEST:

Tammie K. Drake, CMC, City Clerk

Approved as to form:

Samuel H. Fritschner, City Attorney

Planning Report
Neighborhood Compatibility Meeting
Application for a Special Use Permit
The Cottages at Cypress Run – File #P17-46-SUR
Thursday, December 7, 2017 – 2:30 p.m.

Daniel Heyman, Planner, convened the compatibility meeting at 2:30 pm in the Assembly Room of the City Operations Center. The following were in attendance:

Name	Address	Name	Address
Susan Frady, Staff	100 N. King Street	Kurt Whaley	3175 Howard Gap Rd
Daniel Heyman, Staff	100 N. King Street	Ed Graves	3175 Howard Gap Rd
Matt Champion, Staff	100 N. King Street	Autumn Radcliff, HC	100 N. King Street
Mike Anderson	Ace Engineering	Ken Fitch	1046 Patton Street
Brian Kirk	68 Star Hap Rd(?)	Paul Adams	132 Serenity Cir
Larry Rodgers	PEP, PO Box 2565 Hvl	Andrew McGuinn	16 Columbia Cir
Kerri Hagedorn	130 Serenity Cir		

Mr. Heyman opened the meeting explaining this is the first step in a three step process. The first step is Neighborhood Compatibility Meeting, next is the Planning Board and last it goes to City Council. This is an informal meeting to ask questions and get answers. Minutes of this meeting will be forwarded to Planning Board and City Council.

Mike Anderson introduced himself as an engineer working on plans for the development. He described the development as 67 single family homes on about 16.5 acres. This parcel is part of a larger 30 acre tract. Only the 16 acres will be annexed for the project. The remainder of the parcel will continue to be used for agriculture.

They are proposing PRD zoning with 21% of the site being common open space. Density is about 4 units per acre. Lots range from 5500-7000 sq. ft. on average.

The road is proposed as a public city street and will be constructed to city standards. The price point is not part of the application to the City for rezoning and annexation, but is something people are interested in – about \$275,000 and up. The homes will be about 1480-1820 sq. ft. in size. They will have attached garages.

Mr. Anderson stated they have met with Henderson County, DOT, and many departments within the City up to this point to get input from everyone about the project. Today is a chance for them to get feedback from the neighborhood.

There was a question about notice. A neighbor claimed he did not get a letter but thinks he lives within a 400 ft. radius of the property. Mr. Heyman explained that letters go to all property owners of record within 400 ft. of the proposed development, and that this meeting is noticed on the City's website. There is also a sign placed on the property with details.

A neighbor made the comment that the sign is not big enough. Mr. Heyman explained that they

expect people who see the sign to have additional questions and anyone can call for more information about the signs, but that the DAD will look into increasing the size.

A neighbor asked where the city limits were. Mike Anderson pointed out that the nearest city limit line is at about Nix Rd. The ETJ comes up to the creek.

An attendee asked why this project isn't going through county approval. Mike Anderson explained they are having to annex to get city sewer service.

A neighbor commented that Clear Creek tends to flood. What will the developer do to reduce the impact on that? Mr. Anderson pointed out the floodway lines on the plan. He said they will elevate the homes so no flood insurance will be required. He explained the City's stormwater requirements and the quality and quantity controls necessary. Mr. Anderson commented that the City of Hendersonville is more strict than most places he has worked.

Mr. Anderson stated that they are required to treat the "first flush" and impound water, then throttle it so that it flows into the creek at a normal rate. They have to mimic the flow of stormwater that exists on the property now.

A neighbor provided a picture of flooding from last year.

Mr. Anderson stated that the floodway is the critical area where they cannot develop.

A neighbor asked how development would not make flooding worse? Also, made a comment about the 100 yr floodplain.

Mr. Anderson clarified that the 100 yr floodplain means there is a 1% chance of that magnitude of flood happening each year. FEMA designed the models so that you could encroach into that area without affecting the flood height.

Mr. Anderson and Susan Frady explained the CLOMR-F process that Mr. Anderson says they intend to follow to remove the property from the floodplain. Mr. Anderson said throughout that process they have to show that they will not have negative impacts on the base flood anywhere, on or off the parcel.

A neighbor asked that if they elevate the property, wouldn't that increase the amount of flooding elsewhere? Mr. Anderson stated no, they cannot increase the level or velocity of the flood.

A neighbor said that the City's floodmaps are 10 years old, and that there are floods every year that cover the whole area.

Another neighbor made comments about flooding blocking Howard Gap Rd. at times. He also said he has to push his garbage across the street for collection. He asked how this project would impact traffic.

Mr. Anderson explained the process for estimating the number of trips generated by the development and stated that the impact is negligible for the capacity of the road. DOT has confirmed that.

An attendee asked what the building foundations are made out of.

Mr. Anderson stated that some will be crawlspace, some slab on grade. Water will be collected from the roofs of the structures.

A neighbor commented that he has to wait 2-3 minutes to make a left on Howard Gap Rd. now, if people are going to I-26 for work, they will be stuck. He says when it does flood, everyone there is affected by the traffic, so this project will not be a negligible increase.

Mr. Anderson stated that he meant the capacity of the road could handle the traffic, not that it wouldn't affect their daily routines.

A neighbor asked if Howard Gap Rd. was the only access. Mike Anderson confirmed that it was.

An attendee asked if they would be using the field or the sloped part of the property. Mr. Anderson said they will be using mainly the sloped area. They will have engineers confirm that everything is stable.

A neighbor asked if they were aware of the nearby quarry, and made comments about that disrupting the future homeowners. Also asked about the noise ordinance.

Susan Frady explained that the city would not cite the quarry for a violation of the noise ordinance because it is not in the city.

A question was asked about who provides services. Mr. Anderson stated the City would provide police, fire, water, sewer, garbage, etc. if annexed.

A question was asked about a gate on a public street. Mr. Heyman stated that they are still working out those details but that public access would not be blocked to a city street.

A question was asked about current county zoning. It was confirmed that the existing zoning allowed for greater density that is being requested now.

An attendee asked about clear cutting. Mr. Anderson stated that yes, they would be removing significant trees for the project.

With no further comments or questions, Mr. Heyman closed the meeting at 3:10 p.m.



City of Hendersonville
November 2017

The Cottages at Cypress Run
P17-46-SUR
Applicant: RDV Development, LLC
City of Hendersonville
Existing Land Use

Property Owner(s):
Mountain Bean Growers, Inc.
Portion of PIN: 9670-42-2817
Approximately 16.6 Acres

Palmetto Colony

Greystone

Clear Creek Landings

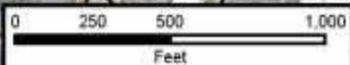
Post Office

Sam's Club

Walmart

City Limits

City Limits



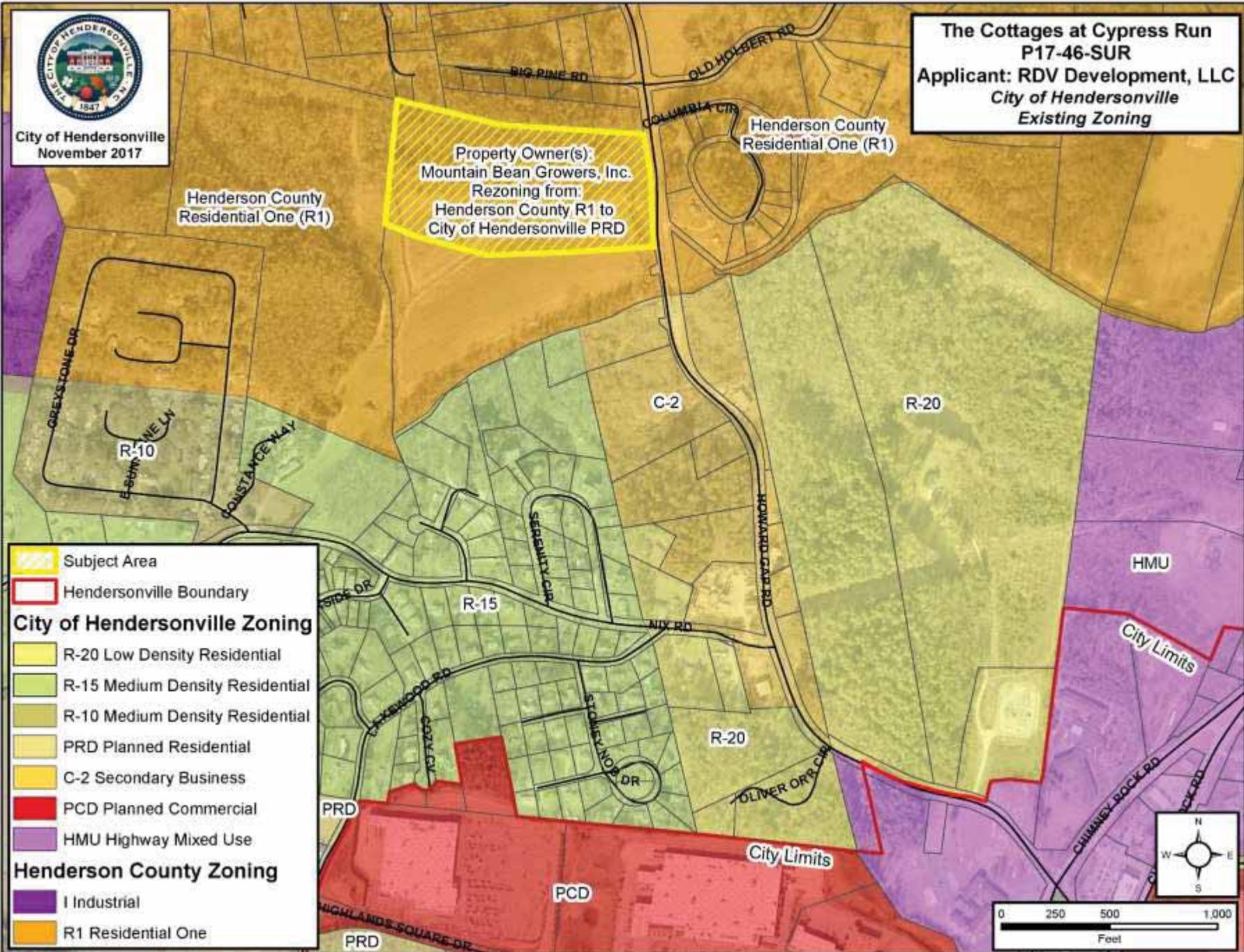
 Subject Area
 Hendersonville Boundary



City of Hendersonville
November 2017

The Cottages at Cypress Run
P17-46-SUR
Applicant: RDV Development, LLC
City of Hendersonville
Existing Zoning

Property Owner(s):
Mountain Bean Growers, Inc.
Rezoning from:
Henderson County R1 to
City of Hendersonville PRD



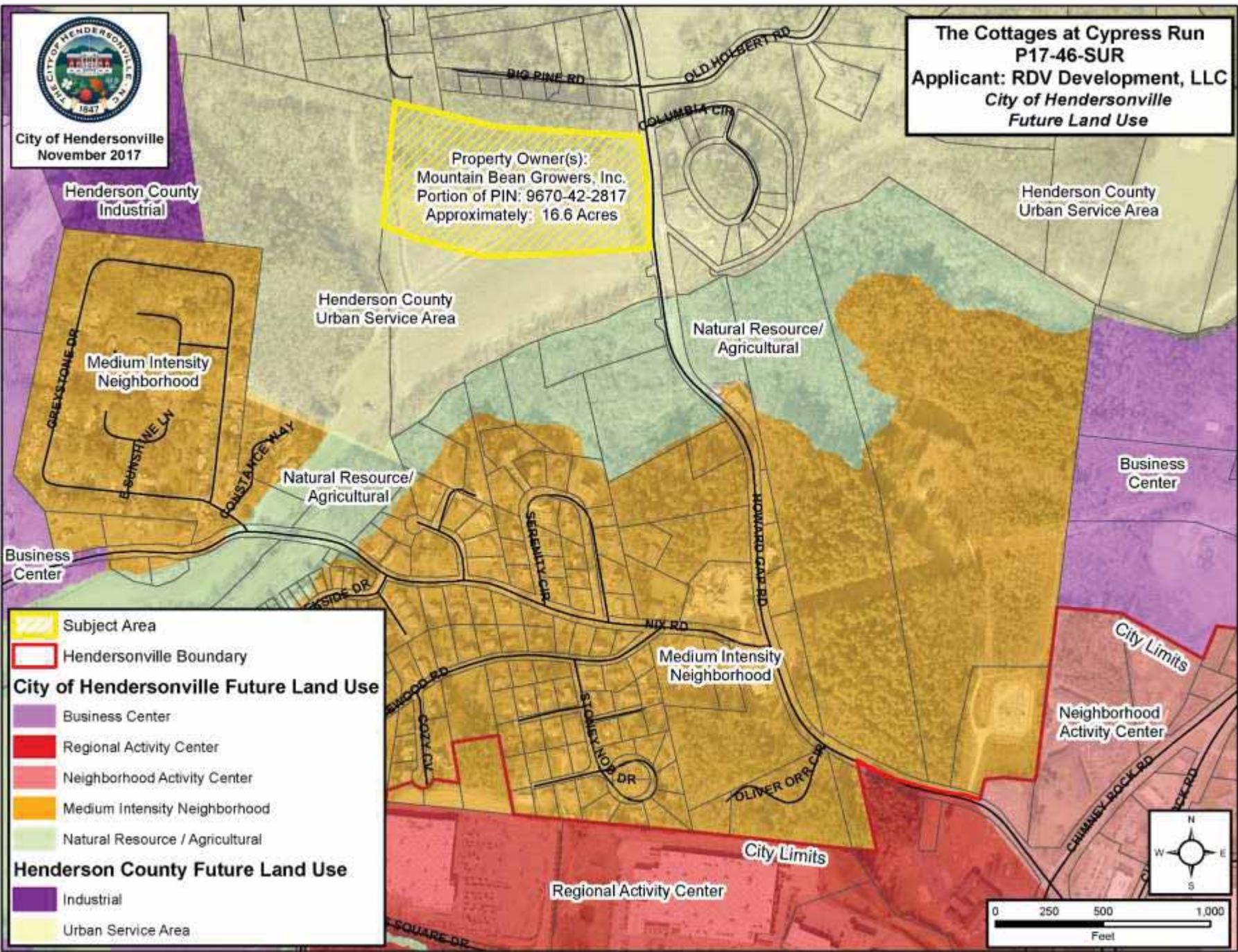
- Subject Area
- Hendersonville Boundary
- City of Hendersonville Zoning**
- R-20 Low Density Residential
- R-15 Medium Density Residential
- R-10 Medium Density Residential
- PRD Planned Residential
- C-2 Secondary Business
- PCD Planned Commercial
- HMU Highway Mixed Use
- Henderson County Zoning**
- I Industrial
- R1 Residential One



City of Hendersonville
November 2017

The Cottages at Cypress Run
P17-46-SUR
Applicant: RDV Development, LLC
City of Hendersonville
Future Land Use

Property Owner(s):
Mountain Bean Growers, Inc.
Portion of PIN: 9670-42-2817
Approximately: 16.6 Acres



Legend

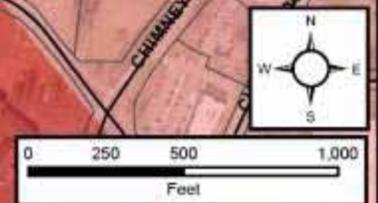
- Subject Area
- Hendersonville Boundary

City of Hendersonville Future Land Use

- Business Center
- Regional Activity Center
- Neighborhood Activity Center
- Medium Intensity Neighborhood
- Natural Resource / Agricultural

Henderson County Future Land Use

- Industrial
- Urban Service Area



APPEAL OF DEVELOPMENT DECISIONS

Section 7-13 of the Zoning Ordinance outlines the process for appeal of development decisions by City Council. The following Sections of the Zoning Ordinance apply specifically to Special Use Review:

Section 7-13-2 (b): Preliminary site plans. Decisions of the City Council regarding appeals from development decisions concerning applications for preliminary site plan approval may be appealed to the Superior Court by any aggrieved party. Such appeals shall be in the nature of certiorari and must be filed within 30 days after the filing of the decision in the office of the City Clerk or after a written copy thereof is delivered to every aggrieved party who has filed a written request for such copy with the Clerk at the time of the hearing, whichever is later. The copy of the decision of the Council may be delivered to aggrieved parties either by personal service for by registered mail or certified mail return receipt requested.

Section 7-13-2 (d): Special use review. Judicial review of decisions regarding applications processed under the provisions of special use review, established in Section 7-4, above, require special treatment due to the fact that they involve two separate applications which, though processed simultaneously, require Council to make two separate decisions exercising two different types of decision-making authority. One application requests enactment of an ordinance amending the Official Zoning Map, and the other requests issuance of a special use permit. The first application involves a legislative decision on the part of Council, and the second a quasi-judicial decision. The quasi-judicial decision, that is, the one concerning the application for a special use permit, may be appealed to the Superior Court by any aggrieved party in the manner prescribed in paragraph b), above. Such appeal shall be in the nature of certiorari. The legislative decision, which is the one concerning the request for rezoning, may be contested, in accordance with NCGS Section 160A-364.1, by a cause of action commenced within two months of the date of the decision.

The validity of the ordinance may be challenged in accordance with North Carolina General Statute Section 160A-364.1.

§ 160A-364.1. Statute of limitations.

A cause of action as to the validity of any zoning ordinance, or amendment thereto, adopted under this Article or other applicable law shall accrue upon adoption of the ordinance, or amendment thereto, and shall be brought within two months



CITY OF HENDERSONVILLE

AGENDA ITEM SUMMARY

Submitted By: Susan G. Frady

Department: Development Asst Dept

Date Submitted: 1/9/18

Presenter: Susan G. Frady, Dev. Assistance Director

Date of Council Meeting to consider this item: 02-06-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 12

The City of Hendersonville has received a petition from Mountain Bean Growers, Inc. for a satellite annexation of 16.6 acres of property identified as parcel identification number 9670-64-2817 located on 20 Howard Gap Road. This annexation application is related to a sewer service request. The map distance from the proposed satellite corporate limits is 2,250 feet from the primary corporate limits. The total area within the satellite corporate areas, including land involved in this petition, constitutes 4.3 percent of the area within the primary corporate limits. Please refer to the attached maps and survey for additional information.

At your meeting of January 4, 2018, you accepted the Clerk's Certificate of Sufficiency and recommended a public hearing for the February 6, 2018 City Council meeting.

At this public hearing, any person residing in or owning property in the area proposed for annexation and any resident of Hendersonville may appear and be heard on the questions of the sufficiency of the petition and the desirability of the annexation. If City Council then finds and determines that the area described in the petition meets all of the standards set out in N.C.G.S. 160A-31, Council may adopt an ordinance annexing the area described in the petition.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion: *To disapprove any item, you may allow it to fail for lack of a motion.*

I move the City Council adopt an ordinance annexing the property included in the Mountain Bean Growers, Inc. petition effective February 6, 2018.

Attachments:

Ordinance
Map
Survey
Clerk's Certificate of Sufficiency

**AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE
CITY OF HENDERSONVILLE, NORTH CAROLINA
Mountain Bean Growers, Inc.**

WHEREAS, the City of Hendersonville has been petitioned, pursuant to North Carolina General Statutes (NCGS) 160A-58.1, as amended, to annex the area described herein; and,

WHEREAS, the City Council has by resolution directed the City Clerk to investigate the sufficiency of said petition; and,

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at City Hall, Hendersonville, N.C. at 5:45 p.m., on the sixth day of February 2018, after due notice by publication as by law provided; and,

WHEREAS, the City Council further finds the areas described therein meets the standards of N.C. G.S. 160A-58.1(b), to wit:

- a. All of the proposed satellite corporate limits are less than three miles from the primary corporate limits of Hendersonville. The map distance is 2,250 feet.
- b. No point on the proposed satellite corporate limit is closer to the primary corporate limits of another city than to the primary corporate limits of Hendersonville.
- c. The area is situated so that the City of Hendersonville, if City Council so determines, will be able to provide the same services within the proposed satellite corporate limits that it provides within its primary corporate limits.
- d. The area proposed for annexation is not a subdivision as defined in NCGS 160A-376.
- e. The area within the proposed satellite corporate limits when added to the areas within all other satellite corporate limits does not exceed 10 percent (10%) of the area within the primary corporate limits of the City of Hendersonville. The total area within the satellite corporate areas, including land involved in this petition, constitutes 4.3 percent of the area within the primary corporate limits.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Hendersonville, North Carolina:

Section 1. By virtue of the authority granted by N.C.G.S. 160A-58.1, as amended, the following described area is hereby annexed and made part of the City of Hendersonville as of the sixth of February 2018.

DESCRIPTION OF PROPERTY

Being located within the Hendersonville Township – Henderson County, North Carolina and being more particularly described as follows:

BEGINNING at a ½" Iron Pipe, said Pipe being the Northeast Corner of Subject Tract, also being in the Western margin of Howard Gap Road, SR 1006, said point bearing NC Grid Coordinates N=603,356.91,E=974,857.61;Thence, along the Western margin of Howard Gap Road S7°47'35" E a distance of 140.16 feet to a point of curvature, curve being to the right, having a radius of 770.00 feet, the chord of which bears S 3°32'08" E, a chord distance of 114.34 feet, and having an arc length of 114.44 feet to a point; Thence, continuing along the said margin S 0°23'35" W a distance of 141.44 feet to a point of curvature, curve being to the left, having a radius of 830.00 feet, the cord of which bears S 3°58'52" E, a chord distance of 126.63 feet, and having an arc length of 126.75 feet to a point; Thence leaving the Western margin of Howard Gap Road the following six calls along proposed new lines to be the dividing lines between proposed Tracts A and B, S 83°44'34" W a distance of 177.45 feet to a point; Thence, S 85°16'41" W a distance of 358.78 feet to a point; Thence, N 87°08'18" W a distance of 205.21 feet to a point, Thence, N 82° 57'50" W a distance of 167.52 feet to a point; Thence, N 73°05'42" W a distance of

268.16 feet to a point; Thence, N 54°27'31" W a distance of 92.38 feet to the Western line of Subject Tract, Thence, N 5°54'53" W a distance of 594.54 feet to a ½" Iron Pipe, said pipe being the Northwest Corner of Subject Tract; Thence, S 75°38'38" E a distance of 241.82 feet to a planted Stone; Thence, S 75°07'09" E a distance of 268.13 feet to a ½" Iron Pipe; Thence, S 85°07'09" E a distance of 651.02 feet, to the point of BEGINNING.

Subject Tract Being 16.6 Acres, more or less.

Section 2. Upon and after the sixth day of February 2018, the above described territory, and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force in the City of Hendersonville, and shall be entitled to the same privileges and benefits as other parts of the City of Hendersonville. Said territory shall be subject to municipal taxes according to NCGS 160A-31, as amended.

Section 3. The City Clerk of the City of Hendersonville shall cause to be recorded in the office of the Register of Deeds of Henderson County and at the Office of the Secretary of State in Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1, hereof, together with a duly certified copy of this ordinance.

ADOPTED this sixth day of February 2018.

Barbara Volk, Mayor, City of Hendersonville

ATTEST:

Tammie K. Drake, CMC, City Clerk

APPROVED AS TO FORM:

Samuel H. Fritschner, City Attorney

STATE OF NORTH CAROLINA, COUNTY OF HENDERSON

I, _____, a Notary Public in Henderson County, State of North Carolina, do hereby certify that Barbara Volk in her capacity of Mayor of the City of Hendersonville; Tammie K. Drake, in her capacity of City Clerk; and Samuel H. Fritschner, in his capacity as City Attorney, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and notarial seal, this _____, 2016.

My commission expires _____

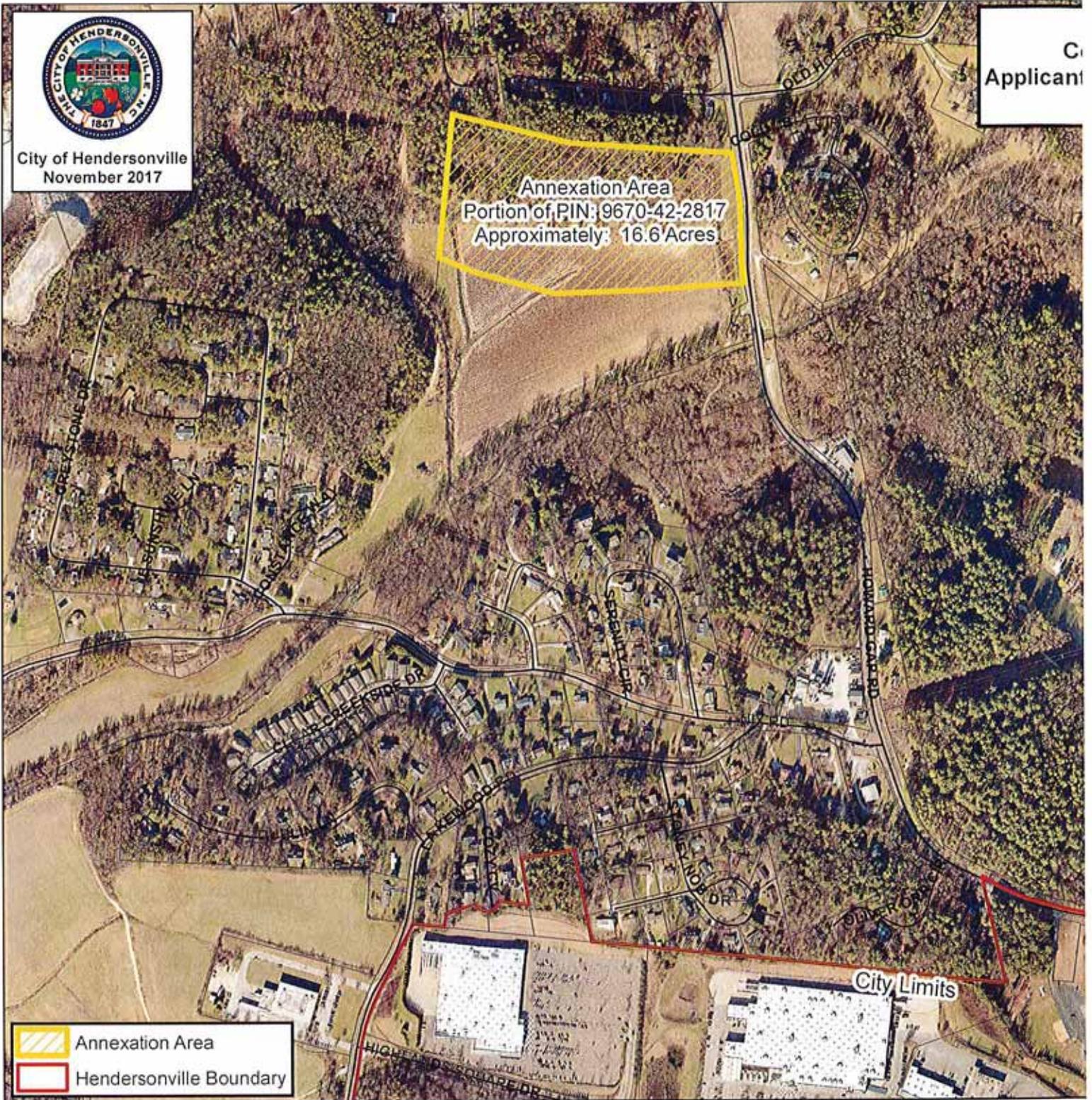


City of Hendersonville
November 2017

C
Applicant

Annexation Area
Portion of PIN: 9670-42-2817
Approximately: 16.6 Acres

-  Annexation Area
-  Hendersonville Boundary



CERTIFICATE OF SUFFICENCY

**Re: Petition for Satellite Annexation
Mountain Bean Growers, Inc.
File No. P17-21-ANX**

To the Honorable Mayor and members of the City Council of Hendersonville, North Carolina:

I, Tammie K. Drake, City Clerk, begin first duly sworn, hereby certify an investigation has been completed of the above referenced petition for the satellite annexation of 16.6 acres on Howard Gap Road.

A. According to the Development Assistance Department, the area described in the petition meets all of the standards set out in GS160A-58.1(b).

1. The map distance from the proposed satellite corporate limits is approximately 2,250 feet from the primary corporate limits.
2. No point on the proposed satellite corporate limits is closer to the primary corporate limits of another city than to the primary corporate limits of Hendersonville.
3. The area is situated so the City will, if City Council so determines, be able to provide the same services within the proposed satellite corporate limits that it provides within its primary corporate limits.
4. The area proposed for annexation is not a subdivision as defined in GS 160A-376.
5. The total area within the satellite corporate areas, including land involved in this petition, constitutes 4.3 percent of the area within the primary corporate limits.

B. The petition bears the names, addresses, and signatures of all owners of the real property within the area proposed for annexation.

C. A metes and bounds description is attached to the petition.

D. A map showing the area proposed for annexation with relation to the primary corporate limits of Hendersonville is attached to the petition.

Having made the findings stated above, I hereby certify the petition for satellite annexation presented by Mountain Bean Growers, Inc. is valid.

In witness whereof, I have here unto set my hand and affixed the seal of the City of Hendersonville, this 28 day of Nov., 2017.

Tammie K. Drake

Tammie K. Drake, MMC, City Clerk



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Sam Fritschner

Department: Legal

Date Submitted: 25 January 2018

Presenter: John Connet/Sam Fritschner

Date of Council Meeting to consider this item: 6 February 2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 13

Mill Building sale amendment.

This item is an amendment to the December resolution agreeing to the sale of the Mill Building property to Belmont-Sayre LLC. Upon further discussion with Belmont-Sayre it became apparent that the value of the single Mill property was less than originally thought without the parking spaces afforded by the additional outlying properties owned by the City.

Because it was important for the completion of the project that the Mill Building site be owned by the developer (now Grey Mill Ventures, LLC) before the end of 2017, the city manager agreed with the developer, pending ratification and approval by the City Council, to include the additional outlying properties in the \$1,000,000.00 purchase price.

The attached proposed resolution ratifies the December contract and approves a change in the sale so that all City-owned parcels within the Mill Building block will be included in the same purchase price.

Budget Impact: \$0 Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move the City Council to approve the resolution amending the December contract for sale of the Mill Building to include the City's adjoining properties in the original purchase price.

Attachments:

Proposed resolution

RESOLUTION # _____

A RESOLUTION TO AMEND THE TERMS OF THE SALE OF CERTAIN CITY-OWNED REAL PROPERTY BY AUTHORIZING THE SALE OF CERTAIN ADDITIONAL CITY-OWNED REAL PROPERTY PURSUANT TO N.C.G.S. § 158-7.1(d)

WHEREAS the City of Hendersonville did at its regular meeting on 7 December, 2017 authorize the sale to Belmont Sayre, LLC or its assigns of that real property identified as PIN 9568-88-7974, sometimes called the "Mill Building" in this resolution, and

WHEREAS the City subsequently and before the sale so authorized entered into an agreement to include in the sale price certain additional properties adjoining the Mill Building, and

WHEREAS it appears to the City Council that the adjoining real properties, identified by the following PINs should have been included as part of the original sale: 9568-88-9495, 9568-98-0317, 9568-88-7505, 9568-88-7545, 9568-88-7586, and 9568-88-8544, which real properties are identified collectively as the "Mill Additional Properties" in this resolution, and

WHEREAS it appears to the City Council that the value of the Mill Building property is substantially less than originally thought without the addition of the Mill Additional Properties for parking purposes, and

WHEREAS the City has determined that it is desirable for the City to sell the Mill Additional Properties under certain terms and conditions that benefit the City as described herein; and

WHEREAS the City has conducted certain private negotiations respecting the sale of the Mill Additional Properties as provided in N.C.G.S. § 158-7.1(d), sometimes called "the Statute" in this resolution; and

WHEREAS the City desires to subject the property to such covenants, conditions, and restrictions as it deems to be in the public interest and necessary to carry out the purposes of the Statute; and

WHEREAS the City has held a public hearing, both noticed and held according to the terms of the Statute; and

WHEREAS the City has determined after due investigation that the probable average hourly wage to be paid to workers by the business to be located at the Mill Building is between \$10.00 and \$37.50, or probably average weekly wage at \$400.00 and \$1,500.00, varying with position; and

WHEREAS the City has determined after due investigation that the fair market value of the interest to be sold including that already sold, subject to the conditions and restrictions listed herein is \$1,000,000.00; and

WHEREAS the City received an offer to purchase the Mill Building and additional properties from Grey Mill Ventures, LLC for the sum of \$1,000,000.00 upon certain conditions securing the sale and the payment of the purchase price.

WHEREAS the City purchased the various Mill Additional Properties in 1988, 2016 and 2017 in accordance with the provisions of N.C.G.S § 158-7.1(b) upon approval by the City Council by the city's governing board after a public hearing was held.

NOW, THEREFORE, BE IT THEREFORE RESOLVED that the City Council does hereby approve the sale of the real property identified as PINs 9568-88-9495, 9568-98-0317, 9568-88-7505, 9568-88-7545, 9568-88-7586, and 9568-88-8544 to Grey Mill Ventures, LLC or Assigns to be included with the sale of the original Grey Mill Building, PIN 9568-88-7494 (the "Mill Building"), as previously approved by the City Council, for the sum of \$1,000,000.00, subject to the condition and restriction that the property as developed retain its historic character and that the facades of the 1915 and 1919 sections be preserved;

BE IT FURTHER RESOLVED that the city manager is hereby authorized to execute a deed to the Mill Additional Properties on terms established herein along with such other reasonable terms and with such supporting documents as may be determined by the city manager in consultation with the city attorney.

BE IT FURTHER RESOLVED that the City Council does hereby ratify the city manager's execution of the Purchase Agreement with respect to the sale of the Mill Building and the Mill Additional Properties on 29 December 2017.

Adopted this sixth day of February 2018.

Barbara Volk
Mayor, City of Hendersonville

ATTEST:

Tammie K. Drake, MMC
City Clerk



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Lew Holloway

Department: Downtown

Date Submitted: 1/16/2018

Presenter: Lew Holloway

Date of Council Meeting to consider this item: 2/6/2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 14

The purpose of this second public hearing on the Community Development Block Grant (CDBG) Downtown Redevelopment Fund project is to:

- 1) Inform citizens of the City of Hendersonville of the funding proposal being submitted to the NC Dept. of Commerce.
- 2) Receive input on the application.
- 3) Adopt a resolution supporting the application to the CDBG Downtown Redevelopment Fund.

The City of Hendersonville will submit an application for the Small Cities Community Development Block Grant (CDBG) Downtown Redevelopment Fund for infrastructure upgrades of downtown buildings in 2016-2017. The proposed project transforms a dilapidated and vacant hosiery mill, located adjacent to Hendersonville's Main Street and Seventh Avenue Municipal Service Districts, into a downtown boutique hotel. The proposed Grey Mill Hotel redevelopment project includes a comprehensive development plan for the approximately 2 acre site and the associated 38,000 square foot mill building. The project site is located along Grove Street between 4th and 5th Avenues in Hendersonville, NC 28792. The total project cost including property acquisition is \$8,000,000. The amount of grant funding being pursued is \$500,000. The building and site are currently vacant and none of the planned activities are expected to result in displacement.

The project is a partnership between the City of Hendersonville and Grey Mill Ventures, LLC.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

1. Adopt RESOLUTION FOR THE CITY OF HENDERSONVILLE, NC APPLICATION FOR DOWNTOWN REDEVELOPMENT FUND, COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM, FUNDING FOR THE GREY MILL HOTEL PROJECT.

Attachments:

Resolution

CDBG-DRF RESOLUTION

**RESOLUTION FOR THE CITY OF HENDERSONVILLE, NC APPLICATION
FOR DOWNTOWN REDEVELOPMENT FUND, COMMUNITY
DEVELOPMENT BLOCK GRANT PROGRAM, FUNDING FOR THE GREY
MILL HOTEL PROJECT**

WHEREAS, the City of Hendersonville’s Council has previously indicated its desire to assist in economic development efforts within the City; and,

WHEREAS, the Council has held two public hearings concerning the proposed application for Downtown Redevelopment Fund funding to benefit Grey Mill Ventures, LLC; and,

WHEREAS, the Council wishes the City of Hendersonville to pursue a formal application for Downtown Redevelopment Fund (Community Development Block Grant) funding to benefit Grey Mill Ventures, LLC; and, in partnership with project partners, will invest monies in the amount of \$7,500,000 into the project as committed to in the application.

WHEREAS, the Council certifies it will meet all federal regulatory and statutory requirements of the Small Cities Community Development Block Grant Program,

NOW, THEREFORE BE IT RESOLVED, by the City of Hendersonville Council that the City of Hendersonville is authorized to submit a formal application to the North Carolina Department of Commerce for approval of a Downtown Redevelopment Fund (Community Development Block Grant Program) grant for Economic Development to benefit Grey Mill Ventures, LLC.

Adopted this the 6th day of February, 2018 in Hendersonville, North Carolina.

Barbara G. Volk, Mayor
City of Hendersonville, NC

ATTEST:

Tammie K. Drake, CMC, City Clerk



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Admin

Date Submitted: 1/26/2018

Presenter: John Connet/Tom Wooten

Date of Council Meeting to consider this item: 2/6/2018

Nature of Item: Discussion/Staff Direction

Summary of Information/Request:

Item # 15

City staff has been looking for ways to improve the day to day management and operations of Patton Pool. We have had several discussions with Hendersonville YMCA about assuming management of the pool. We believe that we are close to reaching an acceptable agreement with the YMCA. However, we would like to ensure that the City Council is willing to move forward with the YMCA managing the pool and utilizing Patton Park for their summer day camp and other sports activities.

Budget Impact: \$ TBD Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

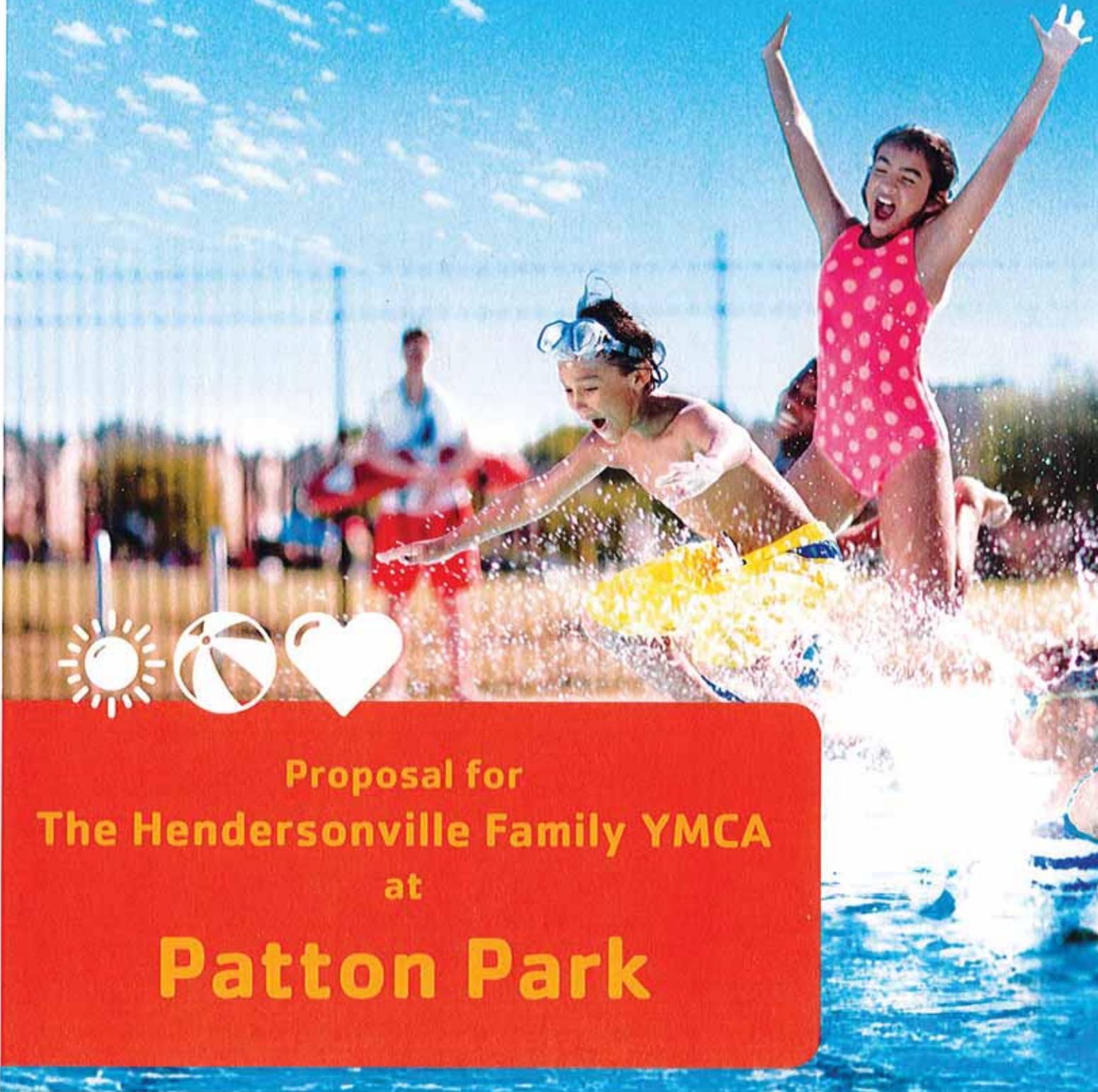
NA

Attachments:

YMCA Proposal



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**Proposal for
The Hendersonville Family YMCA
at
Patton Park**



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FOR SOCIAL RESPONSIBILITY

Advisory Committee, Hendersonville Family YMCA

John Bryant
Bryce Malsbary
Kurt Wargo
Tamara Peacock
Leigh Paschke
Lucy Massagee
Norris Crigler
Tom Owens
Brandon Melton

Board of Directors, YMCA of Western North Carolina

Jay Kirby
Greg Burnette
Gary Foss
Charles Frederick
Steve White
Laura Dover
Caroline McLean
Tracy Buchanan
Tate Groome
John Pierce
Joe Brumit
Susan Shanor
Ben Hamrick
Tony Baldwin
Rick Lutovsky
Robby Russell
Rachel Harris
Bryan Kerns
Brian Walker
Meg Ragland
Denise Southerland

HENDERSONVILLE FAMILY YMCA

810 West 6th Avenue, Hendersonville, NC 28739 P 828 697 9622 ymcawnc.org



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HISTORY OF THE Y

Founding

In 1844, industrialized London was a place of great turmoil and despair. For the young men who migrated to the city from rural areas to find jobs, London offered a bleak landscape of tenement housing and dangerous influences.

Twenty-two-year-old George Williams, a farmer-turned-department store worker, was troubled by what he saw. He joined 11 friends to organize the first Young Men's Christian Association (YMCA), a refuge of Bible study and prayer for young men seeking escape from the hazards of life on the streets.

The organization's drive to meet social need in the community was compelling, and its openness to members crossed the rigid lines separating English social classes. Years later, retired Boston sea captain Thomas Valentine Sullivan, working as a marine missionary, noticed a similar need to create a safe "home away from home" for sailors and merchants. Inspired by the stories of the Y in England, he led the formation of the first U.S. YMCA at the Old South Church in Boston on December 29, 1851.

2000 - Present

On Saturday, June 2, 2001, 1,200 YMCAs hosted 700 YMCA World's Largest Run™ events from Maine to Hawaii in the country's first synchronized run/walk across all U.S. time zones.

In 2002, YMCA of the USA created the National Diversity Initiative to support the YMCA Movement in valuing the diversity of all people within its associations and the communities it serves.

In July 2004 before a U.S. Senate hearing, Y-USA launched Activate America and the Healthy Community work, beginning a partnership with the Centers for Disease Control and Prevention (CDC).

YMCA Healthy Family Home (HFH), a partnership between the YMCA and Eli Lilly and Company, launched in 2008 to inspire families to make healthier lifestyle choices in homes nationwide. From child care to health fairs, staff meetings to sports fields, YMCAs offer easy, creative ways to help families embrace HFH's three key concepts: play every day to become more active, eat healthy and spend family time together.

In 2010, the Y revitalized its brand and began officially referring to itself by its most familiar name—the Y—for the first time.



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YMCA of the USA makes a commitment in 2011 to the Partnership for a Healthier America (PHA) to help end the childhood obesity epidemic. All YMCA's will adopt a set of Healthy Eating and Physical Activity (HEPA) standards in all its before and after school programming.

Togetherhood, the Y's signature program for social responsibility, makes its debut in 2014. The member-led community service program encourages Y members to find projects to improve their neighborhoods.

By nurturing the potential of every child and teen, improving the nation's health and well-being, and supporting and serving our neighbors, the Y ensures that everyone has the opportunity to become healthier, more confident, connected and secure.

VISION: STRENGTHENING OUR COMMUNITY

Collaboration is working together to create something new in support of a shared vision. The key point is that our effort is not an individual effort, something new is created, and that the glue is the shared vision.

~ Jesse Lyn Stoner

The Hendersonville Family YMCA is inviting the City of Hendersonville to partner in a shared vision of the development of an underutilized asset for all the community to enjoy. Through robust programming we will be able to provide access to sports, aquatics, day camp, family activities, and active older adult activities to the community.

The Y is a launching point for many families in our community and by combining our efforts we can improve the impact in our community. And the benefits are far greater than just physical health. Whether it's gaining the confidence that comes from learning to swim or building positive relationships that lead to good sportsmanship and teamwork, participating in programs at the Y is about supporting families and the foundations of community.

We know our partnership can change the dynamic of Patton Pool and Park into to a thriving activity center. Our shared vision is about providing more families the opportunity to learn to swim, participate in sports, get healthy together all in a central location providing the City an amenity for our community.



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AQUATICS PROGRAMMING

The Y is “America’s Swim Instructor” and the most accessible community resource to prevent drowning and encourage a lifelong enjoyment of swimming. The Y introduced the country to the concept of group swim lessons more than 100 years ago, (1909), and each year, the Y teaches more than a million children invaluable water safety and swimming skills. As one of the largest community-based organizations in the country, the Y owns or manages over 2,000 pools. Thanks to its size and reach, the Y is in a unique position to help bridge the gap in the delivery of swim lessons and water safety education in the U.S.—especially in underserved communities.



There are three categories of Y Swim Lessons:

Swim Starters develops water enrichment and aquatic readiness in children ages six months to three years. This category focuses on developing swim readiness skills through fun and confidence-building experiences. Parents also learn how to supervise children in the water, how to prevent accidents and how to plan for emergencies.

Swim Basics develops personal water safety and basic swimming skills in students of all ages. Swimmers develop a high level of comfort in the water by practicing safe water habits, engaging in underwater exploration, and learning how to swim to safety and exit if they fall into a body of water.

Swim Strokes introduces and refines stroke technique in older students (school age, teens and adults). Having mastered the fundamentals, students learn additional water safety skills and build stroke technique, developing skills that prevent chronic disease, increase social-emotional and cognitive well-being and foster a lifetime of physical activity.

	Current Program	Y Program at Patton Park
Sessions	7 sessions (7 weeks each) offered January - December	2 sessions (4 weeks each, twice per week) offered between June and August
Location	Lessons at Hendersonville Y	Lessons at Hendersonville Y and Patton Park
Times	Weekday evenings and Saturday morning options	Weekday evenings and Saturday morning options
Ages	6 months and up	6 months and up



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ATHLETICS PROGRAMMING

At the Y, our sports staff, coaches and volunteers all share a singular vision of helping all youth reach their full potential in life. We leverage the excitement and passion around recreational and competitive programming to create a healthy outlet for children to gain new skills, develop a sense of team and connect with positive role models. The Y uses the Seven Pillars of YMCA Youth Sports model with the key concepts listed below.

1. **Everyone plays.** Everyone who registers for Youth Sports at the YMCA plays at the YMCA. During the season everyone receives equal practice time and plays at least half of every game.

2. **Safety first.** The YMCA focuses each sport skills set to make it safer and more enjoyable to play. The YMCA will develop the players' fitness levels gradually so they are conditioned for the sport. All participants are constantly supervised to stop any unsafe activities.

3. **Fair play.** Fair play is about more than playing by the rules. It's about the coaches and players showing respect for all who are involved in YMCA Youth Sports. It's about being a role model of good sportsmanship and guiding players to do the same. The YMCA is more interested in developing children's character through sport than in developing a few highly skilled players.



4. **Positive competition.** Competition is a positive process when the pursuit of victory is kept in the right perspective. The "right perspective" means adults make decisions that put the best interests of the children above winning the contest. Learning to compete is important for children, and learning to cooperate in a competitive world is an essential lesson of life.

5. **Family involvement.** YMCA Youth Sports encourages parents to be involved appropriately along with their child's participation in our sport programs. In addition to parents being helpful as volunteer coaches, officials and timekeepers, we encourage parents to be at practices and games to support their child's participation.



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6. Sport for all. YMCA Youth Sports is an *inclusive* sport program. That means that children who differ in various characteristics are to be included rather than excluded from participation. We offer programs to all children regardless of race, gender, religion or ability. We ask our adult leaders to support and appreciate the diversity of children in our society and to encourage the children and their parents to do the same.

7. Sport for fun. Sports are naturally fun for most children. They love the challenge of mastering the skills of the game, of playing with their friends, and of competing with their peers. If we take the fun out of sports, we are in danger of our children taking themselves out of sport. Remember, that these sports are for the kids; let them have fun.

From the YUSA definition of Youth Super Sports – a philosophy that YMCA of WNC puts into all Youth Sports Programs

	Current Program	Y Program at Patton Park
Seasons	Soccer, Flag Football, Lacrosse Fall Season runs late Aug - early Nov Spring Season runs mid March - late May Practices held on M, T, Th w/ Sat games	Soccer, Flag Football, Lacrosse Fall Season runs late Aug - early Nov Spring Season runs mid March - late May Practices held on M, T, Th w/ Sat games
Location	Practices/Games at East Flat Rock Park	Practices/Games at Patton Park
Times	Weekday evening practices and Saturday games	Weekday evening practices and Saturday games.
Ages	3 - 14 years	3 - 14 years



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DAY CAMP PROGRAMMING

Y Day Camp knows children; we have a lot of experience with kids. We are professional and our camps are safe. Our camps are different from others, we offer values-based programming focused on honesty, caring, respect and responsibility. Children will build friendships; spend time outdoors and practice social and decision making skills all while being inspired by "heroes"- their camp counselors.



	Current Program	Y Program at Patton Park
Dates	June 11 - August 25	June 11 - August 25
Location	French Broad Baptist Church/Hendersonville Y	Patton Park
Times	7:30am - 5:30pm	7:30am - 5:30pm
Ages	4 - 12 years	4 - 12 years
Swimming	Daily at the Y	Daily at Patton Pool



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: John Connet

Department: Admin

Date Submitted: 1/23/2018

Presenter:

Date of Council Meeting to consider this item:

Nature of Item: Council Action

Summary of Information/Request:

Item # 16

The City of Hendersonville has been requested to increase its contribution to the French Broad River Metropolitan Planning Organization (FBRMPO) for a period of three years in order to fund transportation corridor studies in Henderson County. I have ask Lyuba Zuyeva, FBRMPO Director to present the request to the City Council at your February 6, 2018 City Council meeting.

Budget Impact: \$ 4,099 over 3 years Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Funding would be included in future budgets

Suggested Motion:

I move that the City of Hendersonville increase its contribution to the FBRMPO by \$1,366 per year for three years to fund transportation corridor studies in Henderson County.

Attachments:

Proposed contribution increases



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Susan Frady

Department: Development Asst Dept

Date Submitted: 1-24-18

Presenter: Daniel Heyman, Planner

Date of Council Meeting to consider this item: 2-06-18

Nature of Item: Council Action

Summary of Information/Request:

Item # 17

The City of Hendersonville, in partnership with the Blue Ridge Bicycle Club, has developed a comprehensive bicycle plan that aims to make Hendersonville more bicycle friendly. The plan is the result of many planning and public input sessions conducted by the City, consultant Kimley-Horn, and volunteer steering committee members. A presentation of the bicycle plan will be given at the meeting.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

I move that the Council approve the Resolution Adopting the City of Hendersonville Bike Plan.

Attachments:

Bicycle Plan
Resolution

A RESOLUTION ADOPTING THE HENDERSONVILLE BICYCLE PLAN

WHEREAS, it is the desire of the City Council to provide comprehensive and safe bicycle infrastructure that adds to the quality of like and unique character of the City; and

WHEREAS, in 2015 the City was awarded a Bicycle Planning Grant by the North Carolina Department of Transportation to develop a comprehensive bicycle plan; and

WHEREAS, it is the intent of the City Council to promote and physically develop a bicycle network that includes shared-lane markings, bike-lanes, and greenways offering safety and connectivity to citizens and visitors by integrating and balancing the needs of pedestrians with other modes of transportation; and

WHEREAS, the City Council desires to develop and maintain a bicycle network that incentivized the choice to bike thereby enhancing community health and wellness along with improving transportation access; and

WHEREAS, the City Council of the City of Hendersonville recognizes the economic and transportation benefits of a comprehensive network of bicycle infrastructure; and

WHEREAS, the City Council understands that a duly adopted bicycle plan is necessary to evaluate and identify municipal needs for planning and implementation of bicycle improvements; and

WHEREAS, the Hendersonville Bicycle Plan does in fact identify specific goals and strategies to provide for a comprehensive and safe bicycle system in the City of Hendersonville; and

WHEREAS, it is the desire of the City Council to adopt the Hendersonville Bicycle Plan

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. That the Hendersonville Bicycle Plan prepared by Kimley-Horn and Associates, Inc. is hereby adopted by the City Council.
2. That a copy of this resolution shall be filed with the City Clerk.

Adopted the sixth day of February, 2018.

Barbara Volk, Mayor, City of Hendersonville

ATTEST:

Tammie K. Drake, CMC, City Clerk

HENDERSONVILLE BICYCLE PLAN



August 2017

ACKNOWLEDGMENTS

Thank you to all of the citizens, stakeholders, and City staff that contributed to the creation of the Hendersonville Bicycle Plan. Thank you specifically to the members of the steering committee, listed below.

PROJECT STEERING COMMITTEE

Steve Cannon — NCDOT Division 14, District 1

Bernie Fox — Blue Ridge Bicycle Club

Garrett Gardin — Hendersonville Police Department

Dave Hazzard — Hendersonville Development Assistance Department

Daniel Heyman — Hendersonville Development Assistance Department

Tim Hopkin — Henderson County Parks & Recreation

Dan Kealy — Hendersonville High School

Donnie Kirkwood — Sycamore Cycles

Tommy Oakman — Blue Ridge Community College

Laura Rice — Henderson County Parks & Recreation

Joe Sanders — Blue Ridge Bicycle Club

Nick Scheuer — NCDOT Division of Bicycle and Pedestrian Transportation

Ken Shelton — Pardee Hospital

Jerry Smith — Hendersonville City Council

John Vine-Hodge — NCDOT Division of Bicycle and Pedestrian Transportation

Tristan Winkler — French Broad River Metropolitan Planning Organization

Tom Wooten — Hendersonville Public Works



Kimley»Horn

Prepared for the City of Hendersonville, North Carolina

Project Contact: Development Assistance Department

100 North King Street, Hendersonville, NC 28792

828-697-3010 | www.hendersonvillenc.gov

This project was made possible through NCDOT Bicycle and Pedestrian Transportation Division's Planning Grant Initiative and a local match from the City of Hendersonville and the Blue Ridge Bicycle Club.

Prepared by Kimley-Horn

421 Fayetteville Street, Suite 600, Raleigh, NC 27601

919-677-2000 | www.kimley-horn.com

EXECUTIVE SUMMARY

Promoting and encouraging multimodal travel has become a major priority for the City of Hendersonville and for communities across the region, the state, and the country. The Hendersonville 2030 Comprehensive Plan recommended the creation of a comprehensive bicycle plan, building on the success the City has had in implementing the infrastructure recommendations from its 2007 Pedestrian Plan. Recognizing that bicycling—both as a form of transportation and as a recreational activity—can benefit the community’s mobility, safety, health, economy, environment, and livability, the City of Hendersonville applied for a grant through North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation’s (NCDOT-DBPT) Planning Grant Initiative. The planning grant, along with a 10% match from the City and a 20% match from the Blue Ridge Bicycle Club, funded the creation of this Bicycle Plan.

The development of the Hendersonville Bicycle Plan was spearheaded by a project team consisting of planners, engineers, bicycling advocates, citizens, and City staff. A 17-person steering committee met four times over the course of the Plan’s development, setting and refining the Plan’s direction to reflect the needs and desires of the community. Public input was a critical piece of the planning process, and public engagement strategies included four open houses, an online survey, and a public hearing. Ultimately, the overarching and aspirational vision of the Hendersonville Bicycle Plan is that:

The City of Hendersonville will have a bikeway system that is connected, safe, and comfortable for riders of all ages and abilities, supported by efforts that encourage and educate everyone who drives, bikes, and walks.

The Hendersonville Bicycle Plan consists of five major elements, followed by an Appendix. The Bicycle Plan begins with an introduction of Hendersonville and the impetus behind the creation of the Plan, followed by a detailed look at the demographic, operational, and administrative characteristics of Hendersonville. The Public Input chapter presents a synthesis of the input contributed by those who participated in the Plan’s public engagement activities. The Recommendations chapter details the facility, policy, and program recommendations to accomplish the Bicycle Plan’s vision, and the Implementation chapter provides a framework that describes a timeline of strategies and highlights the parties who will be responsible for implementing those strategies. Summaries of each chapter are shown on the next page.

INTRODUCTION

The Introduction chapter of the Hendersonville Bicycle Plan presents the timeline of the planning process, starting with NCDOT-DBPT awarding the planning grant to the City of Hendersonville and ending with adoption of the Plan by Hendersonville City Council. This chapter also introduces the Bicycle Plan's vision statement and four supporting goals, and describes how the vision of a more bicycle friendly Hendersonville would benefit residents, business owners, and visitors alike.

CURRENT CONDITIONS

The Current Conditions chapter defines the starting point for the Bicycle Plan. The chapter begins with an explanation of the Bicycle Plan's philosophy, encapsulated by what has traditionally been called the "Five Es," now joined by a sixth E: equity. Several maps depict where underserved populations live in Hendersonville, followed by a discussion of how residents get to work and the identification of non-work destinations. The chapter then transitions to an exploration of Hendersonville's transportation network in both driving and bicycling contexts. The chapter concludes with a recognition of existing policies and programs impacting bicycling in Hendersonville today and an inventory of previous planning efforts that set the stage for the Hendersonville Bicycle Plan.

PUBLIC INPUT

The Public Input chapter describes the Bicycle Plan's public engagement process and highlights some key findings. The Plan's public engagement included four meetings with the steering committee, an online survey consisting of a questionnaire and map exercise, four open house meetings that emphasized issues identification and project prioritization, and a public hearing.

RECOMMENDATIONS

The Recommendations chapter comprises three sections: an overview of the bicycle facility planning process, project profiles for the top five priority projects, and a compilation of program and policy recommendations. The project profiles include information about each project's purpose as well as implementation considerations, planning-level cost estimates, typical cross-sections, and conceptual images. The program and policy recommendations consist of encouragement, educational, and administrative improvements to enhance the City's bicycle friendliness.

IMPLEMENTATION

The Implementation chapter defines actionable steps for the City of Hendersonville and its partners in the short-, mid-, and long-term to accomplish the Bicycle Plan's vision. This action plan is supported by an organizational framework that indicates how the City's partners will be involved; information regarding local, state, federal, and private funding sources; suggestions for ways to measure the performance of the Bicycle Plan or its individual facility recommendations; and a listing of guidance documents for the planning and design of bicycle facilities.

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CHAPTER 1: INTRODUCTION



INTRODUCTION

BACKGROUND

The Hendersonville Bicycle Plan sets the stage for improving bicycling mobility and encouraging bicycling in the City of Hendersonville. Hendersonville’s continued growth will lead to increased demand on the transportation system. Encouraging bicycling through the construction of bicycle facilities, implementation of local policies, and creation of educational programs can play a part in creating a transportation system that is balanced, integrated, and connected.

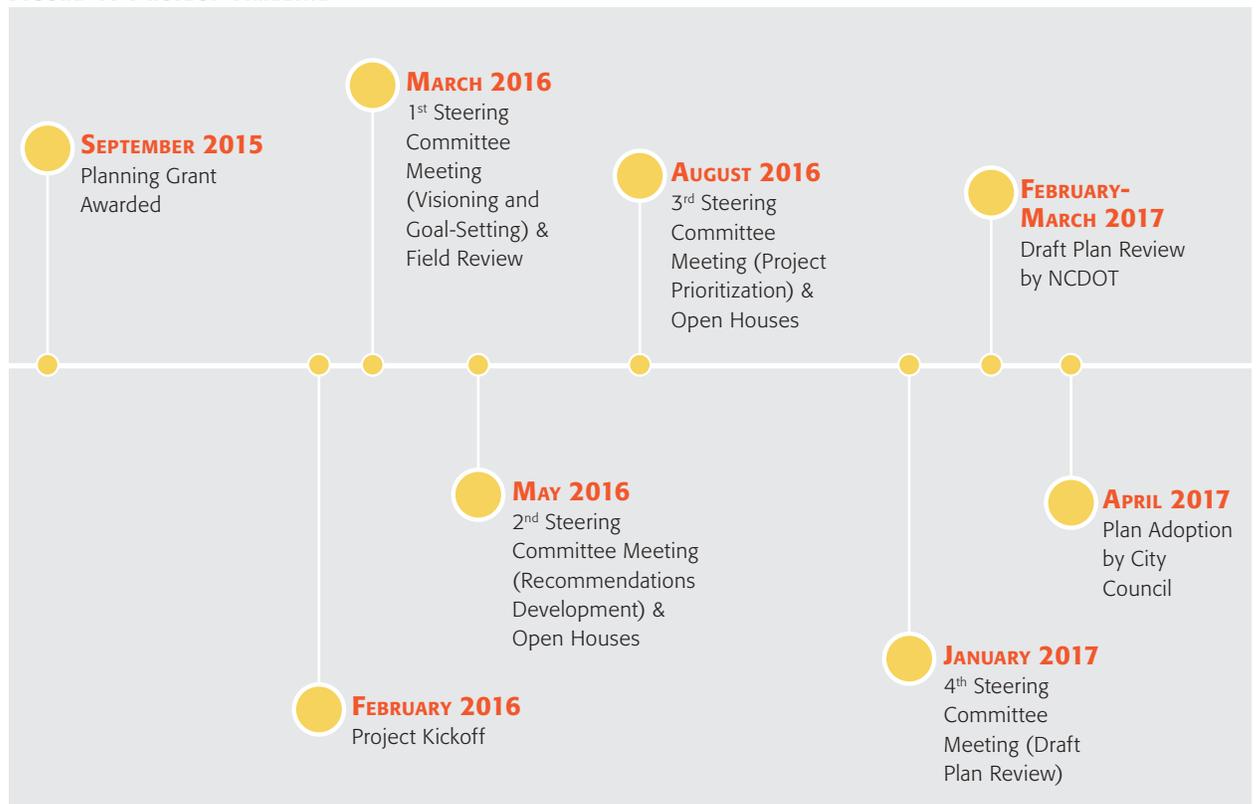
The development of the Hendersonville Bicycle Plan was funded by a grant awarded by the North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation (NCDOT-DBPT) through its Planning Grant Initiative and a local match provided by the City of Hendersonville and the Blue Ridge Bicycle Club. Through the planning Grant Initiative, NCDOT-DBPT encourages the development of bicycle and pedestrian plans at the municipal and county level by offering planning grants, totaling \$4.6 million across 186 municipalities and two counties since 2004.

TIMELINE

The development of the Hendersonville Bicycle Plan included several opportunities for public input, a field review, and four meetings with the Plan’s steering committee. The steering committee was made up of government staff, local advocates, educators, and health representatives, and guided the planning process to produce facility, program, and policy recommendations for the Hendersonville Bicycle Plan.

VISION & GOALS

FIGURE 1: PROJECT TIMELINE



The Hendersonville Bicycle Plan steering committee and the project team created a vision statement that succinctly communicates the desired future for bicycling in Hendersonville.

This vision statement served as a guide for the development of the Bicycle Plan’s recommendations, supported by the

The City of Hendersonville will have a bikeway system that is connected, safe, and comfortable for riders of all ages and abilities, supported by efforts that encourage and educate everyone who drives, bikes, and walks.

following goals:

- **Enhance transportation mobility** for everyone including children and elderly
- **Normalize bicycling** as a viable mode of transportation
- **Strengthen connections** between neighborhoods, schools, parks, and downtown
- **Improve travel safety, personal health, and quality of life**

BENEFITS OF BICYCLING

Bicycling for transportation and recreation can benefit the City of Hendersonville’s mobility, safety, health, economy, environment, and livability. These benefits are described in the following table.

TABLE 1: BENEFITS OF BICYCLING

CATEGORY	DEFINITION	POTENTIAL BENEFITS
Mobility	Mobility is the equitable availability of transportation options for everyone.	Only 0.1% of Hendersonville’s working population bikes to work. ¹ Bicycling can be an attractive travel mode for short trips that would otherwise be made by driving. Bicycling can also be an option for individuals without access to motor vehicles, which in Hendersonville comprises 16% of all households (significantly higher than the statewide average of 7%). ¹
Safety	Safe travel conditions result from effective design, enforcement, and education.	The presence of bike infrastructure and people on bicycles naturally calms traffic, and fully separated facilities can provide safe and comfortable travel ways. Recent bicycle crashes in Hendersonville underscore the safety concerns voiced by many members of the public during the public engagement process for the Plan.
Health	Health includes the mental state and physical condition of individuals and collective communities.	Almost a third of people who ride bicycles do so for exercise and fitness. ² Bicycling is a low-impact form of exercise that can reduce stress and diseases such as high blood pressure, diabetes, and obesity. 28% of Hendersonville’s population is elderly, which is twice the statewide average of 14%. ¹ These demographics contribute to the priority that the Plan places on the provision of safe bicycling conditions for people of all ages and abilities.

CATEGORY	DEFINITION	POTENTIAL BENEFITS
Economy	Strong economies are supported by job growth, increased sales revenue, and land development.	Improving bikeability can be a boon to homeowners and business owners, as bicycle investments can increase property values and retail sales, increase tourism, and lead to the creation of new jobs. ³ Bicycle tourism is already popular in western North Carolina due to the region's beautiful landscape, attractive destinations, and challenging terrain. Improving Hendersonville specifically as a destination for bicyclists could increase the sales revenue of local businesses.
Environment	Environmental stewardship holds the community accountable to protect natural resources.	More people on bikes can result in lower levels of motor vehicle emissions, cleaner air, and stronger preservation of streams and open spaces. As Hendersonville implements the programs, policies, and infrastructure projects recommended by the Plan, it is anticipated that a portion of trips that would have been made by car, releasing harmful emissions, will instead be made by bike.
Livability	Livability comprises quality of life, sense of place, and community vibrancy for residents and visitors.	Infrastructure features that increase comfort for bicyclists can enhance the character of communities by reducing motor vehicle speeds and improving safety. On Hendersonville's Main Street, for instance, the presence of more cyclists could further calm motor vehicle traffic and enhance the sense of place and walkability in downtown Hendersonville.

CHAPTER 2: CURRENT CONDITIONS



CURRENT CONDITIONS

The development of the Hendersonville Bicycle Plan started with the establishment of an understanding of Hendersonville’s current demographic, societal, administrative, geographic, physical, and operational contexts. Who lives in Hendersonville, current and future transportation preferences, and the factors that influence their travel choices are all important considerations for the Bicycle Plan.

The City of Hendersonville is located in western North Carolina approximately 20 miles south of Asheville, NC, 30 miles north of Greenville, SC, and 90 miles west of Charlotte, NC. Hendersonville is 6 square miles in size and is home to 13,350 people.⁴ Hendersonville’s vibrant Historic Downtown covers 14 city blocks that straddle the recently redesigned Main Street between Allen Street and 7th Avenue. Commercial development has generally followed the major arterials radiating from downtown, and the majority of residential neighborhoods are generally located in the western, northwestern, and southern portions of the City. Hendersonville can be accessed from Interstate 26 via US 64 which takes the names of 6th Avenue, Martin Luther King Jr. Boulevard, Four Seasons Boulevard, and Chimney Rock Road within city limits.

EQUITY

While transportation professionals have historically placed an emphasis on the 5 Es to advance bicycling, another element has recently emerged as a priority—equity.

Equity in transportation is fairness in how decision-makers meet the mobility, accessibility, and connectivity needs of the community they serve.⁵ Equity should not be confused with equality, which implies that all parts of a community should be allocated the same amount of resources. Instead, transportation officials should distribute resources in a way that considers the unique needs of underserved populations and seeks parity in mobility for all community members. Traditionally underserved populations include low income families, minorities, low vehicle ownership households, and the elderly. These groups are described in the figure below and maps on the following pages.

THE 5 ES OF IMPROVING BICYCLE-FRIENDLINESS

Engineering directs the safe and effective design and construction of bicycle infrastructure.

Education helps both motorists and bicyclists understand how to safely navigate the streets together.

Encouragement promotes bicycling as a viable form of transportation and incentivizes bicycling.

Enforcement ensures that all road users comply with local and state rules and regulations.

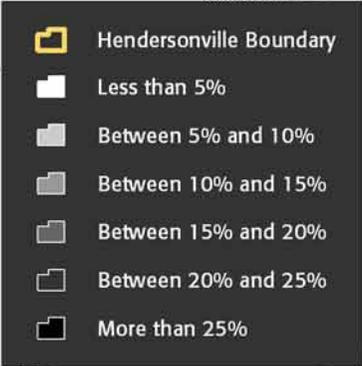
Evaluation and planning quantifies the benefits of bicycling investments to guide future decision-making.

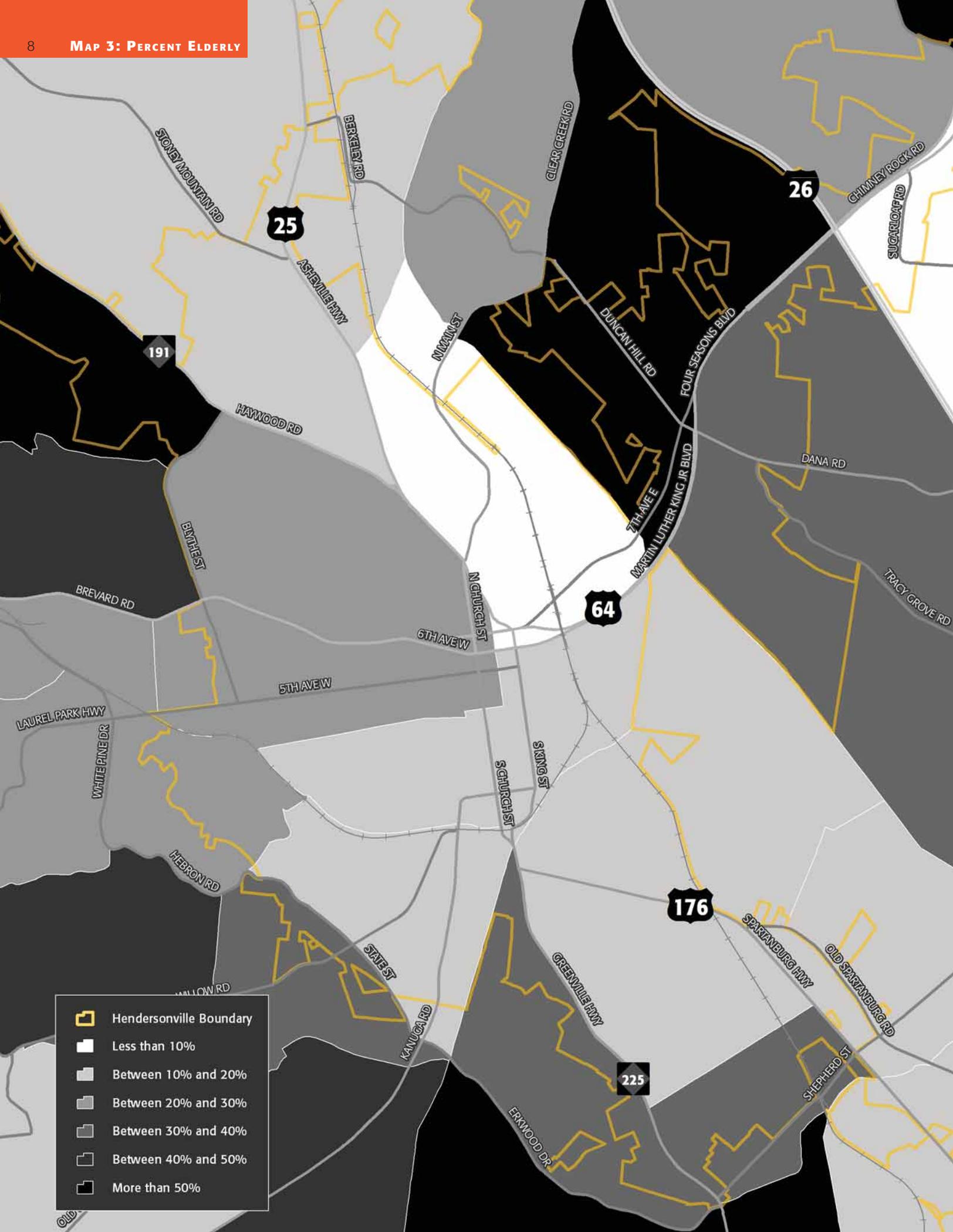
FIGURE 2: POPULATION & HOUSEHOLDS

POPULATION & HOUSEHOLDS	 Hendersonville	 Henderson County	 North Carolina
Population	13,350	108,642	9,750,405
Percent in Poverty	27.7%	14.8%	17.6%
Percent Minority	18.1%	8.7%	30.4%
Percent Over 64	28.1%	23.6%	13.8%
Households	5,920	45,534	3,742,514
Percent without Motor Vehicles	15.7%	5.8%	6.5%

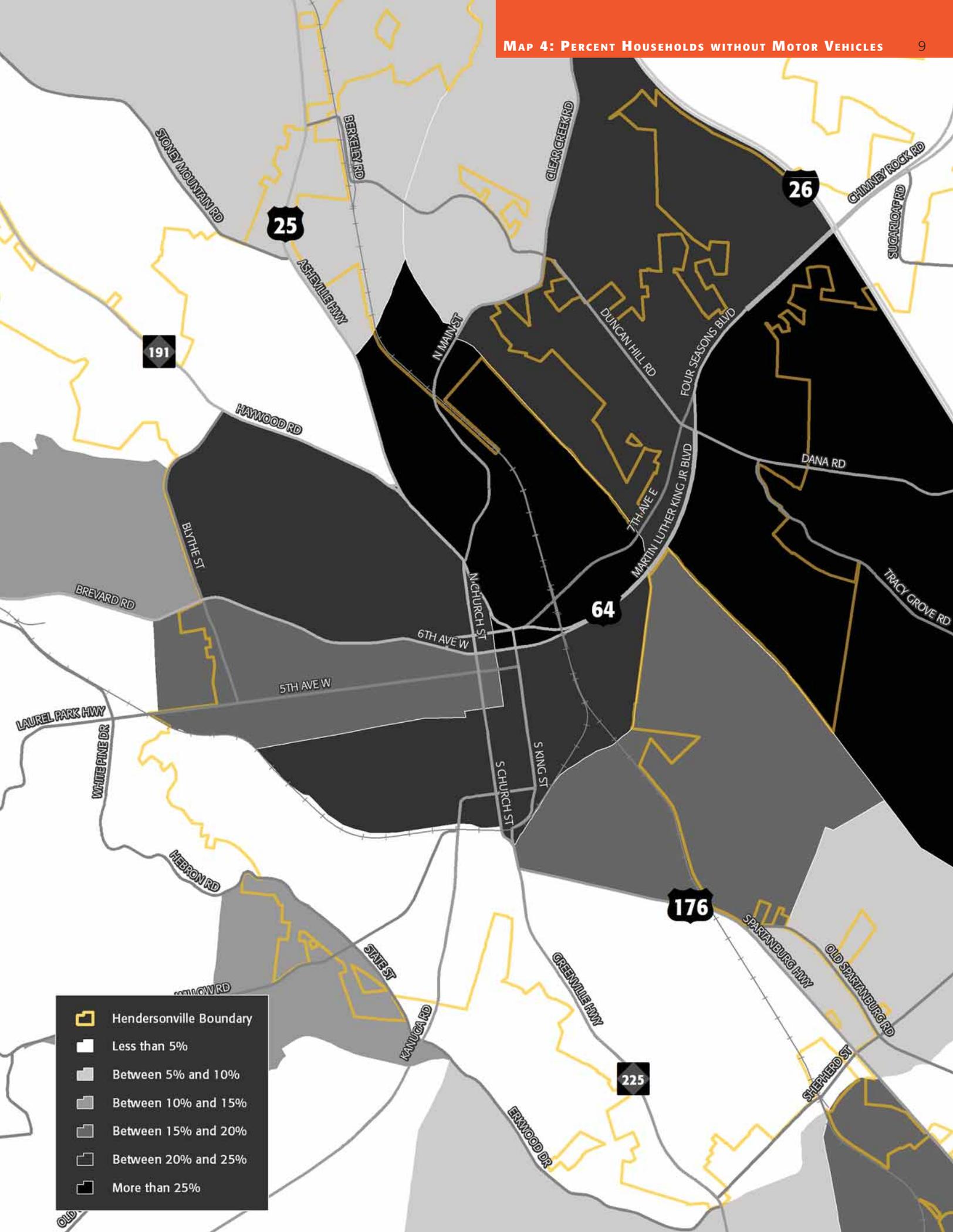


- Hendersonville Boundary
- Less than 10%
- Between 10% and 20%
- Between 20% and 30%
- Between 30% and 40%
- Between 40% and 50%
- More than 50%





	Hendersonville Boundary
	Less than 10%
	Between 10% and 20%
	Between 20% and 30%
	Between 30% and 40%
	Between 40% and 50%
	More than 50%

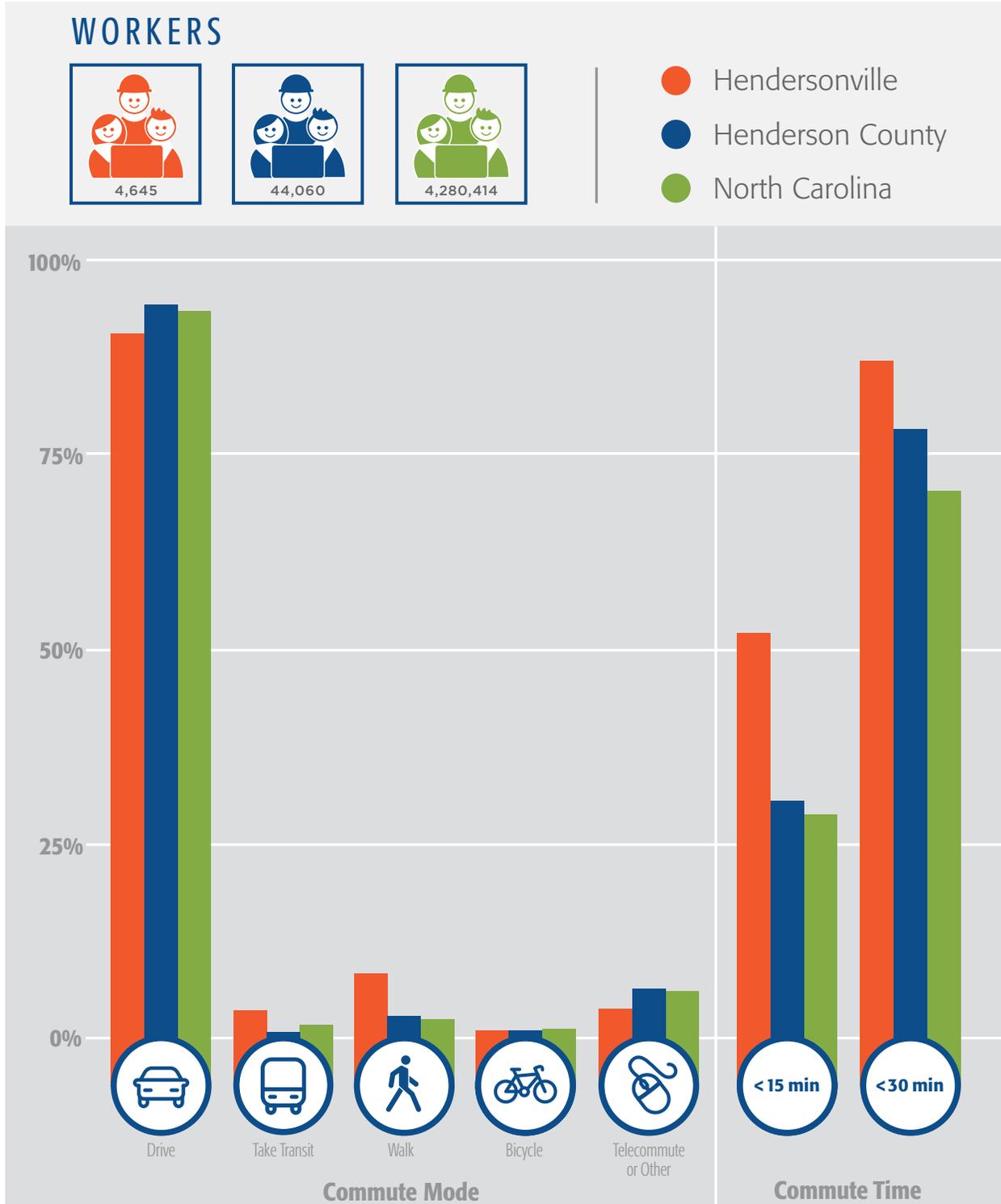


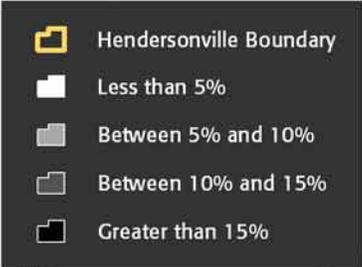
-  Hendersonville Boundary
-  Less than 5%
-  Between 5% and 10%
-  Between 10% and 15%
-  Between 15% and 20%
-  Between 20% and 25%
-  More than 25%

COMMUTING

Four out of ten people nationwide who bicycle primarily do so for transportation (personal errands, visiting friends, and commuting), while the remainder bicycle primarily for recreation and exercise.⁶ Commuting to work or school is a major consideration for transportation planners, as commute trips generally occur when streets are the most congested. While commute data captured by the American Community Survey is fairly limited and does not effectively reflect commuters who utilize different modes throughout the week, throughout the day, or even within the same trip, the information still provides insight into commuters' primary mode of transportation. The figure below shows the travel patterns of Hendersonville's workers, and the map on the next page shows where people walk to get to work.

FIGURE 3: COMMUTE PATTERNS

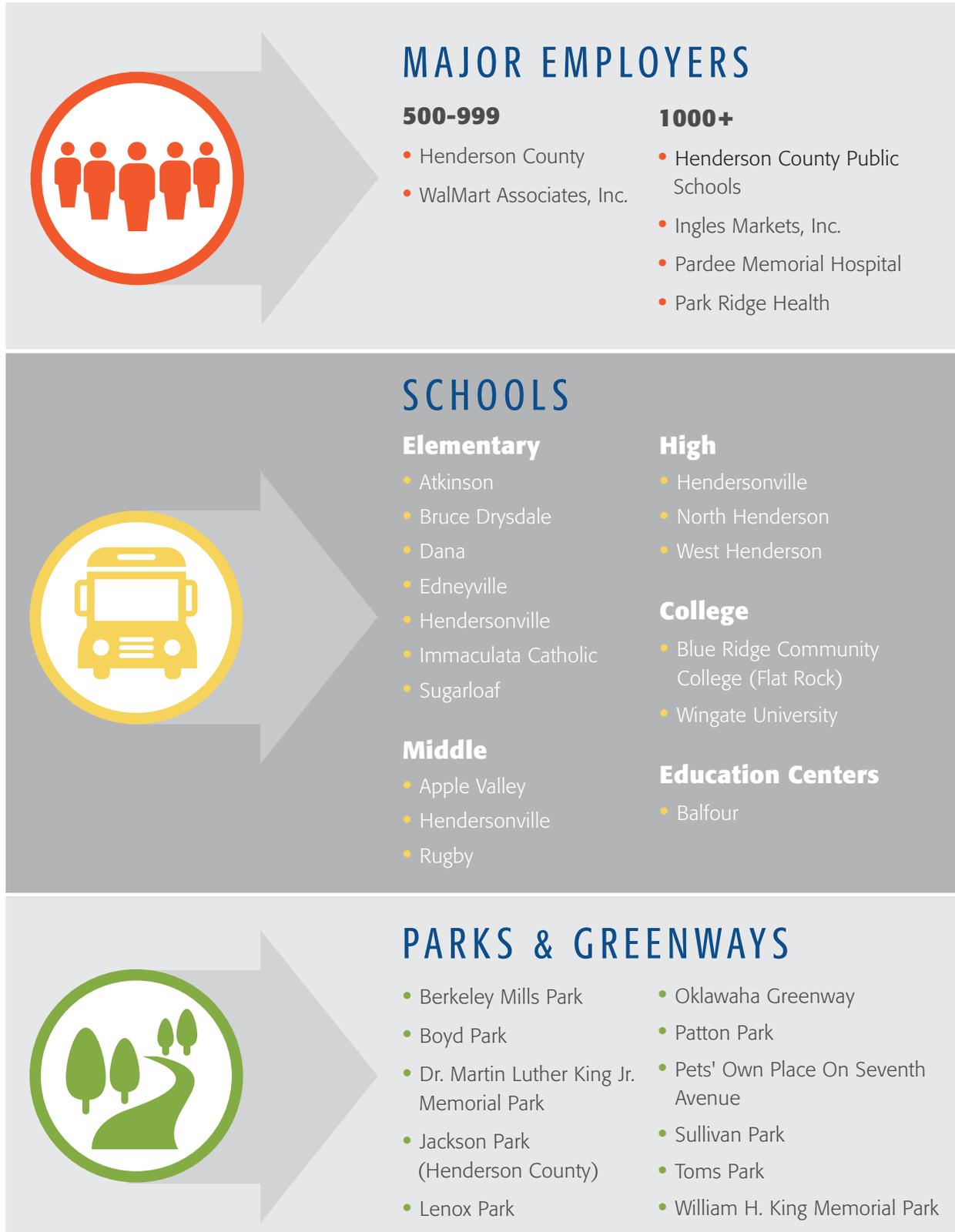




DESTINATIONS

Developing a community-wide plan for improving bikeability requires the consideration of accessibility and connectivity to key destinations, including major employers, schools, parks, greenways, and other retail centers such as downtown and grocery stores. These destinations are shown in the figure below.

FIGURE 4: KEY DESTINATIONS



Sources: NC Commerce, Labor and Economic Analysis Division; Henderson County Public Schools; and the City of Hendersonville

STREET NETWORK

Hendersonville's street system is characterized by several major arterials radiating from its center, supported by a local grid network. Traveling along the major arterials or crossing them can subject bicyclists to high levels of stress, since the major arterials have no dedicated bicycle facilities and are generally high volume and high speed. One pair of one-way streets supports Hendersonville's downtown—Church Street (southbound) and King Street (northbound).

The top reasons individuals choose not to bicycle in Hendersonville are the relative lack of existing bikeways and because they feel that it's unsafe. A major barrier to bicycling along Hendersonville's streets is the fear of collisions with motorists, which is heightened along roadways with fast-moving motor vehicle traffic, high volumes of motor vehicle traffic, or large percentages of truck traffic. Other physical barriers to bicycling include one-way streets, variable topography, poor pavement conditions, and gaps in the street network.

CRASH STATISTICS

The North Carolina Department of Transportation documents and makes available crashes reported along state-maintained roadways. While this dataset doesn't include crashes that occur on local streets and does not reflect the frequency of close calls or near misses, it still provides insight in highlighting key corridors and intersections for improvement. Streets that are characterized by a high frequency of motor vehicle crashes, a high severity of motor vehicle crashes, or both are generally unsafe environments for bicycle travel.

Between January of 2013 and December of 2015, a total of 1,366 crashes occurred on state-maintained roadways in Hendersonville. In this same time period, there were three reported collisions involving bicyclists on state-maintained roads, one occurring on Hebron Road near W Lake Avenue and the other two occurring on US 64 eastbound in the interchange with I-26 and near St. Mary's Drive. Crashes color-coded by severity are shown on the following map.



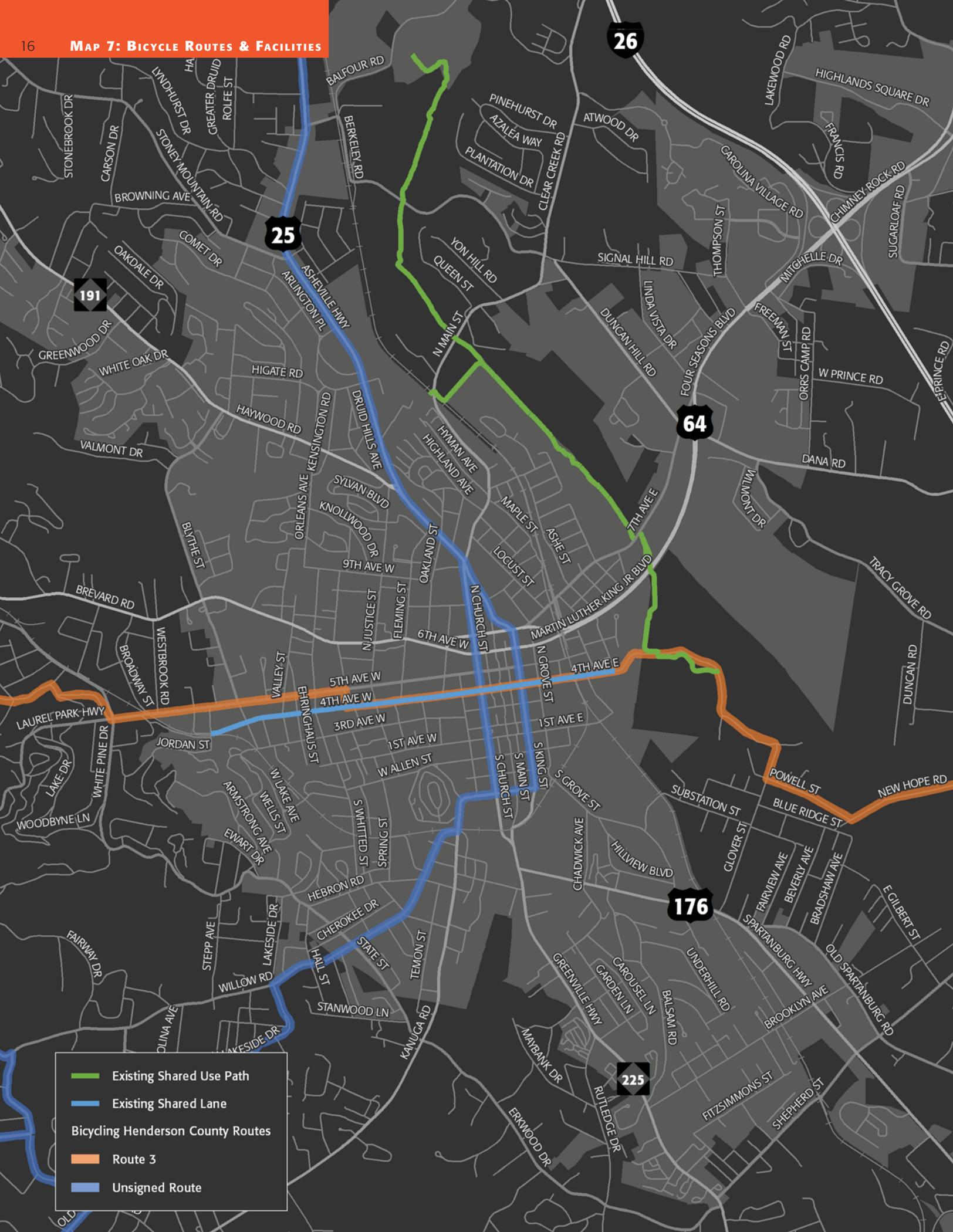
BICYCLE INFRASTRUCTURE AND ROUTES

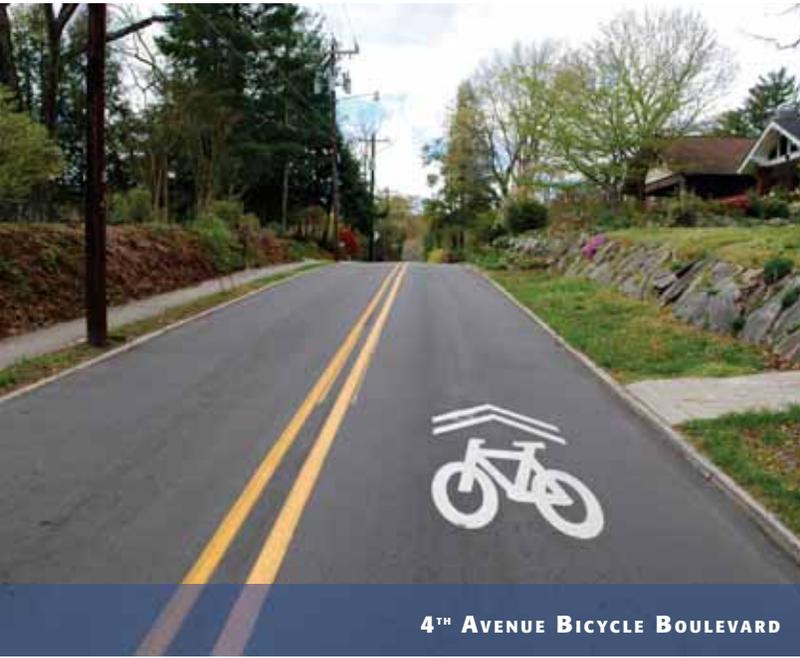
Dedicated bicycle facilities provide exclusive travel space for bicyclists. Traditional facilities are placed directly adjacent to general travel lanes, though more and more communities are installing bicycle lanes with striped buffers or vertical elements to improve safety and comfort. Shared facilities, such as shared lane markings, require bicyclists and motorists to share the street space. Shared use paths are off-street facilities shared by bicyclists and pedestrians. As of 2017, there are no dedicated bicycle facilities in Hendersonville.

Hendersonville's bicycle facilities include the 4th Avenue bicycle boulevard and the Oklawaha Greenway. The 4th Avenue bicycle boulevard comprises shared lane markings, also called "sharrows," and wayfinding signs between Jordan Street and Harris Street. The Oklawaha Greenway follows Mud Creek, connecting to Berkeley Mills Park at its northern end and Jackson Park at its southern end. An investigation is underway to extend the greenway south to the Blue Ridge Community College. In addition to the parks along the Oklawaha Greenway, the greenway can be accessed via North Main Street, Martin Circle, 7th Avenue, and 4th Avenue.

Along Main Street in Historic Downtown Hendersonville there are several public bicycle racks, and the City also owns and maintains two bicycle repair stations comprising a stand, tools, and a tire pump. The bicycle repair stations are located along the Oklawaha Greenway in Patton Park and near Berkeley Mills Park.

Bicycling Henderson County is a map showing a 184-mile system of bicycle routes located in Henderson County, and it formalizes two routes connecting to Hendersonville. One route is signed as Bicycle Route 3 and is Bicycling Henderson County's major east-west route. In Hendersonville, the route follows 5th Avenue and 4th Avenue, connecting the Town of Laurel Park on the west and Jackson Park in Henderson County on the east. The other bicycle route is unsigned and primarily utilizes Asheville Highway, Church Street, King Street, and Willow Road.





4TH AVENUE BICYCLE BOULEVARD



OKLAWAHA GREENWAY



DOWNTOWN BIKE RACK



PATTON PARK BIKE REPAIR STAND



BIKE ROUTE 3 SIGN ALONG 5TH AVENUE

POLICIES & PROGRAMS

Existing local policies impact Hendersonville bicycle-friendliness. For example, though rarely enforced, riding a bicycle on any sidewalk in Hendersonville is illegal as of 2017.⁷ This discourages less skilled bicyclists, including children, from bicycling along major arterials.

Within its zoning and subdivision ordinances, the City of Hendersonville requires that private land developers in some instances continue existing or planned sidewalk facilities within a quarter-mile of the development site and construct sidewalks within subdivisions. The ordinances do not require developers to construct bicycle facilities.

The Henderson County Parks & Recreation Department, in partnership with Trips for Kids WNC, hosts a series of bike skills classes for students in grades 3 to 5 every summer. The classes are free and teach young bicyclists to ride safely, skillfully, and confidently. Trips for Kids WNC is a chapter of Trips for Kids International, which uses bicycling to educate, develop, and encourage at-risk youth.

The Blue Ridge Bicycle Club, the bicycle advocacy group for western North Carolina, plans and regularly hosts rides and novice skills clinics, one of which takes place in Jackson Park or in Osceola Lake in Valley Hill located to the southwest of Hendersonville. The clinics are intended to teach novice riders how to ride safely and efficiently when riding alone or in groups.

Apple Country Public Transit, which operates three weekday bus routes throughout Hendersonville, Fletcher, and Laurel Park, supports bicycling. Their bike policy states that bicycles are allowed on all buses, and some buses are even equipped with external bicycle racks.

PREVIOUS PLANNING EFFORTS

The Hendersonville Bicycle Plan acknowledges that change wording that it is built upon a foundation of past transportation planning efforts in Hendersonville and the region. The Bicycle Plan considers and builds upon the key findings and recommendations of previously adopted plans, summarized on the following pages.

TABLE 2: PREVIOUS PLANNING EFFORTS

DESCRIPTION	RELEVANT FINDINGS & RECOMMENDATIONS
Hendersonville 2030 Comprehensive Plan⁸	
<p>The Hendersonville 2030 Comprehensive Plan provides:</p> <ul style="list-style-type: none"> • An analysis of development opportunities and constraints. • A road map for where, how, and when the community should grow. • A public participation process that creates consensus and promotes civic involvement. • Policies that promote sustainable and high-quality development that preserves and enhances quality of life and minimizes environmental impact. 	<ul style="list-style-type: none"> • The Transportation and Circulation element of the Plan includes affirmation that Hendersonville citizens have “expressed a strong desire throughout the planning process for improved walkability and bikeability throughout the City,” as well as for “a bike path system that connects to a regional bike path network.” • One goal of the Comprehensive Plan is to “develop a bicycle infrastructure that encourages bicycling as a form of transportation and recreation.” To meet this goal, the Plan recommends the pursuit of NCDOT grants to prepare a bicycle plan, an action which has resulted in the development of this Plan. • Strategies from the Transportation and Circulation element of the Comprehensive Plan that are echoed by the recommendations of the Bicycle Plan include: <ul style="list-style-type: none"> - Preserve and expand the public greenway system as a core component of the bicycle and pedestrian transportation system. - Incorporate bicycle lanes into future roadway improvements where appropriate. - Encourage bicycle parking facilities at key destinations. - Promote bicycling as a form of transportation and recreation. - Achieve status as a “Bicycle Friendly Community” as designated by the League of American Bicyclists.
City of Hendersonville Pedestrian Plan	
<p>The City of Hendersonville Pedestrian Plan was completed in 2007 and was funded through NCDOT-DBPT's Planning Grant Initiative. The Plan identifies existing pedestrian facilities and recommends long- and short-range projects and program priorities to enhance the existing network.</p>	<ul style="list-style-type: none"> • The Hendersonville Pedestrian Plan recommends coordination with North Carolina's Safe Routes to Schools program and National Walk to School Day events. • It also refers to bicycle and pedestrian safety education as a top priority to promote safety among bicyclists, pedestrians, and motorists.

DESCRIPTION	RELEVANT FINDINGS & RECOMMENDATIONS
Land of Sky Regional Council 2013 Blue Ridge Bicycle Plan⁹	
<p>The Blue Ridge Bicycle Plan (BRBP) encompasses the following counties:</p> <ul style="list-style-type: none"> • Buncombe • Haywood • Henderson • Jackson • Madison • Swain • Transylvania <p>The Plan provides the vision and goals for regional bicycle infrastructure, analysis of current conditions, a map of prioritized regional corridors for bicycle improvements in the future, and a list of policy recommendations. Recommendations from the Plan influence the inclusion of bicycle facilities along priority corridors when funding becomes available.</p>	<ul style="list-style-type: none"> • The BRBP provides evidence for the economic benefits of bike facilities: <ul style="list-style-type: none"> - Increased property values due to walkable or bikeable routes to schools - Revenue generated for the local economy from bike tours - Greenway trails give residents easier access to downtown shops and restaurants • The Plan refers to the Ecusta Rail Trail Study, which examined a 20-mile underutilized railway corridor connecting to Brevard, and the feasibility of constructing a multi-use path (greenway) along the corridor. The Ecusta Rail Trail Study has estimated a cost of approximately \$17 million to purchase right-of-way and complete the trail. • The Plan identified seven high priority recommendations: <ul style="list-style-type: none"> - Develop, implement and maintain a core network of safe and well-connected bicycle facilities (bike lanes and greenways). - Adopt city, county and region-wide “complete streets” policies. - Work towards having a comprehensive bicycle plan for each town/city and county. - Provide up-to-date bicycle maps (regional and local) to the public, that include safety- and skill level-appropriate recommendations. - Incorporate bicycle safety elements into Driver’s Education to ensure drivers know the rules, rights and responsibilities of both drivers and cyclists.
Ecusta Rail Trail Planning Study & Economic Impact Analysis	
<p>This study identifies alignment recommendations, railroad structural improvements, trailheads, scenic overlooks, and estimated costs for the proposed Ecusta Rail Trail.</p>	<ul style="list-style-type: none"> • The six phases of the Ecusta Rail Trail in Henderson County include: <ul style="list-style-type: none"> - Oklawaha Greenway in Jackson Park to Proposed Shared-Use Trailhead at Laurel Park - Etowah to EPONA property (located at the NW intersection of Brevard Road and Morgan Road) - Laurel Park to Sky Lake Drive - EPONA property to Proposed Shared-Use Trailhead at Grass Roots Café - Shared-use Trailhead at Grass Roots Café to Sky Lake Drive - Henderson/Transylvania County limits to Etowah

DESCRIPTION	RELEVANT FINDINGS & RECOMMENDATIONS
French Broad River Metropolitan Planning Organization 2040 Metropolitan Transportation Plan¹⁰	
<p>The French Broad River Metropolitan Planning Organization Metropolitan Transportation Plan (MTP) 2040 looks 25 years into the future. It forecasts changes in the region and seeks to identify transportation improvements needed to keep travelers and goods moving smoothly and how to pay for those improvements. The MTP was last updated in 2015 and contains two projects in the immediate Hendersonville area.</p>	<ul style="list-style-type: none"> • Oklawaha Greenway Extension to Blue Ridge Community College <ul style="list-style-type: none"> - Horizon 1: 2016-2020 - Project Description: Construct greenway along existing sewer easement. - From Jackson Park to Blue Ridge Community College - Complete Streets recommended. - Sponsor: Hendersonville (\$1,895,000) • Ecusta Rail Trail Phase 1 <ul style="list-style-type: none"> - Horizon 2: 2021-2025 - Project Description: Construct rail-to-trail. - From Oklawaha Greenway in Jackson Park to proposed trailhead in Laurel Park - Complete Streets recommended. - Sponsor: Henderson County (\$2,141,000)
North Carolina Department of Transportation 2016-2025 State Transportation Improvement Program¹¹	
<p>The NCDOT State Transportation Improvement Program (STIP) is a 10-year plan that identifies the construction funding for and scheduling of transportation projects throughout the state. The NCDOT 2016-2025 STIP provides a listing of funded transportation projects statewide with a ten-year horizon.</p>	<p>Three of the funded transportation improvements in the 2016-2025 STIP are located within Hendersonville:</p> <ul style="list-style-type: none"> • R-5748 <ul style="list-style-type: none"> - Roadway upgrades on SR 1127 (Kanuga Road) from US 25 Business (Church Street) to SR 1123 (Little River Road) - Right-of-way year: 2023 - Construction year: 2025 - Project cost: \$10,300,000 • B-5929 <ul style="list-style-type: none"> - Bridge replacement (440350) on Old Dana Road over Devils Fork Creek - Right-of-way year: 2017 - Construction year: 2018 - Project cost: \$890,000 • U-5886 <ul style="list-style-type: none"> - Realignment and extension of SR 1170 (White Street) from SR 1171 (Willow Road) to US 176 (Spartanburg Highway) - Right-of-way year: 2020 - Construction year: 2022 - Project cost: \$7,200,000

CHAPTER 3: PUBLIC INPUT

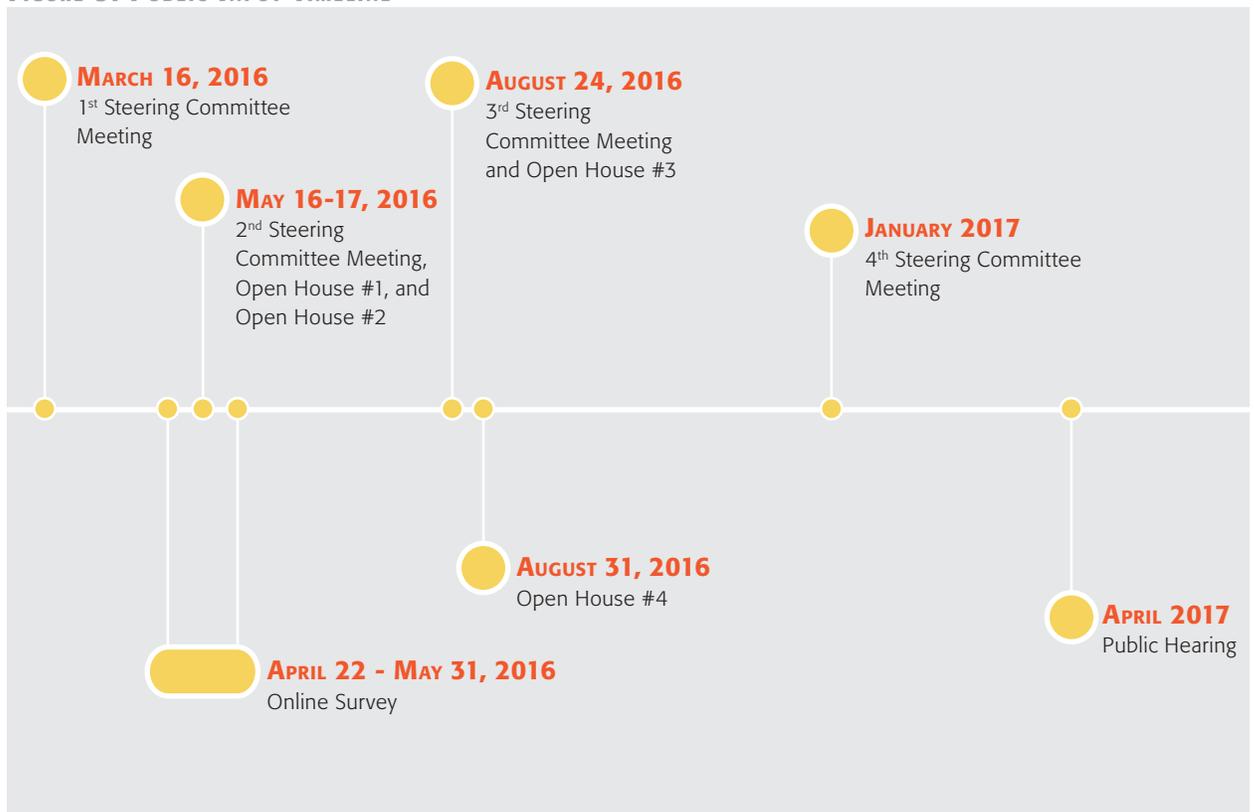


PUBLIC INPUT

Engaging the public during the bicycle planning process created the opportunity to capture and consider public opinion and increase awareness of the Bicycle Plan. Gaining an understanding of the public’s values increases the likelihood that the end product will offer viable strategies that are responsive to the needs of the community.

Hendersonville citizens helped the project team identify key destinations and priority corridors for facility recommendations. The public also provided feedback regarding the desirability of proposed program and policy recommendations. The public engagement process for the Hendersonville Bicycle Plan included several opportunities for the public to learn about the Plan and provide their input. The success of the public engagement process is due in large part to the support of the Blue Ridge Bicycle Club, who assisted with promotion and facilitation of public meetings and advertisement of the online survey.

FIGURE 5: PUBLIC INPUT TIMELINE



STEERING COMMITTEE

Convening four times during the creation of the Bicycle Plan, the Plan's steering committee included representation from the following entities and groups:

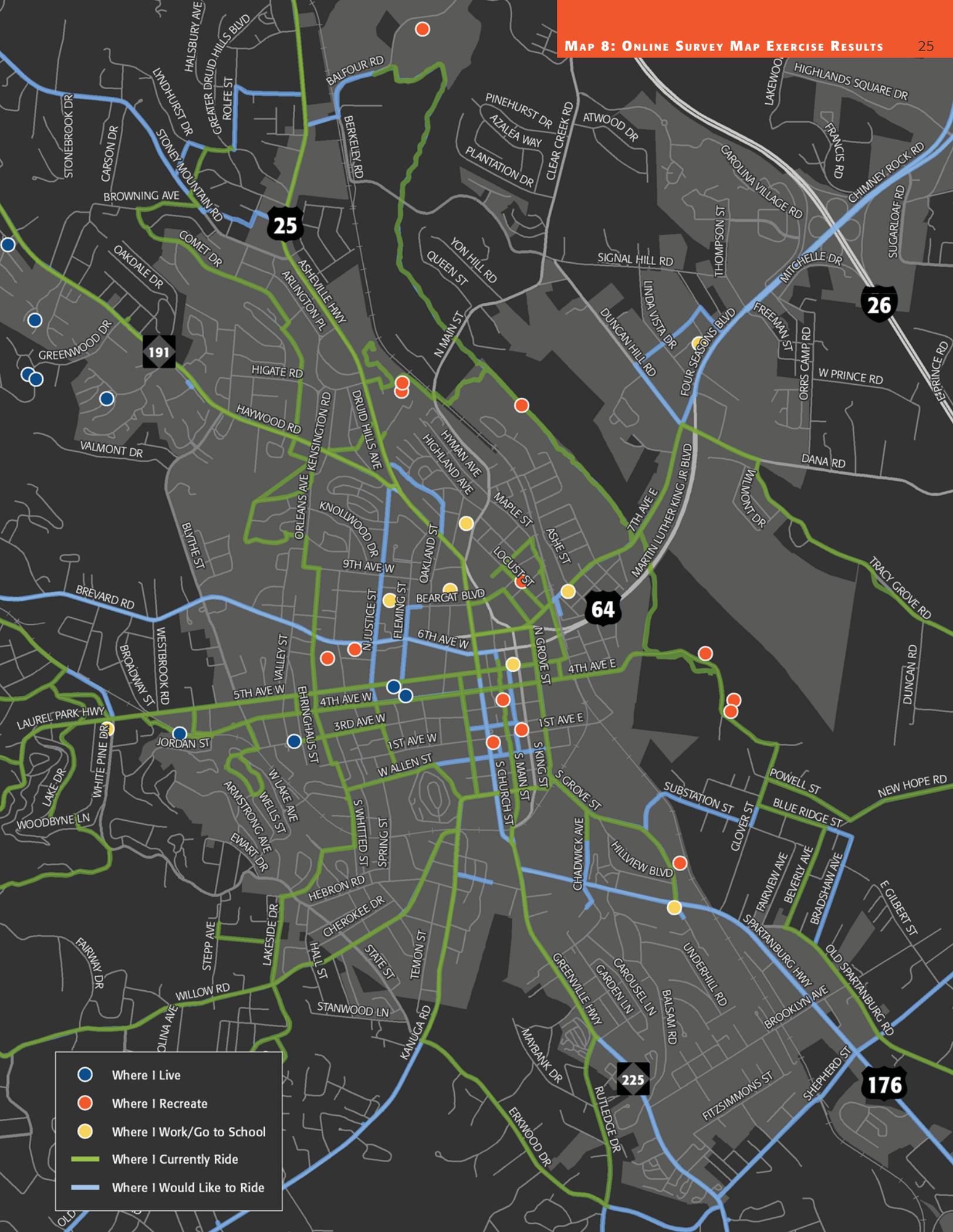
- City Council
- Senior citizens
- Blue Ridge Bicycle Club
- Public Works
- Police Department
- Development Assistance Department
- Henderson County Parks & Recreation
- Hendersonville High School
- Blue Ridge Community College
- Pardee Hospital
- French Broad River Metropolitan Planning Organization
- North Carolina Department of Transportation



ONLINE SURVEY

The project team created an interactive online survey to gather additional input from members of the Hendersonville community. This exercise expanded the reach of the public engagement process to include people who were unable to attend the public meetings.

The survey consisted of a brief questionnaire and a map where participants could mark their common biking routes, as well as where they would like to ride. The map also provided the opportunity for participants to mark where they live, work, recreate, and go to school. The results of the mapping exercise are shown on the following page.



-  Where I Live
-  Where I Recreate
-  Where I Work/Go to School
-  Where I Currently Ride
-  Where I Would Like to Ride

The three most common responses to the statement, “I might ride my bike more...” were:

- If it were safer to ride
- If there were more off-street multi-use paths (greenways)
- If there were more on-street bikeways

Detailed results from the online survey are included in the Appendix.

PUBLIC MEETINGS

The project team held public meetings in May and August 2016. Information about the Plan was presented to the public at these meetings and attendees participated in a variety of activities to provide their input. The May open houses captured existing perceptions and desired bicycling conditions in Hendersonville, while the August open houses provided an opportunity for the public to review and rank the Plan’s recommendations.

The public played a key role in highlighting existing deficiencies in the street network for bicycling and prioritizing corridors for short-term improvements. They also identified key destinations, which were a major consideration for infrastructure recommendations.

At the August open houses, the public ranked the infrastructure projects that had been identified as priorities by the steering committee. These rankings (along with steering committee feedback and a data-driven scoring process) sorted the priority projects into short-term and mid-term tiers. The public also reviewed and ranked recommendations pertaining to bicycle education and encouragement. The public’s feedback influenced the Hendersonville Bicycle Plan’s recommendations and action plan, described in the Recommendations and Implementation chapters.

FIGURE 6: VISIONING EXERCISE RESULTS





CHAPTER 4: RECOMMENDATIONS



RECOMMENDATIONS

INTRODUCTION

Generally speaking, there are four categories of bicyclists:

1. People who are comfortable riding on high-speed roadways (the "strong and fearless")
2. People who are comfortable sharing travel lanes with motorists but would prefer dedicated facilities (the "enthused and confident")
3. People who would like to ride but are worried about their safety (the "interested but concerned")
4. People who wouldn't even consider riding a bicycle ("no way, no how")

In a study published by Portland State University, over half of survey respondents reported being in the interested but concerned category of bicyclists. This group represents people who would ride their bikes more if it were safer, more convenient, and more comfortable to do so.¹² The Hendersonville Bicycle Plan seeks to serve the interested but concerned majority.

BICYCLE FACILITY PLAN

Hendersonville's recommended bicycle facility plan consists of individual projects along key streets and corridors. These projects support the City's goal to improve its infrastructure for bicyclists of all ages and abilities. The next steps for the City of Hendersonville, in partnership with the French Broad River Metropolitan Planning Organization (FBRMPO) and the North Carolina Department of Transportation (NCDOT), are to prioritize, design, fund, construct, and evaluate these projects. This initiates the prioritization process by identifying five projects that can be implemented in the next five to ten years.

FACILITY PLANNING PROCESS

The creation of the recommended bicycle facility plan began with the drafting of the Hendersonville Bicycle Plan's vision statement:

The City of Hendersonville will have a bikeway system that is connected, safe, and comfortable for riders of all ages and abilities, supported by efforts that encourage and educate everyone who drives, bikes, and walks.

The key words in the vision statement relating to facility planning are "connected," "safe," "comfortable," and "all ages and abilities." The vision statement serves as a reminder to the project team, the steering committee, and the public of what the Hendersonville Bicycle Plan is seeking to accomplish regarding infrastructure improvements from a big picture perspective.

Following consensus on the vision statement, the project team initiated an iterative process to create the recommended bicycle facility plan. This process, graphically displayed in the maps on the following pages, began with inventorying existing facilities, i.e. the 4th Avenue bicycle boulevard and the Oklawaha Greenway, and facility recommendations from previously adopted plans, including the Blue Ridge Bike Plan and the FBRMPO 2040 Metropolitan Transportation Plan.

The steering committee and the public then identified existing bicycle destinations as well as additional places where access by bike should be improved, including schools, parks, neighborhoods, and downtown Hendersonville. The Oklawaha Greenway serves as both a bikeway and a destination. This exercise yielded a mostly blank “connect the dots” map – the dots represent the destinations, and the lines represent the existing and planned bicycle facilities. The steering committee and the public were responsible for the initial connection of the dots, making decisions about which routes have the greatest potential for improvement considering the context of safety, comfort, connectivity, and equity. This step included superficial considerations of the operational and geometric characteristics of Hendersonville’s streets and opportunities to construct off-street facilities such as shared use paths.

The project team then reviewed the preliminary bicycle facility map to fill in network gaps, augment the network with additional recommendations, and make determinations about what facility type would characterize each recommendation. The graphic on the next page details the bicycle facility toolkit at the team’s disposal.

To determine the logical facility type for each recommendation, the project team considered both qualitative and quantitative inputs, including feedback from the steering committee and the public, land use context and nearby destinations, motor vehicle traffic volumes and speeds, crash statistics, existing pavement widths and conditions, shoulder treatments, and structural and environmental constraints. The draft bicycle facility plan then underwent a series of reviews by the steering committee and was presented at a public open house. The facility planning process is shown in the series of maps on page 32. The final recommended bicycle facility plan is shown in the map on page 33.

BALANCING BIKE LANE VISION PROJECTS WITH THE DEMAND FOR ON-STREET PARKING

On-street bicycle lanes are generally implemented in one of two ways: as part of new roadways or striped within the existing pavement width. The latter strategy can be coordinated with existing street resurfacing programs to reduce implementation costs. However, restriping a street to include bike lanes where bike lanes did not previously exist can sometimes result in the loss of travel lanes or on-street parking lanes.

On the surface, business owners may have the most to lose when on-street parking is considered for reallocation for the creation of bike lanes. Every on-street parking space is valuable because it is an opportunity for a customer to park their vehicle. Not being able to find convenient parking may turn customers away from patronizing the business. However, several case studies investigating the economic impact of converting on-street parking into bike lanes show net gains in sales revenue or no change at all.¹³ While bicyclists can’t carry as much as motorists and thus, don’t spend as much money during each shopping trip, bicyclists tend to make more trips and spend more money overall.

The City of Hendersonville recognizes the value of on-street parking and should make every effort to communicate and collaborate with those who may be impacted by the potential modification of on-street parking due to recommended bike lanes. Where existing on-street parking and proposed bike lanes vie for the same cross-sectional space, the City of Hendersonville and its partners should develop a committee of key stakeholders and City staff to consider preferred outcomes. The City of Hendersonville has a successful history of convening Blue Ribbon Committees for the purposes of community collaboration. The committee will weigh the community-wide impacts and benefits of restriping to include bicycle facilities and will investigate mitigation measures where appropriate.

FIGURE 7: BICYCLE FACILITY TOOLKIT

SHARED FACILITIES WITH MOTOR VEHICLE TRAFFIC

Bike routes

- Bicycle routes are delineated using numbered signs and are generally meant to guide skilled bicyclists during long-distance trips.

Wayfinding

- Signage directing bicyclists to nearby destinations can provide a means of wayfinding for bicyclists and remind motorists to expect bicyclists traveling in the street.

Shared lane markings

- Also known as sharrows, a portmanteau of share and arrows, shared lane markings indicate where bicyclists should travel in the roadway to increase bicyclist conspicuity, mitigate bicyclist collisions with opening parked vehicle doors, and reinforce the presence of bicyclists.

Bicycle boulevards

- Bicycle boulevards, neighborhood greenways, or neighborhood bikeways, utilize traffic calming measures, signage, and design elements that prioritize bicycle travel on low-speed and low-traffic streets.



DEDICATED FACILITIES

Conventional bike lanes

- Bike lanes dedicate exclusive space for bicyclists in the roadway. In contrast to buffered or separated bike lanes, conventional bike lanes do not provide any vertical separation or additional horizontal separation from travel lanes.

Buffered bike lanes

- Buffered bike lanes provide a painted buffer between bike lanes and travel lanes or parking lanes, increasing comfort for both motorists and bicyclists.

Separated bike lanes

- Separated bike lanes, also known as protected bike lanes or cycle tracks, separate bike lanes from travel lanes using vertical elements such as plastic posts, planters, and medians, reducing the likelihood of motor vehicle encroachment.



SHARED FACILITIES WITH PEDESTRIANS (GREENWAYS)

Shared use paths

- Shared use paths, also known as multi-use paths or greenways, are paved trails located away from street rights-of-way and are intended only for non-motorized forms of transportation, including bicycling and walking.

Side paths

- Side paths are paved trails that are located adjacent to the roadway and can be used by both bicyclists and pedestrians.



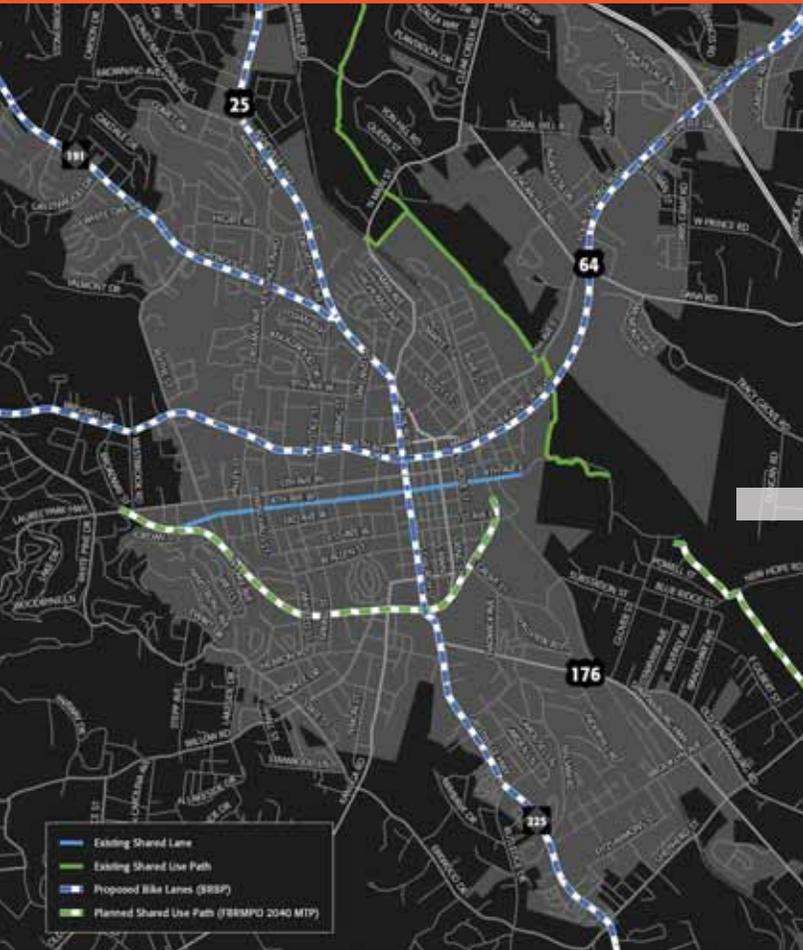
MAP 9: HENDERSONVILLE



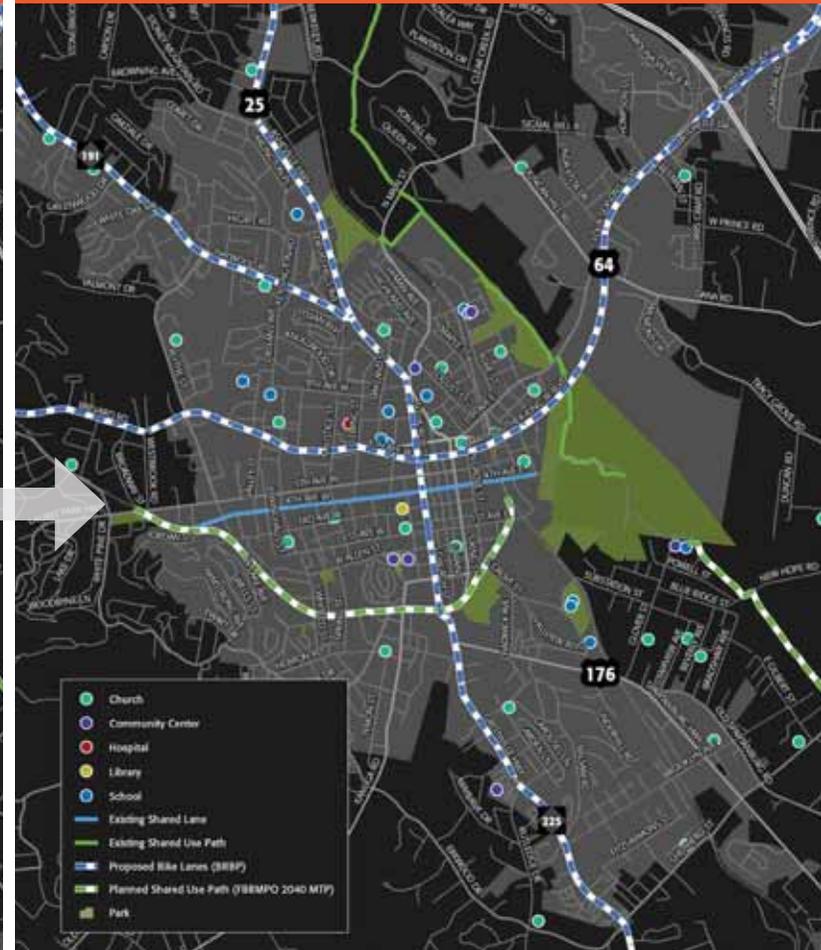
MAP 12: STREETS RECOMMENDED FOR IMPROVEMENT

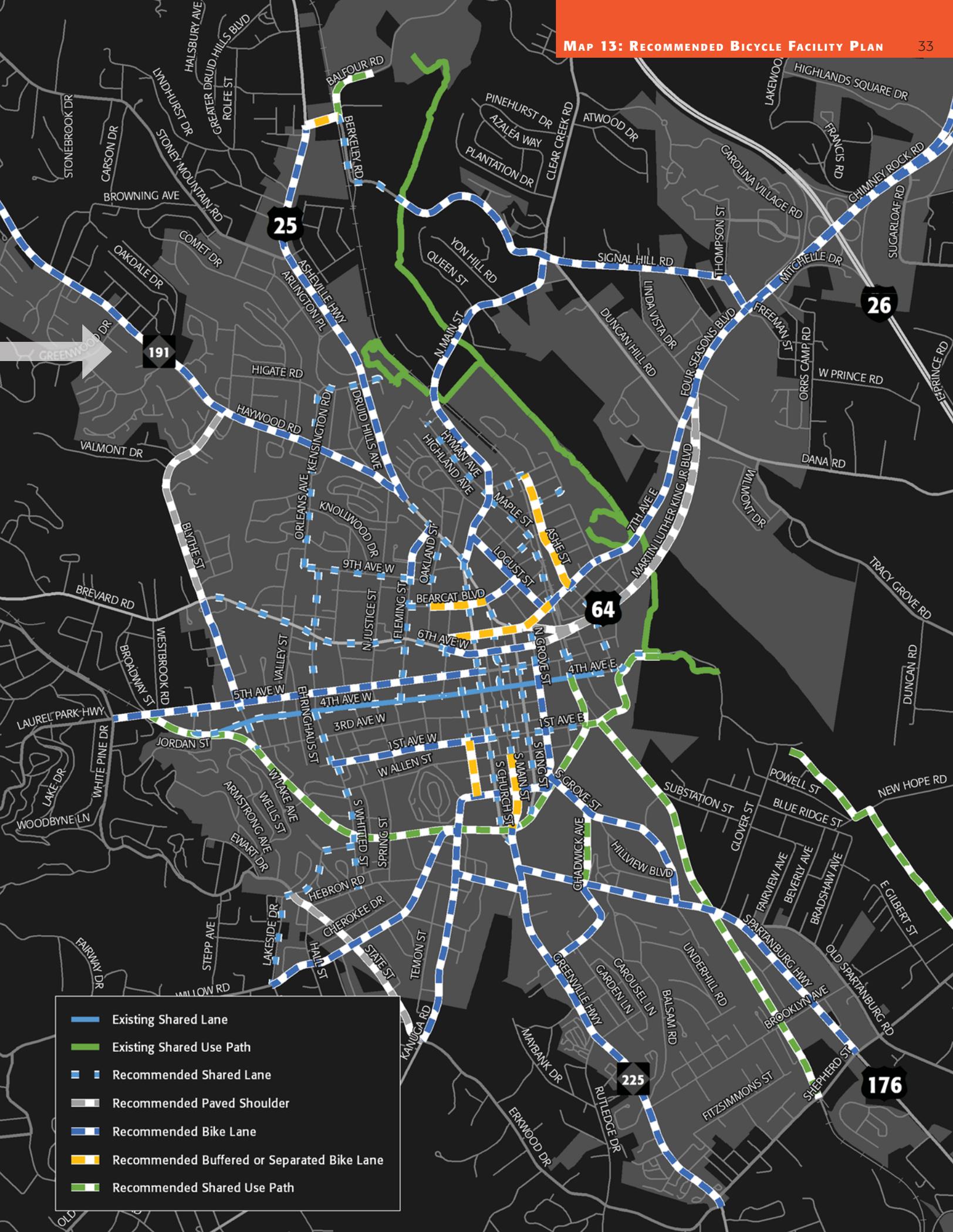


MAP 10: INVENTORY OF EXISTING & PLANNED FACILITIES



MAP 11: CRITICAL DESTINATIONS





- Existing Shared Lane
- Existing Shared Use Path
- Recommended Shared Lane
- Recommended Paved Shoulder
- Recommended Bike Lane
- Recommended Buffered or Separated Bike Lane
- Recommended Shared Use Path

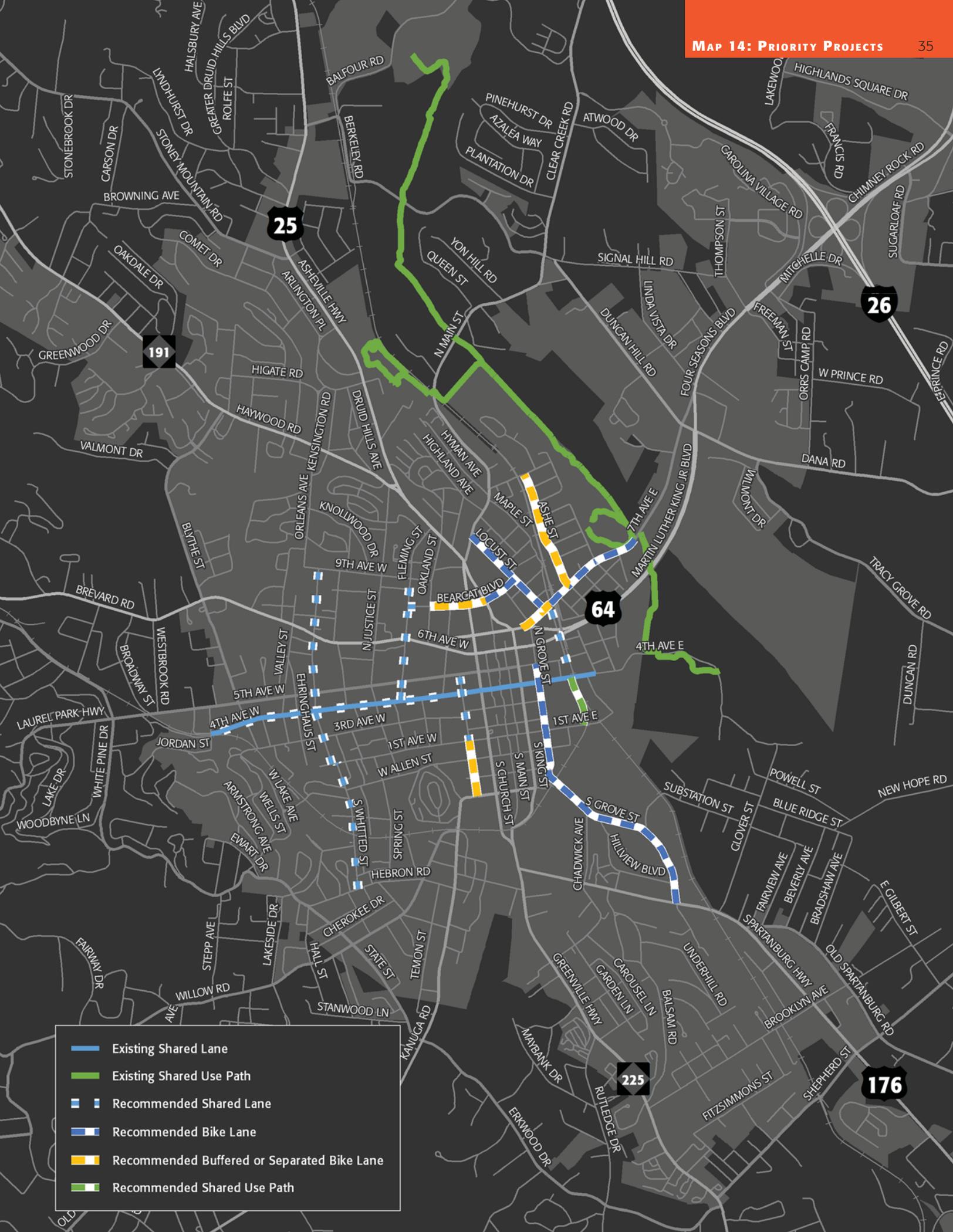
PRIORITY PROJECTS

To guide the development of the implementation plan, the project team solicited feedback from the steering committee and the public to identify ten priority projects. Of the entire list of recommended bikeway projects, these ten are the most important and should be considered for design and construction in the next 10 years.

The priority projects and their planning-level cost estimates are shown in the table below and in the map on the next page. The cost estimates do not include utility relocation, acquisition of right-of-way, or sidewalk construction or reconstruction.

TABLE 3: PRIORITY PROJECTS

STREET	START	END	OWNER	TYPE	IMPLEMENTATION	LENGTH (MI)	COST ESTIMATE
4 th Avenue	Jordan Street	Buncombe Street	City of Hendersonville	Bicycle Boulevard (Upgrade)	Traffic Calming	0.8	\$51,000
7 th Avenue	North Grove Street	Oklawaha Greenway	City of Hendersonville	Buffered Bike Lanes (west of Maple Street) Bike Lanes (east of Maple Street)	Restriping	0.5	\$230,000
Ashe Street	7 th Avenue	Oriole Drive	City of Hendersonville	Two-Way Separated Bike Lane	Restriping	0.4	\$100,000
Bearcat Boulevard	Fleming Street	Locust Street	City of Hendersonville	Shared Lane Markings (west of Oakland Street) Buffered Bike Lanes (between Oakland Street and North Main Street) Bike Lanes (east of North Main Street)	Marking and Restriping	0.4	\$208,000
Fleming Street	4 th Avenue	9 th Avenue	City of Hendersonville	Shared Lane Markings	Marking	0.4	\$14,000
Grove Street	Spartanburg Highway	5 th Avenue	City of Hendersonville (north of Barnwell St.) NCDOT (south of Barnwell St.)	Bike Lanes	Road Widening	1.1	\$3,416,000
Locust Street/Maple Street	1 st Avenue	North Main Street	City of Hendersonville	Bike Lanes (Locust Street) Shared Lane Markings (Maple Street) Shared Use Path (between 4 th Avenue and 1 st Avenue)	Restriping, Marking, and New Shared Use Path	0.6	\$286,000
Washington Street	Kanuga Road	5 th Avenue	City of Hendersonville	Buffered Bike Lanes (south of 1 st Avenue) Shared Lane Markings (north of 1 st Avenue)	Marking and Restriping	0.4	\$136,000
Whitted Street	Hebron Road	9 th Avenue	City of Hendersonville	Bicycle Boulevard	Marking, Signing, and Traffic Calming	1.2	\$145,000



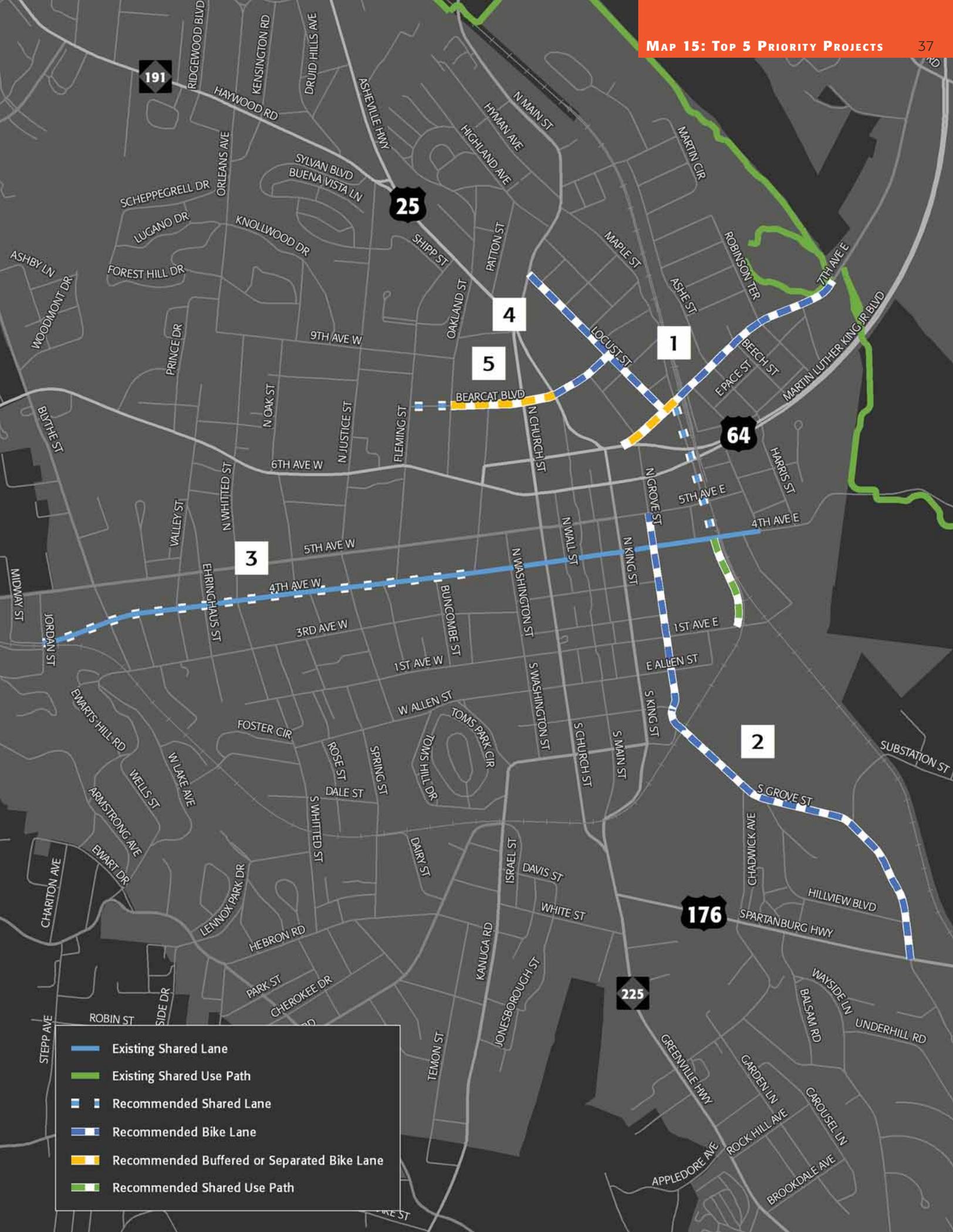
- Existing Shared Lane
- Existing Shared Use Path
- Recommended Shared Lane
- Recommended Bike Lane
- Recommended Buffered or Separated Bike Lane
- Recommended Shared Use Path

The primary objective of defining a list of priority projects is to score and rank the projects. The top five priority projects are included in the City's short-term implementation plan. The remaining five projects will make up the mid-term implementation plan. Weighted equally, three major categories of input informed the scoring process—steering committee input, public input, and quantitative data (nearby activity centers, population served, percent population in poverty, and percent households with no access to motor vehicles). The following pages include a map of the top five priority projects and project profiles comprising descriptions, concept illustrations, and typical cross-sections.

As the City of Hendersonville makes progress in implementing the facility recommendations of the Bicycle Plan, the list of priorities should change to reflect the City's renewed direction. The City's street grid presents an opportunity to make strategic decisions about north-south and east-west connections. For example, 4th Avenue and 5th Avenue both run east-west through the center of Hendersonville. Investment in improving 4th Avenue as a bicycle boulevard may mean that the City can shift its energy from improving 5th Avenue to improving other more critical streets. The priorities defined in this Bicycle Plan are expected to shift and change as individual streets are improved for bicyclists.

TABLE 4: TOP 5 PRIORITY PROJECTS

PRIORITY	STREET	START	END	TYPE	IMPLEMENTATION	LENGTH (MI)	COST ESTIMATE
1	7 th Avenue	North Grove Street	Oklawaha Greenway	Buffered Bike Lanes (west of Maple Street) Bike Lanes (east of Maple Street)	Restriping	0.5	\$230,000
2	Grove Street	Spartanburg Highway	5 th Avenue	Bike Lanes	Road Widening	1.1	\$3,416,000
3	4 th Avenue	Jordan Street	Buncombe Street	Bicycle Boulevard (Upgrade)	Traffic Calming	0.8	\$51,000
4	Locust Street/ Maple Street	1 st Avenue	North Main Street	Bike Lanes (Locust Street) Shared Lane Markings (Maple Street) Shared Use Path (between 4 th Avenue and 1 st Avenue)	Restriping, Marking, and New Shared Use Path	0.6	\$286,000
5	Bearcat Boulevard	Fleming Street	Locust Street	Shared Lane Markings (west of Oakland Street) Buffered Bike Lanes (between Oakland Street and North Main Street) Bike Lanes (east of North Main Street)	Marking and Restriping	0.4	\$208,000



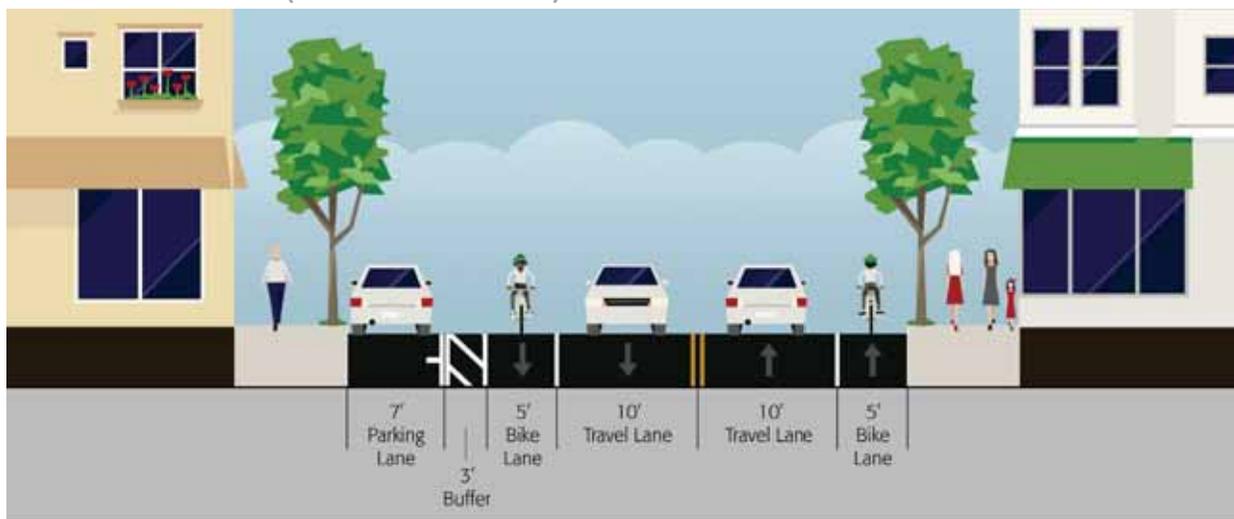
- Existing Shared Lane
- Existing Shared Use Path
- Recommended Shared Lane
- Recommended Bike Lane
- Recommended Buffered or Separated Bike Lane
- Recommended Shared Use Path

PRIORITY PROJECT #1 — 7TH AVENUE CORRIDOR



EXTENTS	Between North Grove Street and Oklawaha Greenway
BACKGROUND	This segment of 7 th Avenue is the primary street in Hendersonville's Historic 7 th Avenue District and connects the Historic Downtown District to the Oklawaha Greenway to the east. This area is poised for revitalization into a vibrant commercial area. Destinations along this street include businesses, the Hendersonville Train Depot, and William H. King Memorial Park, which can be accessed via the Oklawaha Greenway. 7 th Avenue parallels US 64 and serves as a slower street with greater accessibility to retail and residences.
PROJECT DESCRIPTION	<p>West of Maple Street, this vision project would take advantage of the extra space allocated to on-street parking and narrow the travel lanes to provide bike lanes. Three-foot buffers on the on-street parking side would be installed to mitigate the likelihood of collisions with opening car doors. East of Maple Street, on-street parking would be consolidated to one side to provide bike lanes in both directions. The addition of bike lanes would provide a key connection for bicyclists between the Historic 7th Avenue District and the Oklawaha Greenway. This design requires consistent maintenance to keep the gutter clear of debris for bicyclist safety. As of 2017 there is a daily street sweeper on 7th Avenue.</p> <p>Implementation of this vision project would require modification to existing on-street parking. Rather than make such modifications in haste, it is recommended that the City convene a Blue Ribbon Committee to reach agreement about potential modifications to 7th Avenue. Suggested committee members include downtown business leaders, bicycle advocates, and City of Hendersonville Public Works.</p> <p>An alternative to modifying on-street parking on one side of the street to provide bike lanes on both sides is alternating the side of the street from which on-street parking is removed. This design would reduce the impact of on-street parking loss, calm motor vehicle traffic, and maintain bike lanes in both directions. The City could also consider restriping 7th Avenue to provide a bike lane in the uphill direction (westbound) and shared lane markings in the downhill direction (eastbound).</p>
LENGTH	0.5 miles
COST ESTIMATE	\$230,000

VISION CROSS-SECTION (EAST OF MAPLE STREET)





7TH AVENUE — EXISTING

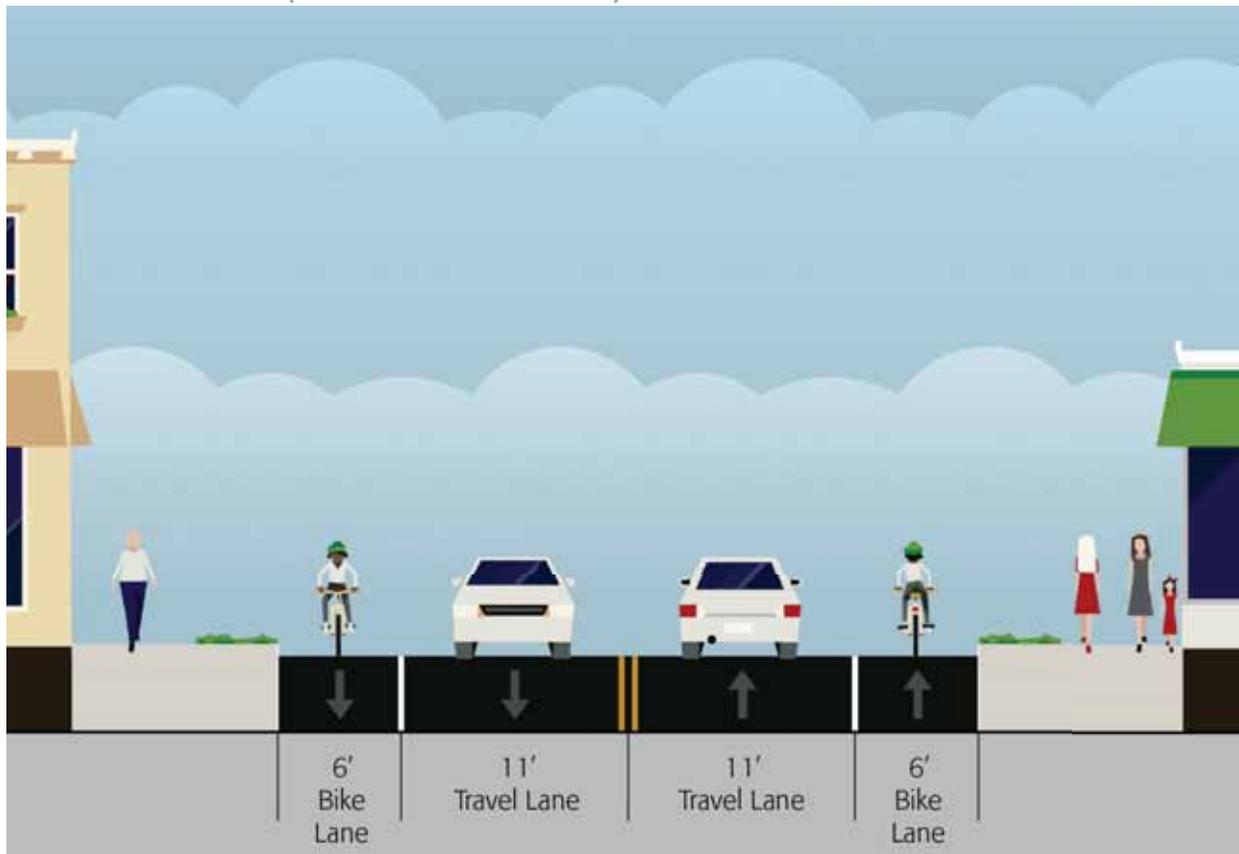


7TH AVENUE — CONCEPTUAL

PRIORITY PROJECT #2 — GROVE STREET BICYCLE LANES

EXTENTS	Between Spartanburg Highway and 5 th Avenue
BACKGROUND	Grove Street extends from Spartanburg Highway to US 64 and is the primary connection between downtown Hendersonville and the residential area around Substation Street in unincorporated Henderson County. North Grove Street provides access to the Henderson County Courthouse, the Henderson County Sheriff’s Office, Dr. MLK Jr. Memorial Park, retail locations, and an Apple Country Transit bus stop. Along South Grove Street are several businesses, including a major grocery store, and residential areas.
PROJECT DESCRIPTION	Due to the length, cost, and impact of this project, it would likely be constructed in two phases: the section from Spartanburg Highway to East Barnwell Street would be Phase 1, and the section from East Barnwell Street to 5 th Avenue would be Phase 2. The existing pavement width varies from 20 to 33 feet, and roadway widening would be required to provide dedicated bike lanes along the entire length of Grove Street. This project should be included in a larger effort to improve Grove Street by burying utility lines, constructing sidewalks, and beautifying the street.
LENGTH	Phase 1: 0.7 miles, Phase 2: 0.4 miles
COST ESTIMATE	Phase 1: \$2,240,000, Phase 2: \$1,176,000

TYPICAL CROSS-SECTION (NORTH OF BARNWELL STREET)





GROVE STREET — EXISTING

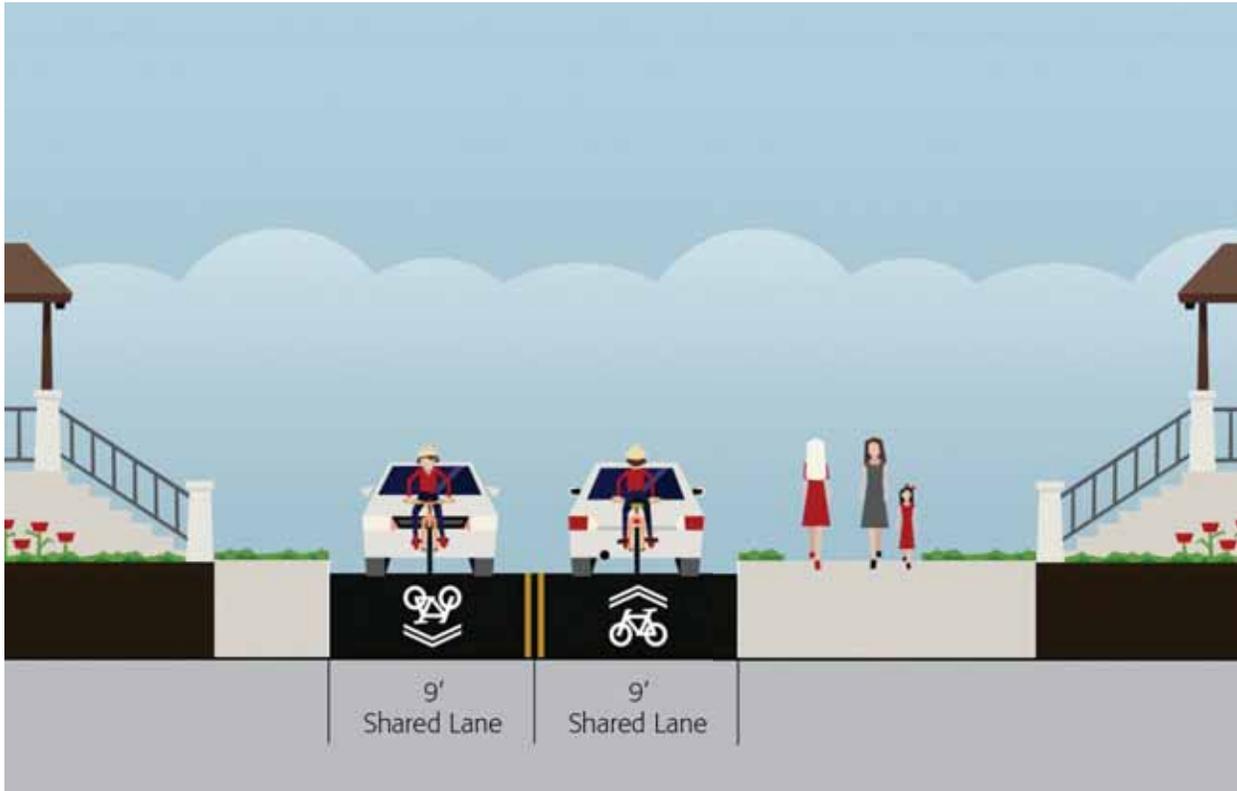


GROVE STREET — CONCEPTUAL

PRIORITY PROJECT #3 — 4TH AVENUE BICYCLE BOULEVARD UPGRADE

EXTENTS	Between Jordan Street and Buncombe Street
BACKGROUND	The section of 4 th Avenue between Jordan Street and Buncombe Street is almost entirely residential. To the east of Buncombe Street, beyond the project’s extents, 4 th Avenue connects downtown Hendersonville to Jackson Park and the Oklawaha Greenway. In 2014, the City of Hendersonville installed shared lane markings and wayfinding signage along 4 th Avenue, though additional traffic calming improvements could further emphasize 4 th Avenue’s identity as a bicycle boulevard, a low-stress street that is comfortable and convenient for bicyclists.
PROJECT DESCRIPTION	A bicycle boulevard upgrade along 4 th Avenue would slow motorists, divert motor vehicle traffic, attract bicycle traffic, and enhance 4 th Avenue’s attractiveness as a residential street. Traffic calming features would be installed according to the City of Hendersonville’s traffic calming policy and would likely include speed cushions, which would not impede emergency vehicle or bicyclist access, but would slow passenger cars. Additional traffic calming features for consideration include intersection diverters, mini traffic circles, and raised crosswalks. The City of Hendersonville should also consider lowering the posted speed limit on 4th Avenue from 25 mph to 20 mph. The addition of traffic calming measures may provide the opportunity to remove stop signs on 4th Avenue, which would make east-west bicycle travel more efficient.
LENGTH	0.8 miles
COST ESTIMATE	\$51,000

TYPICAL CROSS-SECTION (WEST OF NORTH JUSTICE STREET)





4TH STREET — EXISTING

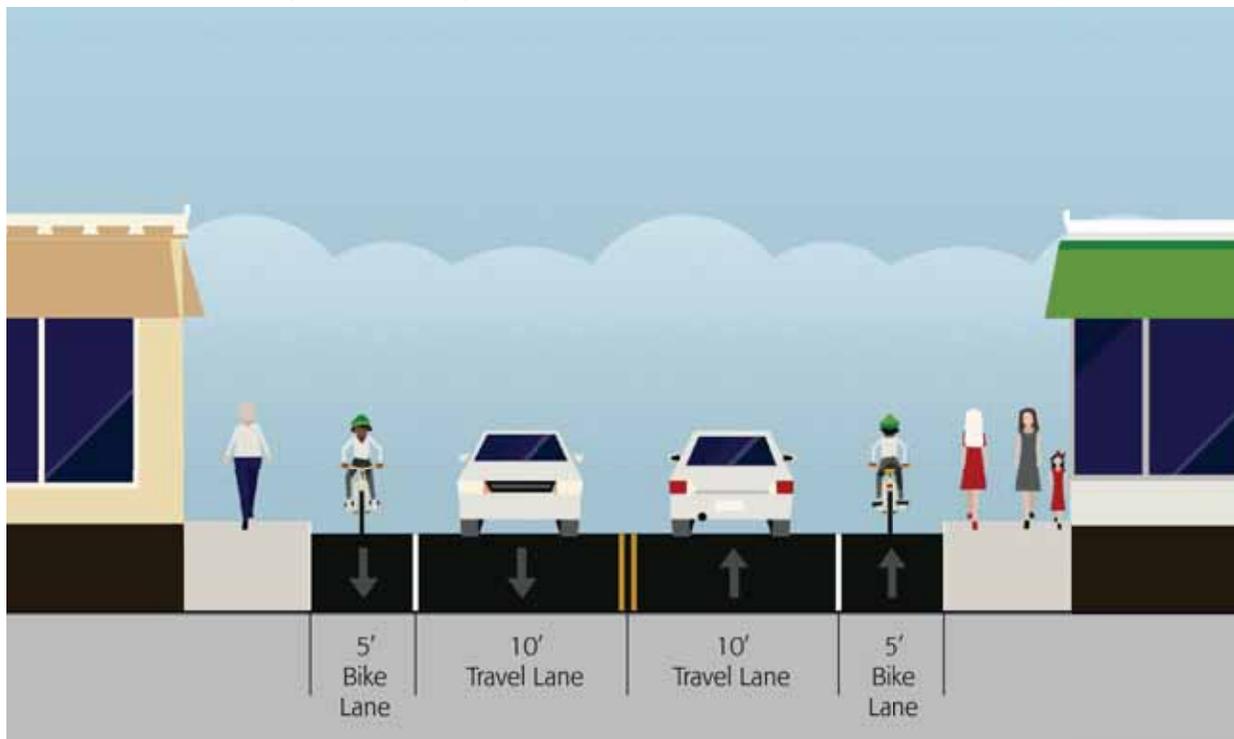


4TH STREET — CONCEPTUAL

PRIORITY PROJECT #4 — LOCUST STREET/MAPLE STREET CORRIDOR

EXTENTS	Between 1 st Avenue and North Main Street
BACKGROUND	Locust Street is part of Hendersonville’s Historic 7 th Avenue District and connects North Main Street to 7 th Avenue. Residences and businesses line the street, and Bruce Drysdale Elementary can also be accessed via Locust Street. Maple Street is a gravel road between 5 th Avenue and 4 th Avenue that parallels the railroad. Land uses along Maple Street are primarily industrial, and the street serves the Hendersonville Train Depot, which is located at its intersection with 7 th Avenue. This project would provide a low-stress north-south connection between 1 st Avenue and the Historic 7 th Avenue District.
PROJECT DESCRIPTION	<p>The project would connect residences and Bruce Drysdale Elementary School to downtown Hendersonville and 4th Avenue, which provides access to the Oklawaha Greenway and Jackson Park. Locust Street would be restriped to provide bike lanes in each direction, and shared lane markings would be added to Maple Street. A double-yellow centerline on Maple Street would further organize traffic, and there is potential to construct a shared use path along the west side of the rail line between 4th Avenue and 1st Avenue. This connection would provide access to the proposed Ecusta Trail Phase 1 trailhead.</p> <p>Instead of bike lanes on Locust Street, the project could consider the construction of a side-path on the west side north of 9th Avenue and shared lane markings south of 9th Avenue. Maple Street would have to be widened to provide bike lanes. (See page 30 for a discussion of the tradeoffs to consider when balancing bike lane vision projects with the demand for on-street parking.)</p>
LENGTH	0.6 miles
COST ESTIMATE	Locust Street Bicycle Lanes: \$73,800 Maple Street Shared Lane: \$13,100 New Shared Use Path: \$199,000

TYPICAL CROSS-SECTION (LOCUST STREET)





MAPLE STREET — EXISTING



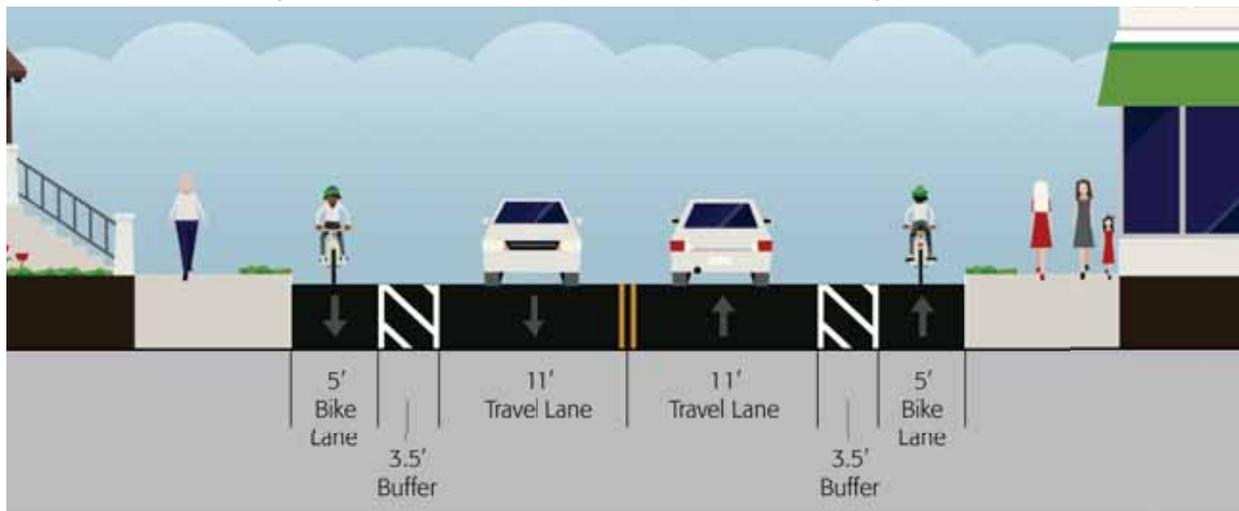
MAPLE STREET — CONCEPTUAL

PRIORITY PROJECT #5 — BEARCAT BOULEVARD CORRIDOR



EXTENTS	Between Fleming Street and Locust Street
BACKGROUND	Bearcat Boulevard, named for Hendersonville High School’s mascot, begins at Fleming Street near Pardee Hospital and ends at Locust Street in the Historic 7th Avenue District. In addition to the hospital and the Historic 7th Avenue District, the street connects Hendersonville High School, several small businesses, St. James Episcopal Church, and Bruce Drysdale Elementary School. The section of Bearcat Boulevard between Oakland Street and North Church Street has recently been resurfaced and includes on-street parking lanes on both sides, several high-visibility crosswalks, and wayfinding markings in the shape of bearcat paws.
PROJECT DESCRIPTION	<p>This vision project includes installing shared lane markings between Fleming Street and Oakland Street, restriping to provide buffered bike lanes between Oakland Street and North Main Street, and restriping to provide bike lanes between North Main Street and Locust Street. The installation of buffered bike lanes along Bearcat Boulevard would provide a comfortable bicycle facility for travelers, including Hendersonville High and Bruce Drysdale Elementary students.</p> <p>Relocating on-street parking to the forthcoming school expansion to the north should be investigated and considered. Given the impacts of this potential shift, it is recommended that the City establish a Blue Ribbon Committee to reach consensus to balance bicycling and parking needs on Bearcat Boulevard. Participants in the committee should include representatives of Hendersonville High School, Pardee Hospital, and EMS; bicycle advocates; and City of Hendersonville Public Works.</p> <p>Alternatively, the project could maintain on-street parking on one side and include bike lanes in both directions. The cross-section would include two 11-foot travel lanes, two 5-foot bike lanes, and a 7-foot on-street parking lane. The sidewalk on the north side of Bearcat Boulevard could also be widened to provide a side-path, a paved path wide enough to accommodate both bicyclists and pedestrians. (See page 30 for a discussion of the tradeoffs to consider when balancing bike lane vision projects with the demand for on-street parking.)</p>
LENGTH	0.4 miles
COST ESTIMATE	\$208,000

VISION CROSS-SECTION (BETWEEN OAKLAND STREET AND NORTH MAIN STREET)





BEARCAT BOULEVARD — EXISTING



BEARCAT BOULEVARD — CONCEPTUAL

PROGRAMS & POLICIES

Beyond the facility recommendations included in the previous section, the City of Hendersonville and other local groups can undertake programmatic efforts to improve bicycling conditions. These efforts can include creating programs or putting on events to promote and encourage bicycling; educating motorists, pedestrians, and bicyclists about how to safely and legally navigate the City together; and creating policies that ensure that bicycling is treated as a valid mode of transportation. The project team in coordination with City of Hendersonville staff created a series of program and policy recommendations. The table below describes each recommendation.

TABLE 5: POLICY & PROGRAM RECOMMENDATIONS

RECOMMENDATION	DESCRIPTION
Create a Bicycle/Pedestrian Advisory Commission.	A Bicycle/Pedestrian Advisory Commission consists of volunteers who provide guidance and leadership concerning bicycle and pedestrian issues to City staff. The Bicycle/Pedestrian Advisory Commission would meet regularly to discuss strategies to improve bicycling and walking conditions in Hendersonville.
Permit bicycling on the sidewalk except in downtown Hendersonville.	Riding a bike on any sidewalk in Hendersonville is illegal as of 2017, which leaves younger and less-skilled bicyclists no comfortable options for traveling along major roadways. Reducing the restriction to downtown sidewalks would maintain pedestrian safety in downtown while accommodating bicycle travel elsewhere in the City.
Incorporate bicycling safety into driver education and training courses.	Including bicycling safety in the curriculum of driver education and traffic school courses will increase motorist awareness about laws pertaining to bicyclists and teach motorists how to safely share the roadway with bicyclists.
Adopt a local Complete Streets policy.	Complete Streets policies establish a process which requires planning and designing for all roadway users, including pedestrians, bicyclists, transit users, and motorists. A local Complete Streets policy would supplement NCDOT's Complete Streets policy and would be specifically applicable to City-owned streets.
Require new developments to include bicycle facilities and parking.	As of 2017, Hendersonville's zoning and subdivision ordinances include sidewalk requirements for new developments. Adding bicycle facility and parking requirements would leverage the opportunity of new development to expand the City's bicycle network.
Establish a local Safe Routes to School program.	Safe Routes to School programs promote safe walking and bicycling to and from schools to improve the health and well-being of school children. North Carolina's statewide Safe Routes to School program created a project called Active Routes to School, which provides resources and guidance through Regional Coordinators.
Identify and prioritize locations for bicycle rack installation.	Properly installed and conveniently-located bicycle racks encourage bicyclists to park their bicycles in secure and convenient locations. Adequate bicycle parking also reduces the likelihood of damage that may result from locking bicycles to trees, sign posts, or other objects.
Become a League of American Bicyclists Bicycle Friendly Community.	The League of American Bicyclists awards varying levels of the Bicycle Friendly Community designation to applying communities. Bicycle Friendly Communities have demonstrated progress in making bicycling a safe and convenient means of transportation and recreation.
Regularly update local street design standards to reflect national best practices.	Local street design standards dictate how roadways can be built according to the local Complete Streets policy. Road design guidelines often control the inclusion and design of bicycle infrastructure.

RECOMMENDATION	DESCRIPTION
Require bicycle education in schools.	Introducing bicycle education into school curriculum provides students with the knowledge and skills to ride a bicycle safely, while also establishing bicycling as a social norm. Early education can instill bicycling confidence in youth before they learn how to operate motor vehicles.
Deploy bicycle patrols.	Bicycle patrols provide officers with more opportunities for positive interaction with the public, while also normalizing bicycling as a form of transportation. Bicycle officers can employ reverse ticketing campaigns where they provide information or safety equipment to bicyclists instead of ticketing.
Plan and execute Open Streets events.	Open Streets events temporarily close streets to motor vehicular traffic allowing the street to be used for a variety of pedestrian, bicyclist, and recreation activities. These events build community while celebrating the use of non-motorized transportations.
Create a Bicycle Pedestrian Program and hire a Program Coordinator.	The role of a local Bicycle Pedestrian Program and the Program Coordinator is to promote bicycling and walking through encouragement, engineering, and design. The Program Coordinator is also responsible for advocating for bicycling and walking in transportation planning processes.
Create events to promote National Bike Month and Bike to Work Day.	National Bike Month takes place in May and can include planned events such as group rides, educational classes, and local bike challenges. National Bike to Work Day occurs in the same month and encourages commuters to ride bicycles to work, which can be incentivized by employers and other City events.
Become a Watch for Me NC partner community.	Watch for Me NC, a collaborative effort between NCDOT and local communities, endeavors to reduce the number of bicyclists and pedestrians injured in crashes with vehicles through public education and police enforcement. Partner communities receive additional support and training from NCDOT.
Regularly update the City's traffic calming policy.	Traffic calming policies enable jurisdictions to retrofit streets with physical and visual features that reduce travel speeds and, in turn, make streets safer and more comfortable environments for bicyclists.
Distribute bike lights, helmets, and bells.	Bike lights, helmets, and bells are important features of safe bicycling. Distribution of safety equipment will promote responsible bicycling behavior and create safer conditions for both bicyclists and motorists sharing the roadways.
Create a local Bicycle Benefits program.	Bicycle Benefits is a program designed to reward individuals and businesses alike for their commitment to creating a more livable and sustainable community. Bicyclists benefit by receiving discounts from participating businesses, and businesses benefit from increased customer traffic.
Conduct police training on bicycle safety.	Police departments should provide officers with training to improve their understanding of bicyclists' rights and responsibilities. Increased knowledge will allow officers to properly enforce laws that prevent crashes and enhance safety for all road users.
Conduct regular bicycle counts.	Regular bicycle counts can guide planning and funding decisions. Counts can also be used to quantify the benefits of investments in bicycle infrastructure.

CHAPTER 5: IMPLEMENTATION



IMPLEMENTATION

INTRODUCTION

The implementation plan provides a framework of actionable steps for achieving the vision of the Hendersonville Bicycle Plan. The implementation plan is categorized by short-term, mid-term, and long-term strategies and indicates who will be responsible for championing them. This chapter also offers guidance for securing funding, establishing design standards, and evaluating performance measures.

ORGANIZATIONAL FRAMEWORK

The organizational framework represents the roles and responsibilities of local, regional, and statewide organizations in implementing the recommendations of the Hendersonville Bicycle Plan. From setting policy to constructing facilities, from coordinating with other governmental agencies to partnering with bicycle advocacy organizations, the City of Hendersonville will need external support and resources to achieve a more bicycle-friendly city.

FIGURE 8: ORGANIZATIONAL FRAMEWORK



IMPLEMENTATION PLAN

TABLE 6: IMPLEMENTATION PLAN

ACTION & DESCRIPTION	LEAD ORGANIZATION	PARTNERS
SHORT-TERM		
<p>Submit the Bicycle Plan for NCDOT-DBPT approval. The project team will submit the Hendersonville Bicycle Plan for review and approval by the NCDOT Division of Bicycle and Pedestrian Transportation. The project team will address NCDOT-DBPT's comments before finalizing the Bicycle Plan to present to Hendersonville City Council.</p>	Project Team	NCDOT-DBPT
<p>Present the Bicycle Plan for City Council adoption. Following NCDOT-DBPT approval, the project team will present the Bicycle Plan to City Council for their adoption. Adoption of the Bicycle Plan will communicate to all City departments and partner agencies that the City of Hendersonville supports the recommendations of the Plan. Having an adopted Bicycle Plan clarifies expectations for bike facilities on the streets in Hendersonville and aids in securing funding.</p>	Project Team	Development Assistance Department
<p>Create a Bicycle/Pedestrian Advisory Commission. Bicycle/Pedestrian Advisory Commissions (BPAC) consist of members of the community who volunteer their time to be formal citizen liaisons to City staff. Meeting once a month with City staff, Bicycle/Pedestrian Advisory Commissions create committees, task forces, and programs to address bicycling and waling issues and serve as a review board for local projects and initiatives.</p>	City Council	Development Assistance Department
<p>Publicize, promote, and present the Bicycle Plan. The Bicycle Plan should be made available online and publicized using the City's website and social media outlets. Additionally, the Bicycle Plan and its recommendations should be presented to partner agencies including the French Broad River MPO and NCDOT Division 14.</p>	Development Assistance Department	Blue Ridge Bicycle Club FBRMPO NCDOT
<p>Create Blue Ribbon Committees to reach consensus on bike lane vision projects. Short-term committees of key stakeholders will be established to investigate the impacts and benefits of bike lane installation on streets where on-street parking may be affected (see pages 38 and 46 for more detail).</p>	Development Assistance Department	Public Works Business Owners BPAC Blue Ridge Bicycle Club
<p>Coordinate roadway maintenance with NCDOT Division 14. City staff should send an official letter to NCDOT Division 14 to request that the Division coordinates with the City when resurfacing state-maintained roadways. This communication will help the City take advantage of opportunities to continue implementing the facility recommendations of the Bicycle Plan.</p>	Public Works	NCDOT Division 14 Development Assistance Department Engineering

ACTION & DESCRIPTION	LEAD ORGANIZATION	PARTNERS
<p>Schedule quarterly coordination meetings between the Development Assistance Department, Public Works, and Engineering. Ongoing coordination between City departments will streamline the construction of facility recommendations and implementation of programs and policies. Quarterly meetings will provide the opportunity for City staff to calibrate their respective efforts. Using mapping tools, such as Geographic Information Systems (GIS), City departments can share information on projects that may be opportunities to advance the Bicycle Plan.</p>	Development Assistance Department	Public Works Engineering
<p>Change City code of ordinances to allow sidewalk bicycling. Although rarely enforced, sidewalk bicycling is prohibited on all sidewalks in Hendersonville as of 2017. This results in bicyclists having to break the law when choosing to ride on the sidewalk along high-volume and high-speed streets. Instead, the City code of ordinances should be updated to only prohibit sidewalk bicycling on Main Street between Allen Street and 7th Avenue.</p>	City Council	Police Department
<p>Create and adopt a local Complete Streets policy. Complete Streets policies require that all street projects provide safe accommodations for all modes, including bicycling, walking, taking transit, and driving. To supplement NCDOT’s Complete Streets policy which only covers state-maintained roadways, the City of Hendersonville should consider creating and adopting a local Complete Streets policy.</p>	City Council	Development Assistance Department Public Works Engineering
<p>Strengthen zoning and subdivision ordinances to require provisions for bicyclists. The current ordinances require that new developments include sidewalks but make no mention of bicycle facilities or bicycle parking. Language should be added to the zoning and subdivision ordinances specifying the type, location, and amount of bicycle infrastructure for new developments.</p>	Development Assistance Department	Private Developers
<p>Become a Watch for Me NC partner community. Watch for Me NC is a statewide bicycle and pedestrian safety campaign. Partner communities are provided with materials including bumper stickers, promotional posters, and informational brochures. The City of Hendersonville can take advantage of existing resources to improve bicycle safety by applying to become a Watch for Me NC partner community.</p>	Development Assistance Department	Police Department BPAC
<p>Include curriculum about bicycling law and safety in driver education courses. There are several driver education providers serving western North Carolina that could enhance their curriculum by educating both new and experienced motorists on how to safely navigate the streets with bicyclists. This effort will require the creation of curriculum and reaching out to driver education providers.</p>	Bicycle/ Pedestrian Advisory Commission	BikeWalk NC

ACTION & DESCRIPTION	LEAD ORGANIZATION	PARTNERS
<p>Form local Safe Routes to Schools programs. Safe Routes to School (SRTS) seeks to make bicycling and walking to school safer for school children. The statewide program supports local SRTS programs by providing resources such as “An event planning guide for Walk to School Day and Bike to School Day”¹⁴ and partner with the North Carolina Division of Public Health to create a project called “Active Routes to School.” The ARTS program is facilitated by regional coordinators who work with their communities to create SRTS events and programs.</p>	Henderson County Public Schools	Active Routes to School Region 2
<p>Include bicycling safety curriculum in schools. The City of Hendersonville would benefit from the introduction of bicycle curriculum to public school curriculum. Equipping youth with bicycle skills will support the growth of a culture of safe, confident bicyclists.</p>	Henderson County Public Schools	Active Routes to School Region 2
<p>Plan and install a bike facility pilot project. Bike facility pilot projects are temporary installations of bike lanes or traffic-calming measures to demonstrate their efficacy in improving comfort, mobility, and safety. Pilot projects can be implemented quickly because of their temporary nature, and may be installed in isolation or as part of a larger community event. Successful pilot projects are often converted to permanent facilities. Streets that may be candidates for pilot projects are 7th Avenue and Ashe Street.</p>	Development Assistance Department	Public Works Engineering BPAC
<p>Design and install two of the ten priority projects. Based on feasibility of construction, available funding, and public support, the City of Hendersonville should identify two of the ten priority projects to progress into design and installation. With exception to the Grove Street bike lanes and shared use path south of Maple Street, the ten priority projects don’t require roadway widening or construction of new facilities. Successfully implementing two of the priority projects in the short term will validate the Bicycle Plan and its recommendations.</p>	Development Assistance Department	Public Works Engineering BPAC
MID-TERM		
<p>Identify regional projects to submit to FBRMPO for prioritization for state funding. The French Broad River MPO submits projects to NCDOT for prioritization for state funding representing the MPO’s transportation priorities for the region. The City of Hendersonville should coordinate with FBRMPO to identify which of the Bicycle Plan’s facility recommendations have the greatest likelihood of success in securing state funding. (See https://www.ncdot.gov/performance/reform/prioritization/ for information regarding the statewide prioritization process.)</p>	Development Assistance Department	FBRMPO
<p>Create a bike rack installation prioritization program. The identification of potential locations for bike rack installation should be formalized to consider potential demand, space availability, and maintenance. In partnership with property and business owners, City staff should inventory and evaluate these locations to determine where bike racks should be installed first.</p>	Public Works	Business Owners

ACTION & DESCRIPTION	LEAD ORGANIZATION	PARTNERS
<p>Complete additional priority projects. Beyond installation of two priority projects in the short-term, the City of Hendersonville should aim to complete three or more additional priority projects in the mid-term. The top five projects detailed in the Recommendations chapter should be given heavy consideration, since they perform well both quantitatively and qualitatively.</p>	Development Assistance Department	Public Works Engineering BPAC
<p>Apply to become a Bicycle Friendly Community. The League of American Bicyclists awards the designation of Bicycle Friendly Community to municipalities that have demonstrated success in making their communities more bicycle friendly. Following the completion of the short-term and mid-term actions of the implementation plan, the City of Hendersonville should be in a prime position to apply for and be awarded a Bicycle Friendly Community designation.</p>	Development Assistance Department	BPAC Blue Ridge Bicycle Club
LONG-TERM		
<p>Coordinate land acquisition for off-street shared use paths. Studied by the Ecusta Rail Trail Planning Study & Economic Impact Analysis, Phase 1 of the Ecusta Trail, which extends from 1st Avenue on the east side of Hendersonville clockwise to 5th Avenue near the boundary between Laurel Park and Hendersonville, represents a significant rail-to-trail opportunity that would be a boon for the region. Additionally, the north-south rail corridor between Shepherd Street and 1st Avenue could be studied for installation of an adjacent trail.</p>	Development Assistance Department	Friends of the Ecusta Trail Blue Ridge Bicycle Club Henderson County Property Owners
<p>Update Bicycle Plan. Successful implementation of the Bicycle Plan will necessitate an update in five to ten years. The Bicycle Plan’s recommendations will need to be revisited, revised, and augmented to keep pace with Hendersonville’s progress toward a more bicycle friendly community. Municipalities with bicycle plans that are older than five years are eligible to apply for NCDOT Division of Bicycle and Pedestrian Transportation planning grants.</p>	Development Assistance Department	BPAC

FUNDING SOURCES

Implementation requires taking advantage of federal, state, local, and private funding opportunities. As a municipality in a metropolitan planning organization area in North Carolina, the City of Hendersonville can use federal and state funding that has been allocated to NCDOT Division 14 or to the French Broad River Metropolitan Planning Organization (FBRMPO). The City's capital improvement program and private entities are other sources that can be used to implement the recommendations of the Bicycle Plan. These funding sources are summarized in the sections below.

FIXING AMERICA'S SURFACE TRANSPORTATION

The most recent surface transportation legislation, Fixing America's Surface Transportation (FAST Act), was passed in December 2015. It restructured several of the funding programs that were active in the previous legislation, Moving Ahead for Progress in the 21st Century (MAP-21). For the programs described below, the City of Hendersonville would apply to the FBRMPO for funding and provide a 20% local match.

Surface Transportation Block Grant Program

MAP-21's Surface Transportation Program-Direct Attributable (STPDA) was changed to the Surface Transportation Block Grant Program¹⁵ (STBG) in the FAST Act. Municipalities within metropolitan planning organization (MPO) study areas, e.g., the FBRMPO area, can submit projects for STBG funding through the MPO. Eligible projects include roadways, transit (operations excluded), bike facilities, pedestrian facilities, truck parking areas, and intelligent transportation systems (ITS) improvements.

Transportation Alternatives

What was once the Transportation Alternatives Program (TAP) is now a set-aside under STBG called Transportation Alternatives¹⁶ (TA). Eligible projects include pedestrian and bicycle facilities, recreational trails, and Safe Routes to School projects. Municipalities can apply for TA funding in the same way they would apply for STBG funding.

Metropolitan Planning

The FAST Act maintains MAP-21's metropolitan planning funding program.¹⁷ Jurisdictions that are members of an MPO can apply for this funding for planning studies. Localities must provide a 20% local match and can only use the funding on planning studies. This funding mechanism was used to fund the Ecusta Rail-Trail Study.

NCDOT STRATEGIC MOBILITY FORMULA

NCDOT receives and allocates federal funding using their Strategic Mobility Formula, established by the Strategic Transportation Investments¹⁸ law passed in 2013. The Strategic Mobility Formula is a data-driven and performance-based process of prioritizing projects for federal and state funding, and it updates NCDOT's 10-Year State Transportation Improvement Program (STIP) every two years. Projects in the first five years of the STIP have been committed for funding and construction, while projects in the last five years of the STIP are reevaluated every two years using the Strategic Mobility Formula. In the Strategic Mobility Formula, transportation projects are grouped into three separate funding categories: division needs, regional impact, and statewide mobility. All bicycle projects are considered division needs and are only eligible for funding that has been allocated for division needs projects.

The City of Hendersonville can coordinate with FBRMPO to submit bicycle facility projects for prioritization for funding. Projects identified in this Bicycle Plan would be eligible for Strategic Mobility Formula funding.

POWELL BILL FUNDS

North Carolina's State street-aid program,¹⁹ also known as the Powell Bill program, provides funding allocations for eligible municipalities based on population and mileage of locally-maintained roadways. The primary function of the Powell Bill program is to assist municipalities in funding resurfacing local streets, but the funds may also be used for planning, constructing, and maintaining bikeways, greenways, and sidewalks. Powell Bill funds could be pursued as a match for future updates to this Plan. The City of Hendersonville received \$386,360 in Powell Bill funds in 2015.

CAPITAL IMPROVEMENT PROGRAM

The City of Hendersonville's annual budget includes a little over \$1 million for the street department. Approximately \$35,000 is allocated for resurfacing and patching, and \$25,000 is allocated for sidewalk maintenance. Unfortunately, these amounts are not expected to increase in the short-term. The City of Hendersonville cites that funding for sidewalk repairs, street resurfacing, and street sweeping equipment is not on pace with demand. The City's current capital improvement program only includes water line and sewer projects, but could include transportation projects in the future.

TRANSPORTATION BONDS

Transportation bonds generate revenue from a tax increase on property values. In North Carolina, bond referendums must be approved by the local council and then included on the ballot to be voted on by residents. Transportation bonds can include roadway, bicycle facility, and sidewalk projects.

PRIVATE DEVELOPMENTS

Updating the City's zoning and subdivision ordinances to require private developers to include bicycle infrastructure in their site plans will help the City build out the Bicycle Plan's facility recommendations. Bicycle infrastructure requirements can include on-street and off-street facilities as well as bicycle parking.

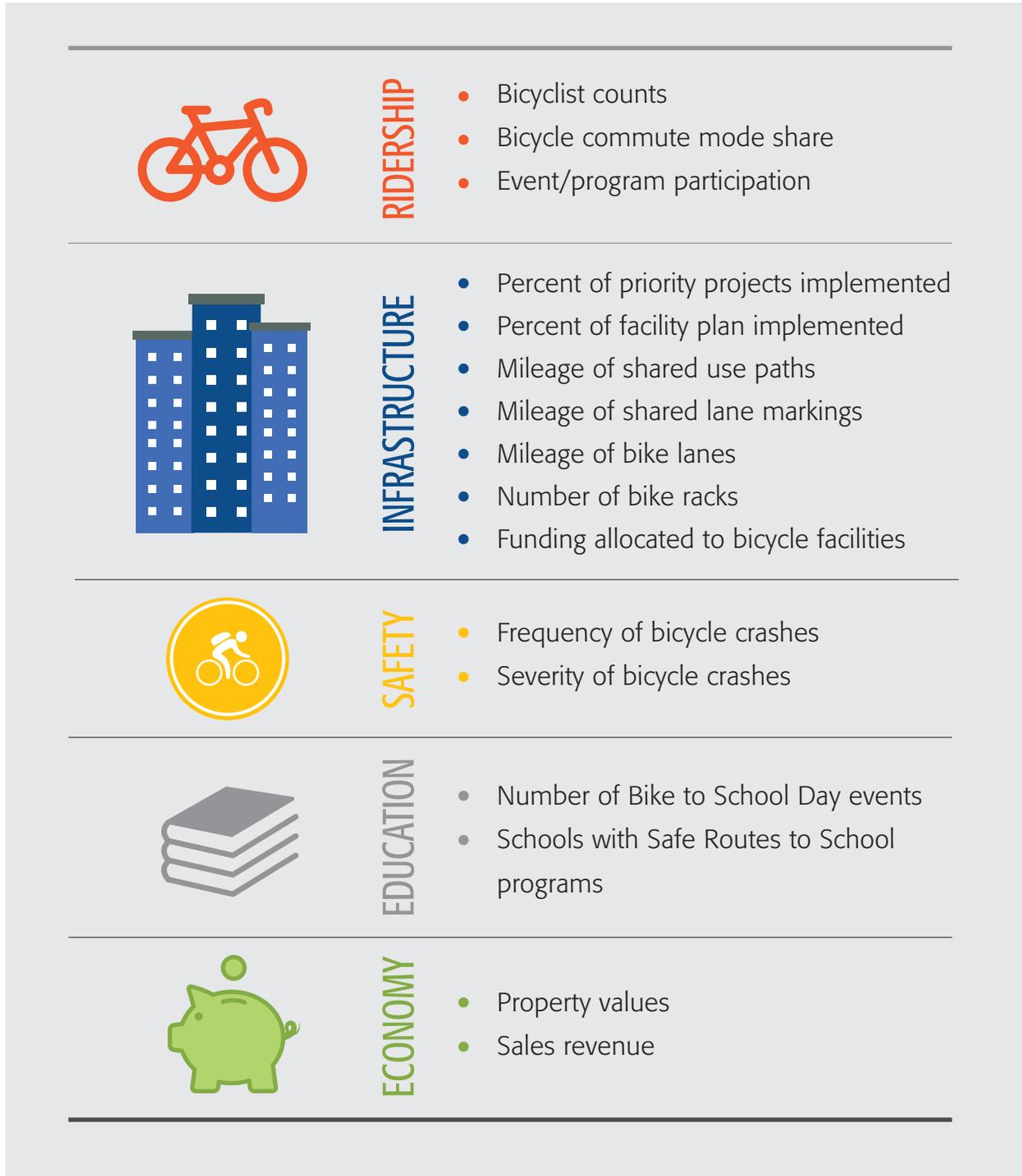
NON-PROFIT ORGANIZATIONS

Non-profit organizations, such as the Blue Ridge Bicycle Club and PeopleForBikes, are potential sources of funding for bicycle facilities. For example, the Blue Ridge Bicycle Club partnered with the City of Hendersonville to install two bike repair stations, one in Patton Park and one in Berkeley Mills Park. The Blue Ridge Bicycle Club also worked with the City of Hendersonville to install shared lane markings and wayfinding signage on 4th Avenue. PeopleForBikes awards grants through their Community Grant Program.²⁰ Grant amounts can be up to \$10,000 per project, can't be more than 50% of the project cost, and can be awarded to local governments or non-profit organizations.

PERFORMANCE MEASURES

Beyond completing the action steps in the implementation plan, the City of Hendersonville should consider evaluating its progress in achieving the vision of the Bicycle Plan. Some of the ways to track this progress are listed below:

FIGURE 9: SUGGESTED PERFORMANCE MEASURES



DESIGN GUIDELINES

Several guidance documents exist for the planning and design of bicycle facilities. Updated versions of the *Manual on Uniform Traffic Control Devices* (MUTCD) and *Guide for the Development of Bicycle Facilities* are expected to be published in 2018. The guidance documents that the City of Hendersonville should reference when implementing the facility recommendations of the Plan are summarized below. NCDOT’s Division of Bicycle and Pedestrian Transportation web page (<https://www.ncdot.gov/bikeped/Design-Prioritization-Funding/>) also contains a library of links to helpful design guidelines and policies.

TABLE 7: BICYCLE FACILITY DESIGN GUIDANCE REFERENCES

RESOURCE	AUTHOR	DATE	DESCRIPTION
Manual on Uniform Traffic Control Devices ²¹	FHWA	May 2012	Part 9 of the MUTCD provides guidance for bicyclist traffic control devices, including signs, traffic signals, and pavement markings, on roadways and shared use paths. The document discusses the recommended application, placement, size, colors, and proper maintenance of these devices as they relate to bicyclist traffic. The MUTCD is used by public and private planners and engineers, law enforcement personnel, traffic control device designers and manufacturers, and many professional and safety organizations.
Guide for the Development of Bicycle Facilities, 4 th Edition ²²	AASHTO	February 2013	Originally published in 1999, AASHTO’s current <i>Guide for the Development of Bicycle Facilities</i> encourages context-sensitive design and multimodal travel by providing ranges of design values where flexibility is permissible. It also provides suggested minimum dimensions for the design of safe bicycle facilities. The 2018 update will likely include design guidelines for separated bike lanes.
Urban Bikeway Design Guide, Second Edition ²³	NACTO	March 2014	The <i>Urban Bikeway Design Guide</i> delineates required, recommended, and optional guidelines for bike lanes, cycle tracks, intersection treatments, bicycle signals, bikeway signing and marking, and bicycle boulevards. These guidelines are based on literature reviews, implementations in top bicycling cities worldwide, and collaboration with a panel of bike planning professionals in NACTO member cities.
Separated Bike Lane Planning and Design Guide ²⁴	FHWA	May 2015	The <i>Separated Bike Lane Planning and Design Guide</i> is a collection of best practices for the design and implementation of separated bike lanes. It provides a list of key factors when considering the installation of a separated bike lane and a menu of forms of separation from motorists, such as vertical delineators or parking stops. The design guide also explains funding, maintenance, and outreach strategies in the context of case studies in cities like New York, Seattle, and Austin. It also provides recommendations regarding interaction between bike lanes and other modal elements, like transit stops, loading zones, and accessible parking.
Achieving Multimodal Networks ²⁵	FHWA	August 2016	<i>Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts</i> discusses strategies to achieve connected multimodal networks with minimal conflicts. The study uses case studies to give designers a greater practical awareness of where flexibility exists in national design standards, and how existing infrastructure can be retrofitted to better accommodate bicyclists and pedestrians.

CHAPTER 6: APPENDIX



APPENDIX

ENDNOTES

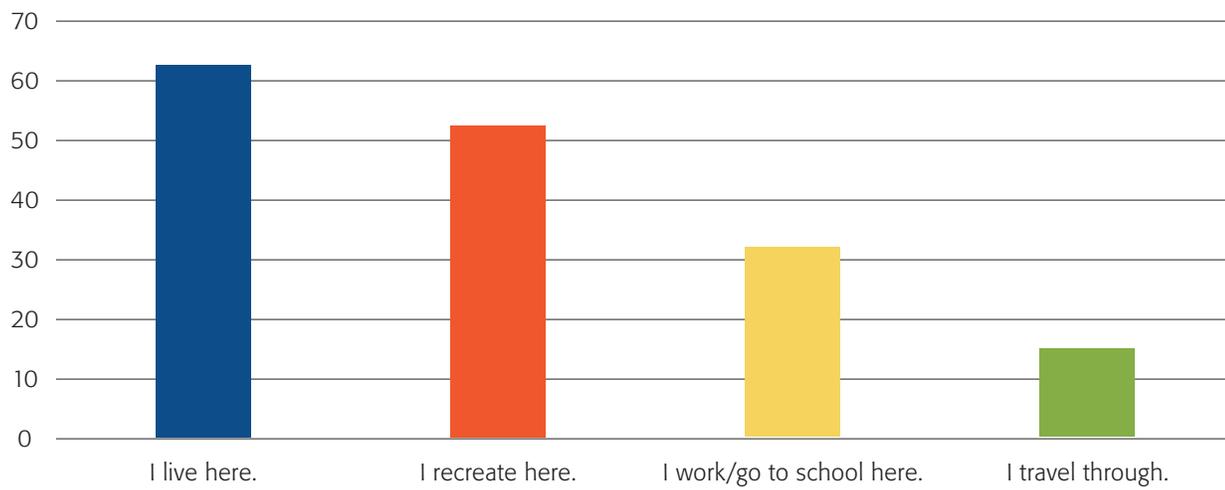
1. 2014 American Community Survey 5-Year Estimates, U.S. Census Bureau
2. 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior, NHTSA, 2012
3. Bikenomics: How Cycling Can Save The Economy, Elly Blue, 2013
4. 2014 American Community Survey 5-Year Estimates, U.S. Census Bureau
5. Pursuing Equity in Pedestrian and Bicycle Planning, Pedestrian and Bicycle Information Center, 2016
6. 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior, NHTSA, 2012
7. Hendersonville, NC Code of Ordinances Sec. 46-83
8. Hendersonville 2030 Comprehensive Plan, 2009
9. Land of Sky Regional Council 2013 Blue Ridge Bicycle Plan
10. French Broad River Metropolitan Transportation Plan, 2015
11. NCDOT State Transportation Improvement Program, Connect NCDOT, 2016
12. "Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential," http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf
13. "The Complete Business Case for Converting Street Parking Into Bike Lanes," <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>
14. Promoting walking and bicycling to school: An event planning guide for Walk to School Day and Bike to School Day, Safe Routes to School North Carolina
15. "Fixing America's Surface Transportation Act or 'FAST Act': Surface Transportation Block Grant Program," USDOT FHWA, 2016, <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>
16. "Fixing America's Surface Transportation Act or 'FAST Act': Transportation Alternatives," USDOT FHWA, 2016, <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>
17. "Fixing America's Surface Transportation Act or 'FAST Act': Metropolitan Planning," USDOT FHWA, 2016, <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>
18. "Strategic Transportation Investments," NCDOT, <https://www.ncdot.gov/strategictransportationinvestments/>
19. "State Street-Aid (Powell Bill) Program," Connect NCDOT, <https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx>
20. "Community Grants," PeopleForBikes, <http://www.peopleforbikes.org/pages/community-grants>
21. Manual on Uniform Traffic Control Devices: 2009 Edition with Revision Numbers 1 and 2 incorporated, dated May 2012 (PDF), USDOT FHWA, 2015
22. Guide for the Development of Bicycle Facilities, 4th Edition, 2012
23. Urban Bikeway Design Guide, National Association of City Transportation Officials
24. Separated Bike Lane Planning and Design Guide, USDOT FHWA, 2015
25. Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, USDOT FHWA, 2016

ONLINE SURVEY RESULTS

What is your relationship to Hendersonville? [check all that apply]

- I live here.
- I recreate here.
- I work/go to school here.
- I travel through.

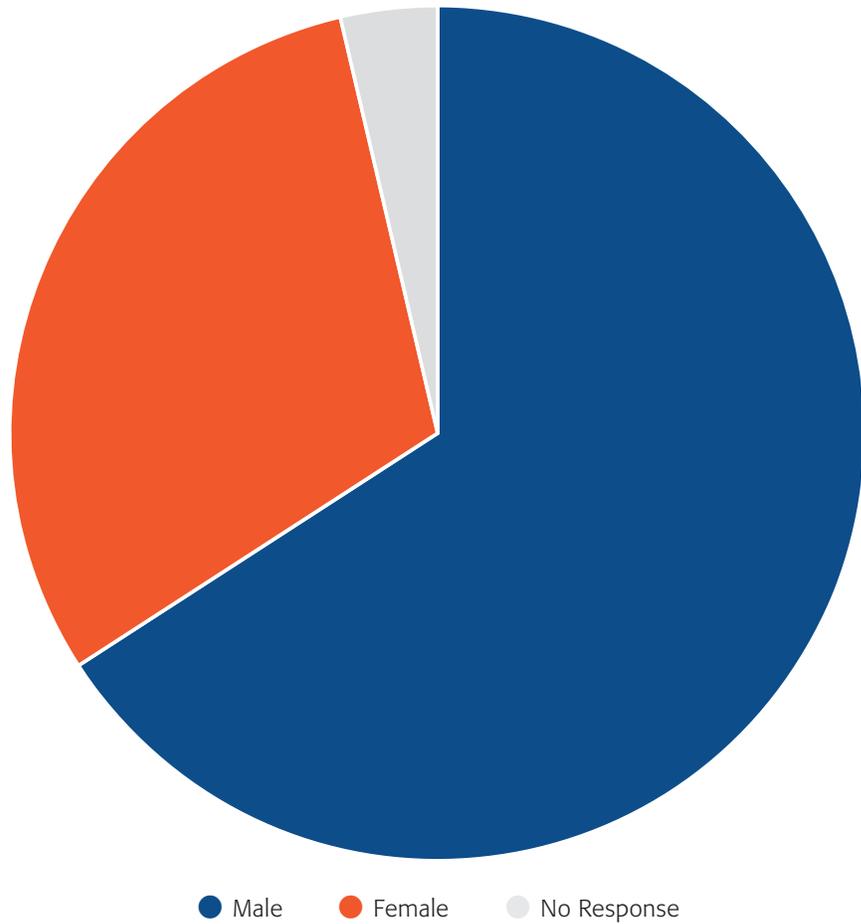
SURVEY PARTICIPANTS' RELATIONSHIP TO HENDERSONVILLE



What is your gender?

- Male
- Female

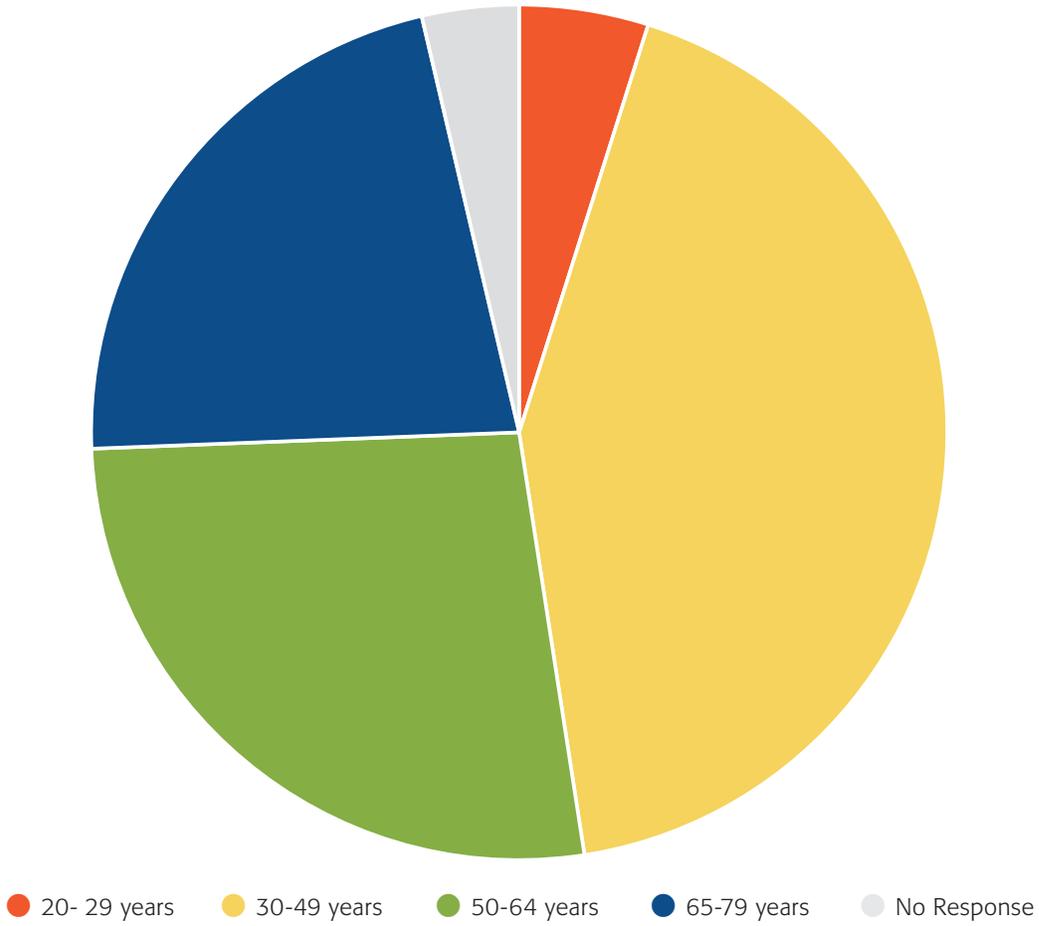
SURVEY PARTICIPANTS' GENDER SPLIT



What is your age group?

- 20- 29 years
- 30-49 years
- 50-64 years
- 65-79 years

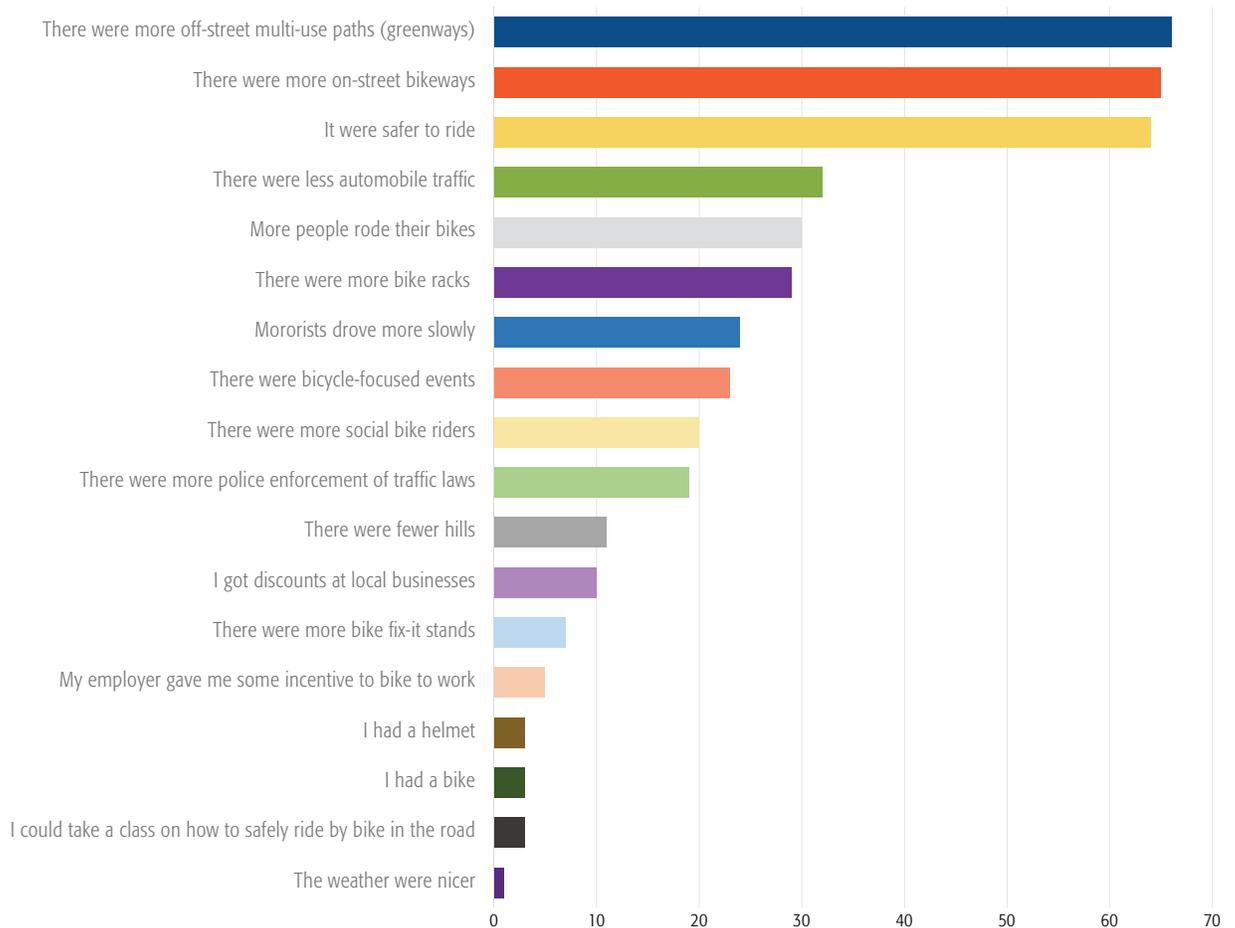
SURVEY PARTICIPANTS' AGE DEMOGRAPHICS



I might ride my bike more if...

- The weather were nicer
- I could take a class on how to safely ride my bike in the road
- I had a bike
- I had a helmet
- My employer gave me some incentive to bike to work
- There were more bike-fix it stands
- I got discounts at local businesses
- There were fewer hills
- There were more police enforcement of traffic laws
- There were more social bike riders
- There were bicycle-focused events
- Motorists drove more slowly
- There were more bike racks
- More people rode their bikes
- There were less automobile traffic
- It were safer to ride
- There were more on-street bikeways
- There were more off-street multi-use paths (greenways)

I MIGHT RIDE MY BIKE MORE IF...



Additional comments submitted by respondents through the online survey are shown below.

Do you have any general comments about bicycling in Hendersonville?

Looking forward to it!!!!
Wish the Ecusta Trail would happen. (Love riding on Swamp Rabbit Trail, but wish I did not have to drive there.) Would also love to have a greenway to Asheville.
I would ride more if there was some separation between myself and vehicles. Separation could be defined as a bike lane or off road path.
We typically ride from Patton Park or HWY 191 into Hendersonville to eat on Main Street or on 7 th Avenue.
Generally nice routes to and through the City except from the north (BR US 25 or NC 191).
Motorist in general do not recognize me as a vehicle. They see me as a nuisance. I have had items thrown at me and I have had motorist get as close as possible to me even though there was plenty of room to pass on my left. It is surprising and refreshing when a motorist does acknowledge me and smile.
We need bike lanes.
Drivers need to be more aware of bicyclists and the drivers need to slow down.
Overall my cycling experience has been great in Hendersonville, but it could be better. Still too many mean and crazy car drivers.
If the edges of the road, where cyclists ride, were kept cleaner. Cars and trucks push trash, stone, glass and all to the edge of the road.
New section of the Oklawaha to Berkeley Park is the best yet, with excellent landscaping.
It's a disgrace that we have no bike lanes ANYWHERE including our 4 th Ave. "bike route." There should be designated bike lanes on all major through routes like 64, Spartanburg Highway, Greenville Highway, Kanuga Road, and Main Street, King, and Church.
I have to ride on Route 191 to get downtown and feel this is the most dangerous part of my ride. It would be nice if the road shoulder was wider.
Knowing how to safely ride a bike in traffic is important but so is how to drive a vehicle in mixed traffic. Those who propel large steel boxes with little abandon should be more empathetic when it comes to the other vehicle types, especially bicycles that they share the road with. I find the few I'm able to stop when they've passed too close or ran me off the road had no idea they were making me feel unsafe by the way they drove. Usually disaster is just narrowly avoided when a car or 18 wheeler (I've had both unfortunately) want to get past and there are cars coming the other way. Sometimes perhaps pressed by time they try to squeeze by endangering all involved in the passing just so they may arrive at their destination a few seconds sooner. Most Hendersonville drivers though are courteous, but if one rides on the side of the road enough there will inevitably be close calls and hopefully not a cyclist fatality. So education is one thing but when there are few to no bike lanes marked it seems cyclists are begrudgingly tolerated on the road by some drivers and often actually think that bicycles have no place using the same roadways as them. I am hopeful for more bike lanes to keep cyclists safe and to let drivers know that the roadway is used by more than just the ubiquitous automobile. One huge improvement would be to add bike lanes to connecting major roads like Asheville Hwy for those who would like to do more in Hendersonville on a bicycle. When I do venture out to a store on my bike, I have found a distinct lack of bike racks at most businesses like Ingles or Lowes. In summary, it seems the first step is to make the population more aware that the joys and utility of cycling are available to everyone, and your wonderful forum is a good start in initiating that process. I look forward to attending your meetings next Monday and Tuesday, and to the cycling friendly future of our awesome city.
Currently, riding a bicycle in, around, and near Hendersonville is absolutely dangerous for the bike rider and the car or vehicle driver. The roads are narrow and winding. If I ride a bike there is the constant danger of a vehicle trying to pass me on a curve or even a straight away with unassured clear distance. This is compounded even more with vehicles pulling oversized trailers trying to pass. If there is a safe solution for BOTH bike riders and vehicle drivers I would love to see it.
When I have ridden, motorists are mostly considerate. Bike lanes would be wonderful.

Better bike paths and greenways with comprehensive planning can make this a bike community
Love to ride, but sometimes it seems to be taking my life in my hands, especially on major feeder roads like Hwy 191.
In general, Hendersonville itself is already very bike- and pedestrian-friendly. However, it is sometimes hard to find bike-friendly routes for some of the outlying neighborhoods. Route maps with bike-friendly streets highlighted, marked routes (like 4 th Avenue now), bike lanes and bike paths to areas like Flat Rock, Spartanburg Highway, Asheville Highway, and the east side of freeway Exit 53 (where Wal-Mart and a variety of other shopping areas are) would increase the number of places I could bike for daily errands and events.
Thanks for working to create a bike-friendly community! I really appreciate the bike routes that have been created already and the excellent bike racks downtown and near the municipal buildings.
I feel the sidewalks of the less walked part of town should be opened to bikes especially children and less experienced bikers. This would be far safer than riding in the road. Bicycles should yield to pedestrians no matter the situation.
Great place to ride—road, BMX, trail, or to recreate. Like most places, my concerns are generally focused on law enforcement seemingly negative, or not positive, attitude towards cyclists resulting in not taking their concerns—whether general or specific, active incidents—sincerely; and disparate enforcement of laws to cyclists as opposed to motorists. I think motorists know this, and those wanting to get angry or exhibit aggressive behavior feel free to do so as there is no fear of consequence. By way of example, the magic words seem to be “I didn’t see him/her,” which seems to qualify it as an accident rather than negligent or reckless driving resulting in any form of manslaughter charge. As a driver, your job is to look where you are driving and use reasonable care as conditions dictate.
Many of the induction loop type traffic signals in the area are not bicycle friendly. For example, at the intersection on Asheville Hwy when exiting Patton Park the saw-cuts on the pavement, where the induction loop sensor lies, have been paved over, making it impossible to know where to position a bicycle to trigger the traffic signal. Other cities have solved this problem by marking a bicycle symbol to indicate the “sweet spot” at this type of intersection.
I would like to bike from my home, but Hwy 191/Haywood Road is not safe for cyclists. A bike lane into Hendersonville on Hwy 191 or Hwy 25 would give a lot better access.
I appreciate you asking cyclists to participate in this survey.
Too many compromised seniors in cars causing too many accidents. I can visualize a future with dedicated streets and shared bikes, including three wheelers. Better health, safer streets.
I would like to see bicycling promoted more as a fun way to travel that reduces emissions and is good exercise. I wish we had a bikeway. Turning unused railways into a bikeway would be wonderful.
Nothing particular.
I would love to ride my bike to work however, 191 and Spartanburg Highway are very difficult with traffic as there is no room for bikes safely.
The more the better.
As an avid cyclist living in Weaverville, I have only rode in Hendersonville a few times from Laurel Park to downtown. It was a fairly good experience but would love to see greenways and or bike lanes and racks. The more of these you can offer the more inclined I will be to visit and frequent the shops and restaurants.
I hope this plan will extend to out of the City limits and into the rest of the County.
There is a definite lack of bike lanes here in Hendersonville. I’m much happier and confident riding in large cities that have infrastructure for bikes. For example, NYC is much less daunting.
Except for 4 th Ave, there are really no other roads. I would like to see it be possible to ride bikes on 191 and then Church Street to get downtown. Of course the Ecusta Trail would be also great.
Would like to be able to safely ride my bike to the grocery store.
We need more greenways and bike lanes, please.
More people ride when there are other riders on scheduled rides...they not only find safety in numbers, but also get a warm social experience with caring, helpful participants.

In 1999, I participated in "Bike to School Day." My route was 8 miles down Hwy 176 and into town. Some other students rode from their house less than .5 miles away. Folks thought I was crazy. I live in Carrboro, NC now and see the difference the "bicycle-friendly" designation makes to a community. It's awesome to see a focus on bicycle facilities in the less privileged areas of town.

To create an effective cycling culture in Hendersonville, there needs to be a network of connected bike routes that go to useful points of interest.

We bicycle to bridge and back and sometimes downtown.

Biking on most roads is cramped and dangerous.

More trail systems linking downtown with other areas and parks would be great!

Traffic is horrible. I walked from my office to the Post Office and almost got hit twice. One car ran a red light and another made a left hand turn as I was stepping out in the street to cross.

Hendersonville has the potential to be a vibrant biking community. I would like to see more greenways and paths connecting people to parts of town without the need for a car.

I bike recreationally in Hendersonville and stick to roads I feel safe on but I don't ride to work, shopping, etc., because those roads are not user friendly.

We need some real, well demarcated bike lanes on main streets and highways-25, 176, 191, and 64. It won't happen unless there are actual shoulders with room for cyclists added to our roads (which invariably have low, soft shoulders if any do exist). They need paving and bright markings. Of course this would be very expensive and the chances of our legislators or DOT spending the required funds are in about the 5% range....A more realistic alternative is the actual realization of the Ecusta Trail west and extension of the Oklawaha Trail way past Beverly Mills north.

Safe biking in Henderson County and Hendersonville is very important to me. The advent of the Ecusta Trail was one of the specific reasons we bought our home here and it will be the reason we move and sell or convert our home to rental property if the railway is reactivated. I have increased my biking since moving here and find motorists to be very respectful increasing my sense of safety. I am 68 years old and my health and fitness is probably better now than while in my 40s. We often ride downtown for lunch and dinner and I would do my shopping at Ingles and Fresh Market by bike if I could do so safely. Greenway development IS Economic Development. In the simplest terms, quality of life and recreation is why people visit Hendersonville and in our case, move to Hendersonville.

Bicycle racks in downtown are hard to find. Riding on the serpentine Main Street is dangerous, but necessary if a biker goes downtown.

PRIORITY PROJECT SCORING

Priority Project Scoring

Project	Activity Centers	People per Mile	Percent in Poverty	Percent Zero Vehicle Households	Steering Committee Ranking	Public Ranking	Weighted Average	Priority
Weight	8.3%	8.3%	8.3%	8.3%	33.3%	33.3%		
4th Ave	9	5	9	9	5	3	5.3	4
5th Ave	3	6	10	10	2	4	4.4	3
7th Ave	6	4	1	1	3	2	2.7	1
Ashe St	5	1	1	1	8	10	6.7	8
Bearcat Blvd	1	10	4	3	8	6	6.2	6
Fleming St	7	2	6	5	6	8	6.3	7
Grove St	4	8	8	6	1	1	2.8	2
Locust St/Maple St	2	7	3	4	4	9	5.7	5
Washington St	8	9	5	7	6	7	6.7	9
Whitted St	10	3	7	8	10	5	7.3	10

PUBLIC RECOMMENDATION RANKINGS

INFRASTRUCTURE

RANK	LOCATION	FACILITY TYPE
1	Grove Street	Bike Lane
2	7 th Avenue	Bike Lane
3	4 th Avenue	Bicycle Boulevard
4	5 th Avenue	Buffered Bike Lane
5	Whitted Street	Bicycle Boulevard
6	Bearcat Boulevard	Separated Bike Lane
7	Washington Street	Separated Bike Lane
8	Fleming Street	Bicycle Boulevard
9	Locust Street/Maple Street	Facility Type Varies
10	Ashe Street	Separated Bike Lane

PROGRAMS & POLICIES

RANK	RECOMMENDATION
1	Permit bicycling on sidewalks except in downtown Hendersonville.
2	Incorporate bicycling safety into driver education and training courses.
3	Create a Bicycle Pedestrian Advisory Commission.
4	Require new developments to include bicycle facilities and parking.
4	Adopt a local Complete Streets policy.
6	Establish a local Safe Routes to School program.
7	Identify and prioritize locations for bicycle rack installation.
8	Become a League of American Bicyclists Bicycle Friendly Community.
9	Regularly update local street design standards to reflect national best practices.
10	Require bicycle education in schools.
11	Deploy bicycle patrols.
12	Plan and execute an Open Streets event.
13	Create a Bicycle Pedestrian Program and hire a Program Coordinator.
14	Create events to promote National Bike Month and Bike to Work Day.
15	Become a Watch for Me NC partner community.
16	Regularly update the City's traffic calming policy.
17	Distribute bike lights, helmets, and bells.
18	Create a local Bicycle Benefits program.
19	Conduct police training on bicycle safety.
20	Conduct regular bicycle counts.





CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Lew Holloway

Department: Downtown

Date Submitted: 1/23/2018

Presenter: Lew Holloway

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Council Action

Summary of Information/Request:

Item # 18

The Downtown Main Street Advisory Committee is recommending that the City Council consider making a number of adjustments to the City Ordinance governing sidewalk dining in the central business district. The Committee has conducted two public hearing with existing outdoor dining permit holders along with presenting initial thoughts to Council for feedback last April.

The review was initiated following feedback from the community at large, a recognition of the growth in the popularity of outdoor dining and research into the approach taken in other municipalities. The recommendations fall into 4 primary categories which are 1) Outdoor Dining Permit Fee, 2) Pedestrian Walkway Width, 3) Barricade and Furniture Materials & 4) Maintenance Standards.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move that we adopt an ordinance amending Section 46-86 of the Code of Ordinances pertaining to Sidewalk Dining in the Central Business District.

Attachments:

Proposed Ordinance with amendments in red.

Sec. 46-86. - Exception; sidewalk dining in the central business district.

- (a) *General.* Notwithstanding any other provisions of this Code to the contrary, sidewalk cafes or sidewalk dining shall be permitted in the central business district as indicated on the official zoning map of the city and shall be subject to such regulations as are set forth in this section.
- (b) *Permit required.* No restaurant owner may operate a sidewalk cafe without first obtaining a permit from the city manager in accordance with the requirements of this article. As used in this section, the term city manager includes his authorized representative.
- (c) *Application.* Any restaurant owner desiring to operate a sidewalk cafe shall prepare and file an application with the city manager which shall contain the following information:
- (1) The name, addresses, and telephone number of the restaurant desiring to operate a sidewalk cafe.
 - (2) The name, address, and telephone number of the restaurant operator.
 - (3) The type of food, beverage, or food product to be sold and served at the sidewalk cafe.
 - (4) The hours of operation of the restaurant and the proposed hours of operation of the sidewalk cafe.
 - (5) A site plan showing the section of sidewalk or pedestrian way to be used for the sidewalk cafe, and the section to be kept clear for pedestrian and fire lane use, and depicting the proposed placement of tables, chairs, barricades, umbrellas, trash receptacles, and other furnishings on the sidewalk or pedestrian way.
 - (6) A description and images, drawings and other illustrative graphics of the barricades to be used (if any) around the sidewalk café and the furniture to be used, i.e. tables, chairs, umbrellas, etc.
 - (7) Proof of an insurance policy, issued by an insurance company licensed to do business in the state, protecting the permittee and the city from all claims for damages to property and bodily injury, including death, which may arise from operation under or in connection with the permit. Such insurance shall name the city as additional insured and shall provide that the policy shall not terminate or be canceled prior to the expiration date without 30 days' advance written notice to the city. Such insurance shall afford minimum limits of \$500,000.00 aggregate annually.
 - (8) A copy of all the permits and licenses issued by the county, state, or the city, including health and ABC permits and business licenses, necessary for the operation of the restaurant business, or a copy of the application for the permit if no permit has been issued. This requirement includes any permits or certificates issued by the city or other governmental authority, for exterior alterations or improvements to the restaurant.
 - (9) A sworn statement describing any violation by the restaurant operator of any laws, regulations, or ordinances relating to the possession, sale consumption, or transportation of intoxicating beverages or controlled substances during the five years immediately preceding the date of the permit application.
 - (10) Such additional information as may be requested by the city manager or his designee in order to determine compliance with this section.
 - (11) An annual fee equal to \$0.20 per sq.ft. of sidewalk café area to cover the cost of processing and investigating the application, issuing the permit and additional city maintenance for dining areas.

- (d) *Issuance of permit.* No permit for the operation of a sidewalk cafe may be issued unless the application is complete and the following requirements are met:
- (1) The sidewalk cafe must be associated with an operating restaurant such that it is under the same management and shares the same food preparation facilities, rest room facilities, and other customer convenience facilities as the restaurant. The sidewalk cafe must be operated under the same name as the restaurant and may not be open or operated at any time when the restaurant is not open for business.
 - (2) The operation of the sidewalk cafe must be clearly incidental to the associated restaurant business. The seating capacity of the sidewalk cafe may not be more than 50 percent of the interior seating capacity of the associated restaurant.
 - (3) The placement of sidewalk café furnishings and barricades must provide for the passage of pedestrians with at least six feet of pedestrian passage when the sidewalk is less than 20' wide and a minimum of 8' of pedestrian passage when the sidewalk is 20' or greater in width for 50% or more of the total sidewalk café area. This pedestrian passage must extend 6' beyond the edge of the sidewalk café.
 - (4) The placement of sidewalk café furnishings and barricades must not obstruct pedestrian passage associated with crosswalks, accessible ramps, fire exits or lanes. These elements' full width must remain unobstructed.
 - (5) The pedestrian passage described in subsection 46-86(d3-d5) may not be used for the display of merchandise, portable signs, planters or any other streetscape element otherwise authorized pursuant to subsection 46-81(e) of this chapter.
 - (6) The restaurant seeking to operate the sidewalk cafe must front on and open onto the sidewalk or pedestrian way proposed for the sidewalk cafe, or be situated below sidewalk level with direct access to the sidewalk by means of an open-air stairwell.
 - (7) The placement of tables, chairs, and other furnishings may not extend beyond the sidewalk or pedestrian way frontage of the associated restaurant, with the following exception: **café furnishings and barricades** may extend up to 8' onto adjacent property frontage in either or both directions with the written permission (provided at the time of application) of the occupant of the adjacent property(ies).
 - (8) **Tables must have a surface area no larger than 10 sq. ft. (ex. 36" square table, a 40" diameter round table or a 30" by 42" rectangular table). Table size does not limit restaurants from pulling tables together to seat larger parties.**
 - (9) **Sidewalk café furnishings other than tables, chairs, trash receptacles and umbrellas are not approved for use in sidewalk café areas.**
 - (10) **Sidewalk furnishings must be constructed of metal (aluminum, steel, wrought iron, etc.). Commercial umbrellas must be made with outdoor fabric and a metal or commercial grade plastic stand and must be free of logos or other signage.**
 - (11) **The leading edge of sidewalk café barricades must be perpendicular to the sidewalk direction and be a minimum height of 3' and maximum height of 4'2". The barrier must be detectable by the visually impaired.**
 - (12) **Sidewalk café barricade stanchions/posts must not be a tripping hazard. If a stanchion or other vertical supporting device is attached to a base, that base must be flat and must measure no more than 1" above the sidewalk surface.**

- (13) Sidewalk café barricade stanchions/posts must be constructed of metal (aluminum, steel, wrought iron, etc.), wood (wood must be painted or stained) or planters. Stand-alone commercial planters used as vertical support posts may not exceed 3' in total height and plants may not exceed 6' from ground level.
- (14) Sidewalk café barricade railings must be steel chain coated with black plastic, heavy duty black plastic chain, heavy duty black rope or red or black velour rope.
- (15) Except as elsewhere permitted by the Code, the operation or furnishing of the sidewalk cafe shall involve no permanent alteration to or encroachment upon any street, sidewalk, or pedestrian way or to the exterior of the associated restaurant. Sidewalk café furnishings must be freestanding without any permanent or temporary attachments to buildings, sidewalks or other infrastructure and shall be of a type of street furniture that is easily movable.
- (16) Each sidewalk cafe shall provide adequate trash receptacles **as needed** for its patrons within the perimeter of the barricades. At the end of each business day and during operating hours, the operator shall remove all trash and debris of any sort from the area within the barricade and between it and the curb. In addition, the operator shall remove from the sidewalk alongside and abutting properties any trash or debris originating as a result of the operation of the sidewalk cafe.
- (17) **The sidewalk in and around the sidewalk café area must be kept clean and unblemished. Spills and stains from general use must be removed on a weekly basis.**
- (18) **Café furnishings and barricades must be cleaned and properly maintained at all times.**
- (19) **Café furnishings and barricades must receive regular maintenance of fit and finish as required by the nature of the material being used. Damaged or deteriorating furnishings, barricades or elements of either must be replaced in a timely manner.**
- (20) **All planters must contain seasonally appropriate plants in healthy condition.**
- (21) Tables, chairs and other furnishings that remain on the sidewalk at times when the business is not in operation shall be secured in a manner that allows clear access from the street equal to or exceeding half of the frontage of the associated restaurant.

- (e) *Alcoholic beverages.* Notwithstanding any other provisions of this Code, alcoholic beverages may be served in approved sidewalk cafes provided that the following requirements are met:
- (1) The sidewalk cafe shall be part of a restaurant and shall otherwise be authorized, permitted, or licensed under the state law and this Code to serve and sell alcoholic beverages for on-premises consumption.
 - (2) The sidewalk cafe must be included as part of the premises for which an ABC permit is issued pursuant to state law, for the purpose of applying and enforcing state laws regarding the sale or consumption of alcoholic beverages.
 - (3) Signs shall be posted, visible at all exit points from the sidewalk cafe, that it is unlawful to remove alcoholic beverages from the premises.
 - (4) The restaurant operator shall not have violated any law, regulation, or ordinance relating to the possession, sale, transportation or consumption of intoxicating beverages or controlled substances for the three years preceding the commencement of the sale of alcoholic beverages at the sidewalk cafe.
 - (5) No outdoor bar is allowed within the sidewalk cafe, nor shall outdoor preparation of alcoholic beverages be permitted except that unfortified wine may be decanted or beer poured at a table as part of a meal.

- (f) *Denial.* A permit may be denied if it is found that the application does not demonstrate compliance with this section and/or that the granting of the permit would not be in the public interest. Any applicant denied a permit to operate a sidewalk cafe shall receive a written statement outlining the grounds on which the denial is based. The applicant may appeal the denial of the permit to city council within 15 working days after the date of the written denial, and city council may take such action as it shall find necessary. The finding and determination of city council shall constitute final action by the city.
- (g) *Terms and transfer.* Permits for a sidewalk cafe issued in accordance with the provisions of this article shall be issued for the period beginning July 1 or thereafter and expiring June 30 of each year. If a permittee discontinues the restaurant operation or the sidewalk cafe, no refund of the permit fee shall be made. Permits issued pursuant to this section shall not be transferable or assignable. Permits may prohibit operation of sidewalk cafes during special events and contain other conditions and restrictions as may be necessary to protect the public health, safety and welfare.
- (h) *Permit suspension.* The city manager may suspend a permit issued pursuant to this section if he finds one or more of the following conditions exist:
- (1) Violation of any provision of the county health department regulations or of this section.
 - (2) Violation of any law, regulation, or ordinance regarding the possession, sale, transportation, or consumption of intoxicating beverages or controlled substances.
 - (3) Operation of the restaurant or sidewalk cafe in such a manner as to create a public nuisance or to constitute a hazard to the public health, safety, or welfare; specifically including failure to keep the cafe area clean and free of refuse.
 - (4) Operation of the restaurant or sidewalk cafe in violation of any city, county or state law, ordinance, or regulation.

Such permit suspension shall take effect immediately upon delivery of a citation to the restaurant operator or, in his absence, the person with supervisory authority over the operation of the restaurant. The city manager shall designate a period of time for the suspension to be in effect up to 45 days from the date of violation, and shall include the length of the suspension in the notice of suspension. In designating a suspension period pursuant to this section the city manager shall consider the factors set forth in this subsection (h) and subsection (i) below.

Such decision of the city manager may be appealed to the city council by written notice thereof filed with the city clerk within 15 days of the date of receipt of notice of suspension.

- (i) *Permit revocation.* The city manager may revoke a permit issued pursuant to this section if he finds that the restaurant operator has:
- (1) Deliberately misrepresented or provide false information in the permit application.
 - (2) Violated any provision of the county health department regulations or of this section.
 - (3) Violated any law, regulation, or ordinance regarding the possession, sale, transportation, or consumption of intoxicating beverages or controlled substances.
 - (4) Operated the sidewalk cafe in such a manner as to create a public nuisance or to constitute a hazard to the public health, safety, or welfare; specifically including failure to keep the cafe area clean and free of refuse.
 - (5) Failed to maintain any health, business or other permit or license required by law for the operation of a restaurant business.

- (6) Fails to consistently maintain the sidewalk cafe in a neat and trash free manner.
- (7) Operated the restaurant or sidewalk cafe in violation of any city, county or state law, ordinance, or regulation. In the event the city manager determines good grounds exist for the revocation of a permit issued under this section, he shall provide the restaurant operator a notice to show cause, stating with particularity the grounds therefore, why the sidewalk cafe permit should not be revoked. The restaurant operator shall be provided an opportunity for a hearing, following which the city manager shall render an order in writing. The restaurant operator may appeal any such order by filing a written appeal with the city clerk within 15 days of receipt thereof. City council shall conduct a hearing on the appeal and render its decision thereon. The finding and determination of city council shall constitute final action by the city.

(Ord. No. 02-0839, § 1, 8-8-02; Ord. No. 06-0516, § 1, 5-4-06; Ord. No. 11-1053, § 1, 10-6-11; Ord. No. 12-0518, § 1, 5-3-12)



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Jennifer Harrell

Department: Admin

Date Submitted: 1/23/2018

Presenter: Jennifer Harrell

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Discussion/Staff Direction

Summary of Information/Request:

Item # 19

Staff wants to engage an Insurance Broker to assist with our health insurance. We're bringing two companies to Council to consider. We've done our best to compare "apples to apples." The companies are OneDigital and Mark III.

Budget Impact: \$ 12,750-FY17-18 depending _____ Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

I move we choose _____ as our insurance broker.

Attachments:

Marketing material - OneDigital and Mark III



LOCAL CAPABILITIES – NATIONAL PRESENCE



ONEDIGITAL – Largest Employee Benefits Only Consulting Firm

- Size and Scale matters in the employee benefits marketplace
- Partnership with Morrow Insurance Agency, Inc.
- ONEDIGITAL, is the nation's largest small to mid-market consulting firm
 - We advise 35,000+ clients in all 50 states
 - 950 employees national, 37 local ONEDIGITAL Offices
 - Locally, we are a team of 150 associates in Charlotte , Winston-Salem, Raleigh, Wilmington and Richmond
 - ONEDIGITAL Carolinas currently services about 150 clients in the 100-500 segment
 - Digital is a portfolio company of Fidelity National Financial (NYSE: FNF)



ONEDIGITAL Employer Partners



Simplifying the Healthcare Journey

The 5 Things That Matter Most to Employers:

1. Lower Costs
2. The Best Benefits Possible – (*understood & appreciated*)
3. Healthy People
4. Help Navigating ACA and Compliance
5. Reduce and Eliminate Administrative Headaches

Our teams and solutions are well positioned to solve for these five things in a way that is customized for you.

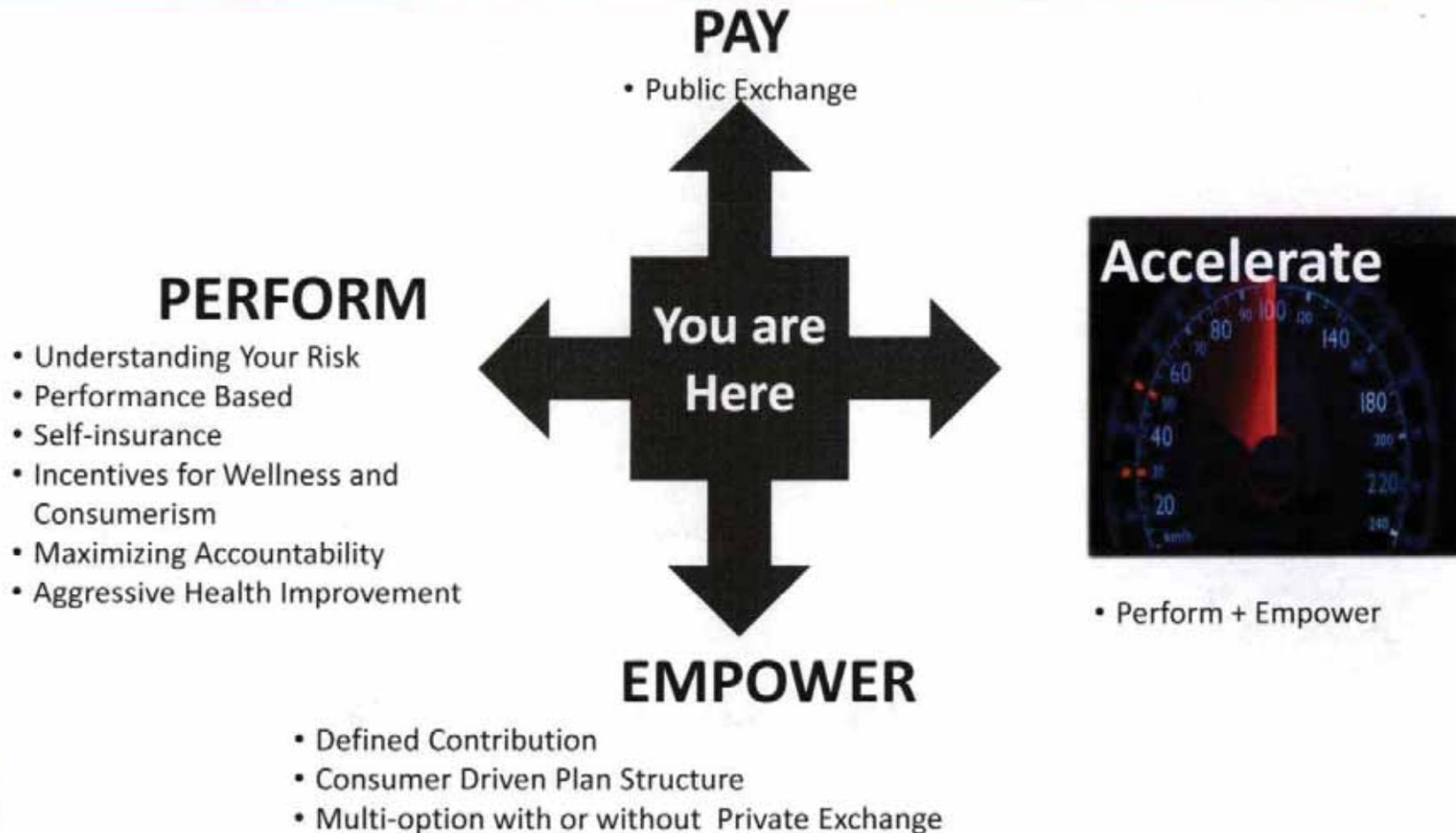


The City of Hendersonville Consulting and Advisory Team

Team Member	Responsibilities
Jim Rasmussen, RHU Employee Benefits Consultant	Strategic Relationship Management.
Mark McLean, CLU, Managing Principal	Relationship Management, Strategic Direction, Insurance/TPA Carrier Relations, Supervision of all agreed upon services
Account Executive	Leadership of Strategic Planning and Account Management, as well as client relationship management and consulting lead.
Senior Consultant	Responsible for strategic consulting, monthly reporting, data analytics and underwriting support.
Advisor	Account support and assists with claims, communications and coordinating service issues.
Leigh McInville, Financial Analyst	Analytics, Financial Reporting, Claims and Utilization Analyses and Renewal Underwriting.
Lenny Bluestein, Market Analyst	New Business and Renewal Underwriting.
Ann Hayes, Client Service Specialist	Escalated claims, billing and eligibility resolution
Erica Cordova , VP, ERISA Counsel	In-House Counsel manages both teams that support Compliance and Health Care Reform Legislative Support.
Nicole Vermillian, Health Improvement	Wellness and Population Health Management
Annette Bechtold, SVP, Regulatory Affairs	Responsible for advising, educating and supporting both internal and client facing service teams in all areas related to compliance and reform.
Holly Forest, Director , Customer Advocate Center (CAC)	Management of Customer Advocate Center, available to your employees and their families.



Decision Support – 4 Pathways



Your Benefits Partner

Business Planning

- Multi-Year Strategic Planning
- Global Benefits Budgeting
- Development of Project Plans and Service Calendar
- Employer and Member Communication and Education

Legal and Compliance

- Internal and External Legal Support
- Compliance Audit Team
- Custom ACA Analysis
- Due Diligence Support
- Contract Audits / Reviews

Health Plan Financial Services

- Monthly Reporting Package
- Cost and Utilization Trend Analyses
- Underwriting Support – Projections, Renewals, IBNR, COBRA

HR Support

- Premium Billing and Reconciliation
- Enrollment and Coverage Audits
- Client / Carrier Data Verification
- Issue Resolution and Follow Up
- Customer Advocate Center

Digital Analytics

- Patented Decision Support Analytics
- Clinical “Drill Downs”
- Proprietary Analytic Models
- Actuarial Support Services

Employee / Member Education and Communication

- Educational Curriculum Development
- Customized Open Enrollment Support
- Customer Advocate / Care Center
- Consumer Support Tools

Risk Management

- Identification of Business, Legal and Insurance Risks
- Risk Mitigation Strategies
- Demographic and Chronic Condition Analysis and Management

Wellness & Employee Awareness

- Comprehensive and Multi-Year Plan Engagement Strategy and Tracking
- Program Results Analysis



Compliance

Navigating the ACA and Reducing compliance risk.

ONEDIGITAL's Compliance offers you comprehensive assistance to keep you in compliance with Health Care Reform while leveraging Pay or Play and the Cadillac Tax in a way that prepares you for what lies ahead in the new world of health and benefits.



Assistance with the following:

- ERISA
- HIPAA
- COBRA
- FMLA
- 5500's
- Carrier Eligibility
- Non-Discrimination Testing

Transparency – Reporting Capabilities

- Quarterly Claims Utilization Meetings
 - Monthly claims Review
 - Pharmacy Utilization Analysis
 - Provider Data Analysis
 - Large Claim Analysis
- Benchmarking
 - Claims Utilization
 - Plan design
 - Contribution levels
- Underwriting Expertise
 - Pre-renewal discussion with client & carrier
 - Renewal projection analysis



Simplify

- Paperless, web-based approach allows 24/7 access to benefits information for employees and their family members
- Video presentation available for employees at Annual Enrollment and New Hire Orientation:
 - Alleviate scheduling constraints for employee meetings
 - Reach remote employees and reduce HR hand-holding
 - Employee can review/watch with spouse at home or on weekend
 - Video link can be sent to prospective employees during recruitment
 - Online benefits portal/library used for housing benefit documents (rates, benefit summaries, forms, certificates)



Patented Decision Support Analytics

Value Select SM

- Plan Comparisons
- Contribution Strategy
- Value Determinations

Plan Analysis

- Benchmarking
- Plan Modeling
- Directional Bias

Health Care Reform Analysis

- PPACA Penalty Exposure

BENEFIT SELECT [®]

Results =

Actionable information,
better decisions, stable
and predictable
outcomes, controlled
company costs

FUNDING SELECT SM

- Funding Risk/Reward
- Optimal Specific Stop Loss Deductible

Claims Analysis

- Large Claims Analysis
- Disease Profiler
- Trends and Drivers

Underwriting Analysis

- Assess Renewal Fairness
- Carrier Verification
- Budget Projections

Self Funded Risk vs. Reward – Strategic Approach

Percent of predicted	Cumulative probability	Total self-funded cost	Fully-Insured Premium	Dollar savings	Percent savings
75.0%	0.0%	\$1,664,317	\$2,276,538	\$612,221	26.9%
85.0%	0.8%	\$1,863,674	\$2,276,538	\$412,864	18.1%
90.0%	5.7%	\$1,963,353	\$2,276,538	\$313,185	13.8%
94.0%	17.7%	\$2,043,096	\$2,276,538	\$233,442	10.3%
96.0%	27.1%	\$2,082,968	\$2,276,538	\$193,570	8.5%
98.0%	38.1%	\$2,122,840	\$2,276,538	\$153,698	6.8%
100.0%	50.0%	\$2,162,711	\$2,276,538	\$113,827	5.0%
102.0%	61.7%	\$2,202,583	\$2,276,538	\$73,955	3.2%
104.0%	72.1%	\$2,242,454	\$2,276,538	\$34,084	1.5%
105.0%	76.7%	\$2,262,390	\$2,276,538	\$14,148	0.6%
106.0%	80.8%	\$2,282,326	\$2,276,538	-\$5,788	-0.3%
108.0%	87.5%	\$2,322,197	\$2,276,538	-\$45,659	-2.0%
110.0%	92.3%	\$2,362,069	\$2,276,538	-\$85,531	-3.8%
120.0%	99.7%	\$2,472,642	\$2,276,538	-\$196,104	-8.6%
125.0%	99.96%	\$2,483,536	\$2,276,538	-\$206,998	-9.1%

\$114,000 (5%) savings at expected claim level

Crossover between winning and losing

91% chance of winning with buy-down to \$100K

Crossover at 105.5% of predicted; probability of winning is about 78%

SSL	\$85,000	\$100,000	\$125,000
prem/yr	\$168,691	\$123,883	\$97,525
Prem diff	\$0	\$44,809	\$71,167
Probability-save	N/A	91.1%	77.1%
Probability-loss	N/A	8.9%	22.9%
Most likely net savings	N/A	\$27,269	\$33,649





Population Health Management

TakeCharge

An aggressive and progressive approach to incentive based health and wellness

ONEDIGITAL's Take Charge platform incorporates best in class health improvement benefits, incentives, interventions and member support to deliver sustainable cost reduction and unparalleled employee engagement.

THE NUMBERS TELL THE STORY

85%

of healthcare costs represent claims.

50%

of claim costs are driven by lifestyle behaviors.

30%

employees have or are at risk of developing chronic disease.

80%

HEART DISEASE*

80%

TYPE 2 DIABETES*

40%

CANCERS*



Preventable and Reversible



The Advanced Resolution Team (ART)

- We are an extension of your HR Department, we assist in all aspects of daily management and support
- Sharing knowledge with our clients in all aspects of regulations pertaining to enrollments, terminations, changes, GIWP, rehires, and COBRA
- Facilitate resolution on plan eligibility issues
- Assist clients with complex claims, billing issues and resolution
- Interpret insurance payment outcomes
- Liaison between your employees and the carriers to solve problems
- Annually handle over 800 complex claims worth more than \$1.2 million
- 99% completion rate on retroactive terminations, enrollments and changes



Ann Hayes
18+ years of Experience
Claims, Billing and Enrollment



NaShana Ferguson
8+ years of Experience
Claims, Billing and Enrollment



Bonnie Templeman
19+ years of Experience
Claims, Billing and Enrollment



Vicki Skinarakis
11+ years of Experience
Enrollment and Billing





BENEFIT CONSULTING

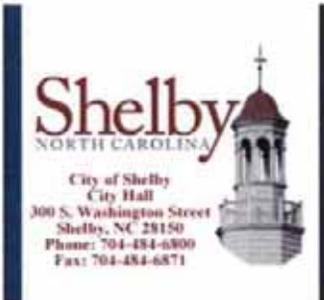
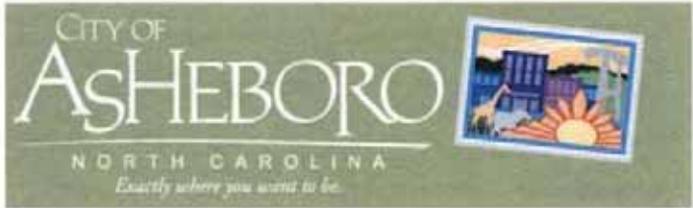
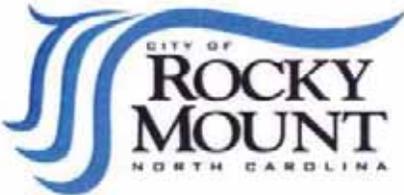
Mark III Services



November 29, 2017

Clients

Mark III proudly serves 140+ clients in NC, VA, TN, GA. Clients include:





Medical Clients

Mark III serves 100+ clients in NC, VA, TN, GA. Clients include:

City of Brevard, NC
City of High Point, NC
City of McMinnville, Tn.
City of Monroe, NC
City of Rocky Mount, NC
City of Sanford, NC
City of Shelby, NC
City of Washington, NC
Alleghany County, NC
Bertie Martin Regional Jail, NC
Burke County, NC
Burke Catawba Confinement Facility, NC
Cabarrus County, NC
Caldwell County, NC
Carter County, Tn
Caswell County, NC
Cleveland County, NC
Columbus County, NC
Culpeper County Government, Va
Culpeper County Schools, Va
Dare County, NC
Edgecombe County, NC
First Tennessee Human Resources, Tn
Forsyth County, NC
Gaston County, NC
Halifax County, NC
Henderson County, NC
Hertford County, NC
Hoke County, NC

Huntsville Utilities, Al
Iredell County, NC
Isle of Wight County Schools, Va
Lee County, NC
Lincoln County, NC
Nash County, NC
Martin County, NC
Moore County, NC
Onslow County, NC
Pitt County, NC
Rabun County, Ga
Randolph County, NC
Rhea County, Ga
Robeson County, NC
Rowan County, NC
Spotsylvania County, Va
Spotsylvania County Public Schools, Va
Sullivan County Government, Tn
Towns County, Ga
Town of Nags Head, NC
Town of Tarboro, NC
Town of Smithfield, NC
Transylvania County, NC
Unicoi County, Tn
Vance County, NC
Wayne County, NC
Wilkes County, NC
Yancey County, NC



- Experience
- Leverage
- Service
- Leadership



- Mark III is a responsive partner providing:
 - Focus on Large/Sophisticated Public Sector Employers
 - Health Funding Solutions
 - Health Care Reform Solutions
 - Best in class Voluntary Benefits
 - Independence in Vendor/Product Selection – Significant TPA book of business
 - Custom Solutions – Benefit Administration
 - Non-commissioned Benefits Counselors



Mark III:

- Tracks Claims Trends
- Makes Plan Recommendations
- Manages Request for Proposals
- Recommends Wellness Strategies
- Reviews Pooling and Administration costs
- Reviews Pharmacy services
- Considers Tiered Networks
- Has Implemented Direct Contracts
- Compares Provider Discounts
- Reviews Dependent Claims
- Coordinates Dependent Eligibility Audits
- State Health Plan Transition Experience



1. We track the claims to look for trends.
2. **Mark III provides renewal estimates 9 months in advance.**
3. Prior to the client receiving the renewal from the carrier/vendor, Mark III will evaluate the initial the experience and develop our renewal, separate of the carrier/vendor.
4. Once Mark III has completed our initial evaluation, we will meet with the client to discuss our initial assessment.
5. At the renewal meeting, we will compare our estimates against the carrier/vendor's using the following criteria:
 - a. **Claims activity.**
 - b. Competitiveness of the carrier's reserving philosophy. This will be determined by comparing their assumptions to industry norms.
 - c. Competitiveness of the carrier's retention. This will be determined by comparing their costs to industry norms.
 - d. Changes in the demographic composition of the client and how that has changed over time. How these demographics (manual rate) impact the renewal.
 - e. How competitive/aggressive the carrier is when weighing the manual rate vs. the experience rate or visa versa.
 - f. Industry trending factors.



Mark III helps develop strategies to improve the health of the population by implementing:

- Screenings
- Coaching
- Incentive based strategies
- Accountability strategies
- Clinics
- Disease Management
- Data mining



Health Care Reform Compliance Software

- **Secure / Web-based** – Data-center has successfully completed audit for SSAE16 thereby ensuring complete security protection for all data submitted and stored.
- **Monitors Employees Hours** – The dashboard displays calculated probability of eligibility, hours worked, eligibility date and more at-a-glance information. Hours are uploaded using pay period data files.
- **Projects Probability** – Based on the measurement rules setup by the Employer, the tool utilizes the hour's upload to project the probability of an employee becoming eligible for benefits.
- **Automated Alerts** – Scheduled, automated e-mails are sent to applicable addresses based on the type of alert selected and user-defined thresholds.
- **Reporting** – Standard and customized reports may be scheduled for regular or a one-time occurrence to accommodate any user level and may be sent directly via email.
 - Restrictions and permissions provide added security.
 - Auto populate IRS forms 1094 and 1095 per Section 6055/6056 reporting requirements.
 - Future reporting required by ACA.



- Mark III delivers a semi-monthly compliance and Health Care Reform Newsletter
- This information is critical to complying with an ever changing benefits landscape.

Benefits

BUZZ

Benefits tips brought to you by
Mark III Employee Benefits

Agencies Prohibit All Employer Reimbursement of Individual Premiums

Due to the rising costs of health coverage, employers have shown interest in helping employees pay for individual health insurance policies instead of offering employer-sponsored plans.

In response, on Nov. 6, 2014, the Departments of Labor (DOL), Health and Human Services (HHS) and the Treasury (Department) issued [FAQ guidance](#) stating that these arrangements do not comply with the Affordable Care Act's (ACA) market reforms and may subject employers to penalties.

Although it was widely believed that these penalties would apply only to pre-tax arrangements, the FAQs clarify that after-tax reimbursements and cash compensation for individual premiums also do not comply with the ACA's market reforms and may trigger

the excise tax penalties.

This guidance essentially prohibits all employer arrangements that reimburse employees for individual premiums, **whether employers treat the money as pre-tax or post-tax for employees.**

The new FAQ follows up on IRS guidance previously issued in September 2013, which clarified that health reimbursement arrangements (HRAs), certain health flexible spending arrangements (FSAs) and other employer payment plans are considered group health plans subject to the ACA's market reforms and cannot be integrated with individual policies to satisfy those requirements.

The IRS further clarified the issue in May 2014 when it issued two [FAQs](#) addressing the consequences for employers who reimburse employees for individual health insurance premiums. Because these employer payment plans do not comply with the ACA's market reforms, the IRS indicated in the FAQs that these arrangements may trigger an excise tax of **\$100 per day for each applicable employee.** This same penalty would apply to employers who violate the new ruling against reimbursing employees for individual premiums.

The latest guidance also stated that products claiming to help employers obtain Marketplace subsidies for their workers through a Code Section 105 reimbursement plan are also not permitted.

HPID Requirement Delayed Indefinitely

On Oct. 31, 2014, the Centers for Medicare & Medicaid Services (CMS) announced a delay in enforcement of the **Health Plan Identifier (HPID) requirement until further notice.**

The HPID is a standard, unique health plan identifier required by the Health Insurance Portability & Accountability Act of 1996 (HIPAA).

The delay, which was announced five days before the initial deadline to obtain an HPID, means that for the foreseeable future, health plan sponsors are not required to obtain an HPID or use it in HIPAA standard transactions.

CMS has not indicated if there will be a new deadline for obtaining the HPID, or when the new deadline will be. Health plan sponsors who have already obtained HPIDs should maintain records of their identifiers.

This enforcement delay applies to all HIPAA-covered entities, including health care providers, health plans and health care clearinghouses.

Officials responsible for enacting the delay released a statement explaining their decision was based on recommendations by a separate advisory body. Those recommendations will be reviewed while the delay is in effect.

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COMMUNICATIONS

Benefits Plan Booklets & Enrollment Posters

COUNTY OF VANCE
NORTH CAROLINA

VANCE COUNTY

2016 Employee Benefits Enrollment

MANDATORY MEETINGS:
June 14 - 16, 2016

ENROLLMENTS:
June 21 - 23

NOTE
This is the only time of the year you will be able to enroll in your benefits. Changes to your enrollment will not be accepted if you do not attend a mandatory meeting or if you do not enroll during the enrollment period.

PLAN YEAR:
July 1, 2016 - June 30, 2017

ABOUT
All full-time employees are required to attend a group presentation. You will be able to meet with a Mark III Benefits Counselor individually after the group presentation.

OUR BENEFITS
Medical - NC League of Municipalities Health Benefits Trust (Administered by MetLife)
Dental - Delta
Vision - Community Eye Care Vision
Life - Term Life
Accident - Acci-Protect
Critical Illness - Critical Illness Indemnity
Disability - Short-Term Disability
Long-Term Disability - Long-Term Disability

Mark III Insurance Services

Employee Benefits
July 1, 2016 - June 30, 2017

ROBESON COUNTY
NORTH CAROLINA

ROBESON COUNTY

2016 Employee Benefits Enrollment

JUNE 6 - JUNE 17, 2016

NOTE
This is the only time of the year you will be able to enroll in your benefits. Changes to your enrollment will not be accepted if you do not attend a mandatory meeting or if you do not enroll during the enrollment period.

PLAN YEAR:
July 1, 2016 - June 30, 2017

ABOUT
All full-time benefit eligible employees are encouraged to meet with a Mark III Benefits Counselor.

OUR BENEFITS
Medical - NC League of Municipalities Health Benefits Trust (Administered by MetLife)
Dental - Delta
Vision - Community Eye Care Vision
Life - Term Life
Accident - Acci-Protect
Critical Illness - Critical Illness Indemnity
Disability - Short-Term Disability
Long-Term Disability - Long-Term Disability

Mark III Insurance Services

Employee Benefits
July 1, 2016 - June 30, 2017

COMMUNICATIONS

Employee Websites



- ✔ Product Videos
- ✔ Policy Certificates
- ✔ Benefit Summaries/Rates
- ✔ Claim/Admin Forms
- ✔ Vendor/Client Contact Info

www.markiiiweb.com

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ENROLLMENT SERVICES

On-site, On-line, Year-round

- **Internet-based WeCare Solutions Platform – Self-enroll Option, 24/7 Access**
- **Group Presentations**
- **One-on-one Counseling**
- **Salaried Staff**
- **Educational Format**



ONLINE ENROLLMENT

Internet-based **WeCare Solutions Platform**



- Internet-based
- Secure System
- 24/7 Access
- User-friendly
- Benefit/Deduction Summary
- GI Products = Easy Admin
- New Hire Self-Enrollment



- Valued partner for the client
- We do what is in the best interest of the client and the employees
- We set truthful expectations and are creative with client needs
- High level of service and responsiveness
- Significant self-funded Medical, Dental, and Voluntary Plan Experience
- Communication Technology
- Significant wellness experience, with custom solutions that match the client's goals
- Book of business leverage, including stop-loss and pharmacy benefits

Customer Advocate Center (CAC)



Eliminating headaches and making the system work better for employers and employees

The Customer Advocate Center is a consumer engagement solution decision support system that resolves enrollment, eligibility, claims, billing and other inquiries—essentially supporting your benefits administrator.



Do you really have the time to deal with all your workers' questions about insurance claims, plan eligibility, provider networks or billing? Here's the perfect solution to increase employee satisfaction and productivity, while saving you time and money.

We respond. We act. We help.

Customer Advocate Center
ad-vo-cate-iad-va-köt!
one that supports or promotes the interests of others.

Insurance is complicated. Digital understands. Workers call us from the pharmacy needing immediate answers. We respond. Employees call us from emergency rooms, desperate because of an insurance mix-up. We act. Many e-mail right from home, needing for assistance on claims or billing issues. We help.

If your employees have a benefits-related problem, Digital's Customer Advocate Center will solve it. We're all about simplifying the health care system, and being here to help, guide and advise you at all times.

How can we help your employees?

- Educate employees so they can use their benefits
- Help employees understand insurance options
- Facilitate resolution of eligibility/billing issues
- Assist workers with claims
- Manage insurance payment/customer
- Provide alternative suggestions to satisfy patient needs
- Locate in-network providers
- Address health care costs

A phone call is always quickest, but we're also available by email, fax and online chat.

866.736.6640
866.736.6647
Email: service@digitalinsurance.com
Online chat: www.digitalinsurance.com





CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Brian Pahle & Adam Murr

Department: Admin

Date Submitted: 01/24/2018

Presenter: Brian Pahle & Adam Murr

Date of Council Meeting to consider this item: 02/06/2018

Nature of Item: Presentation Only

Summary of Information/Request:

Item # 21b

In accordance with State Statute 159-13 (b) (3) it is required that all expenditures resulting from a contingency appropriation budget adjustment be reported to the governing board at its next regular meeting and recorded in the minutes. Every month you will receive a staff report detailing the contingency appropriations made from the two months priors last Wednesday to the prior month's last Wednesday. For example for a December meeting you will receive a report of all contingencies appropriated from the last Wednesday in October to the last Wednesday in November. The following contingency appropriations were made:

- 1) Fund 10 | \$500 | Admin vehicle repair
- 2) Fund 10 | \$1000 | Worker's Comp Ins.
- 3) Fund 10 | \$1210 | Property/Liability Ins.
- 4) Fund 10 | \$730 | Worker's Comp Ins.
- 5) Fund 20 | \$200 | DT Contracted Services
- 6) Fund 60 | \$50 | Property/Liability Ins.
- 7) Fund 60 | \$4425 | Property/Liability Ins.
- 8) Fund 60 | \$135 | Worker's Comp Ins.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? ^{N/A} If no, describe how it will be funded.

Suggested Motion:

NA

Attachments:

NA



CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Fire Chief Joseph Vindigni

Department: Fire

Date Submitted: January 23, 2018

Presenter: Fire Chief Joseph Vindigni

Date of Council Meeting to consider this item: February 6, 2018

Nature of Item: Presentation Only

Summary of Information/Request:

Item # 21c

Report to Staff - Presentation will be during March 2018 Council Meeting.

Budget Impact: \$0 Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

N/A

Attachments:

City of Hendersonville Fire Department 2017 Annual Report



2017 ANNUAL REPORT





CITY OF HENDERSONVILLE FIRE DEPARTMENT



MISSION STATEMENT

The Hendersonville Fire department will provide excellent customer service by minimizing risk to life, property and the environment while creating a strong bond with our community through public education and prevention.

VISION STATEMENT

The Hendersonville Fire Department will strive to meet the needs of our community through quality performance and excellence in service.

DEPARTMENT VALUES

These values are intended to guide our efforts and should be obvious in every action and delivery of service. Below are the core value statements derived from the value words that we as an organization chose as the guiding principles for our members.

HONOR

Honor is the value of personal and professional accountability displayed through integrity, honesty and ethical behavior. We recognize the privilege of serving, and strive to treat everyone with dignity and respect.

PROFESSIONALISM

Our core value of professionalism defines who we are. We believe our chosen career is an upstanding and sound service to the community we serve. We take our role seriously and do all that we can to be a positive model for future generations.

PRIDE

We respect and honor the traditions of our organization, community and profession.

DEDICATION

We value dedication as a positive driving force to successfully utilize our skills, knowledge, and capabilities to work through any challenge, adversity, or other barrier to meet the community's needs and the needs of our organization and its members.

TEAMWORK

We value teamwork as we encourage and embrace each member's capabilities to enhance our collective performance as a whole. Teamwork and shared leadership are fundamental to our organization and we will actively promote collaboration and cohesiveness among our team members.

Letter from the Chief



It is my privilege to present the 2017 Hendersonville Fire Department's Annual Report to Mayor Barbara Volk, respected members of the City Council, City Management, and the Citizens of Hendersonville. The 2017 report will provide you with a written and visual review of the accomplishments and statistical data for the 2017 calendar year as well as an opportunity to look into the future as we continue to improve the level of service our department delivers to the City of Hendersonville.

The Hendersonville Fire Department is committed to running a fiscally responsible organization while providing the highest quality fire, emergency medical, rescue, and educational services to our growing community.

The Hendersonville Fire Department achieved a major milestone this year by reducing our public protection classification rating through the Department of Insurance – Office of State Fire Marshal. This process evaluated key areas related to community risk reduction, water supply, emergency communications, and the overall capabilities of the fire department. With our organization now having a Class 3 rating, many residential, commercial, industrial, and business properties will see reductions in their insurance premiums due to the hard-work and dedication from your Fire Department and the Hendersonville Water & Sewer Department.

Continuous improvement is our focus for 2018 and we will continue to develop and refine our strategic plan which will provide a roadmap for improvement as identified by internal as well as external stakeholders.

I would like to thank the members of the Hendersonville Fire Department for their unwavering support, professionalism, and dedication for what they do on a daily basis. We will continue to advocate for progress and growth in our Department and throughout the City of Hendersonville.

Stay Safe,

A handwritten signature in black ink, appearing to read "Joseph M. Vindigni". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

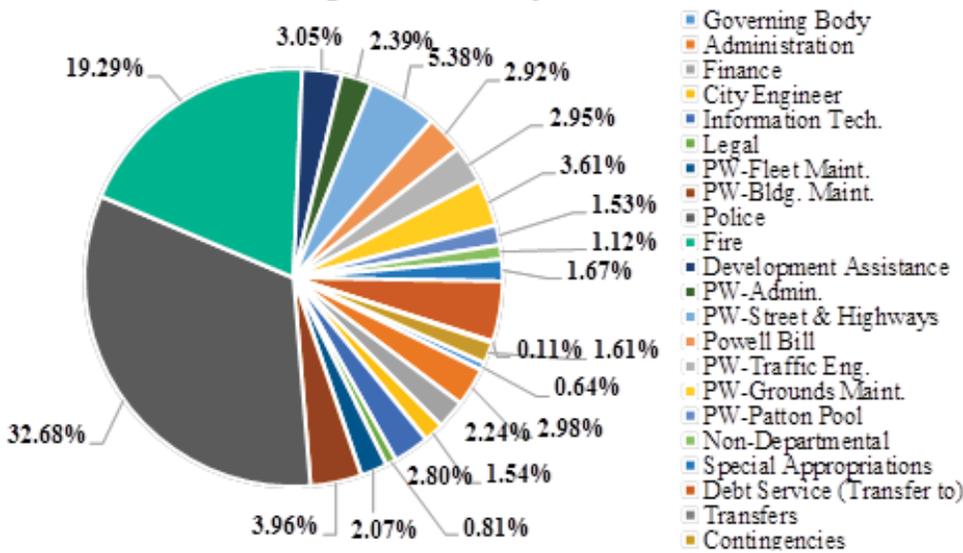
Joseph M. Vindigni

HENDERSONVILLE FIRE DEPARTMENT

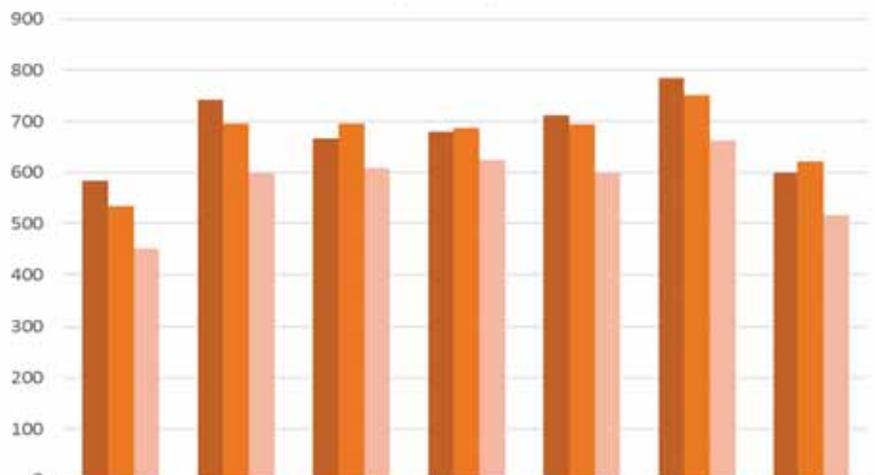
ABOUT THE DEPARTMENT

The Hendersonville Fire Department operates on an annual budget of \$ 2,967,937 and is made up of three divisions: Administration, Operations, and Life Safety. The Operations Division has 27 full-time personnel that operate on a modified L.A. schedule and performs various functions including fire mitigation, emergency medical services, hazardous material operations, and specialized rescue. The Life Safety Division includes the Fire Marshal, Assistant Fire Marshal, Fire Inspector, and one part-time Fire Inspector that perform roles in education, enforcement, inspections, and fire investigations. The Administrative Division includes the Fire Chief, Deputy Fire Chief and Administrative Assistant that performs roles in budget, strategic planning, training, and the overall direction of the organization. The HFD also utilizes 15 part-time personnel to fill vacancies and limit the amount of overtime funds being used. The department has two fire stations and a North Carolina Response Rating Class 3 for its public protection classification.

General Fund Expenditures by Function FY17-18



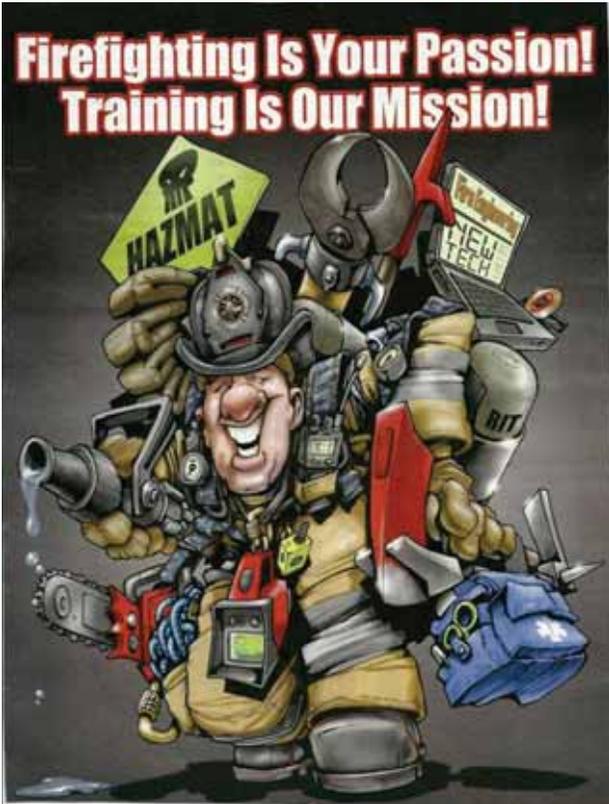
2017 Incidents per Day



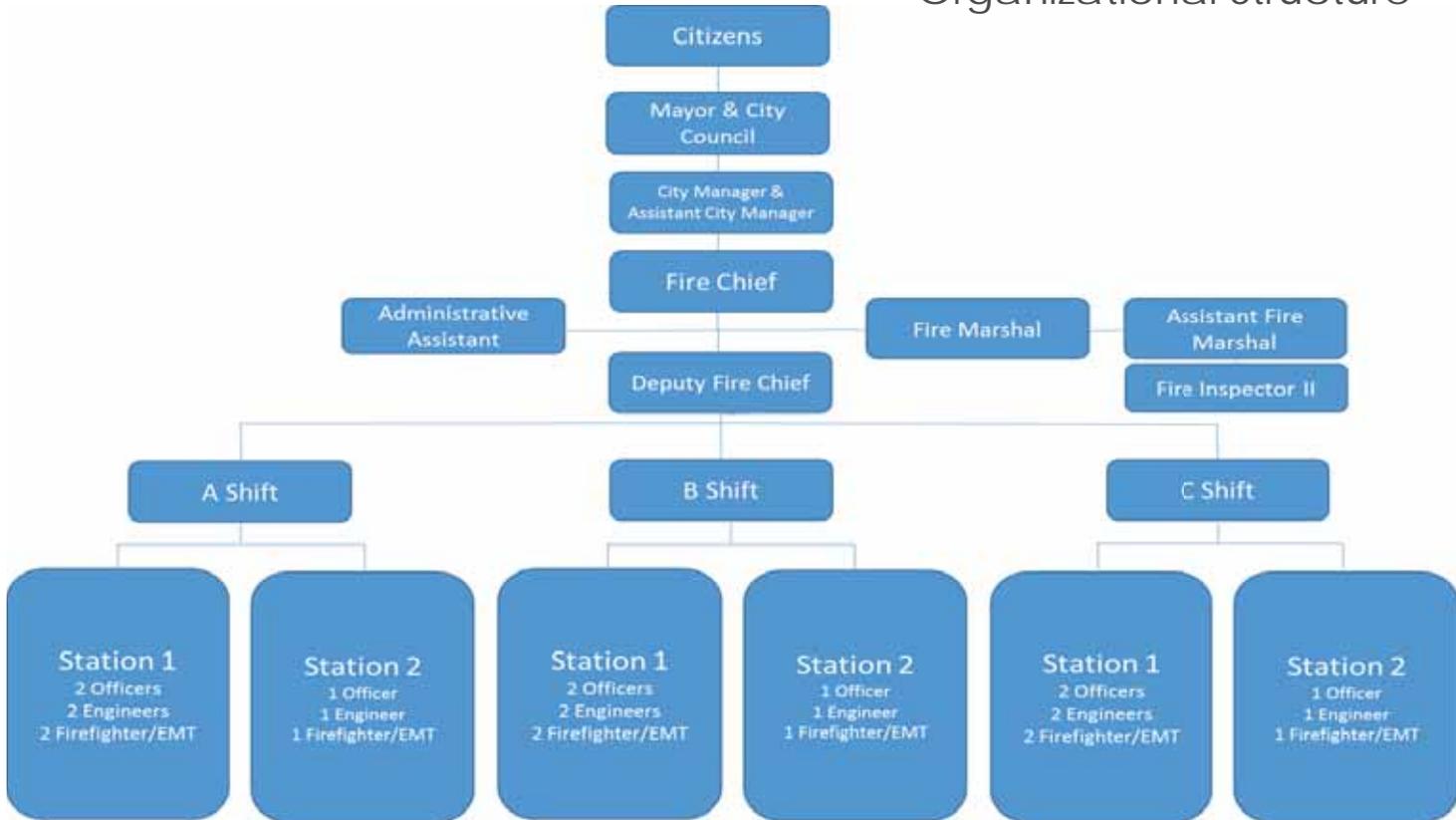
ABOUT THE DEPARTMENT

Core Services provided by the Hendersonville Fire Department

- Fire Suppression
- Emergency Medical Services
- Hazardous Materials Mitigation
- Vehicle Extrication
- Fire Prevention & Enforcement
- Fire Plans-Review
- Public Fire & Life Safety Education
- Fire Investigation
- Wildland Fires
- Rescue – Basic and Technical
- Domestic Preparedness Planning & Response
- Provide Automatic and Mutual Aid as needed
- Other



Hendersonville Fire Department Organizational Structure

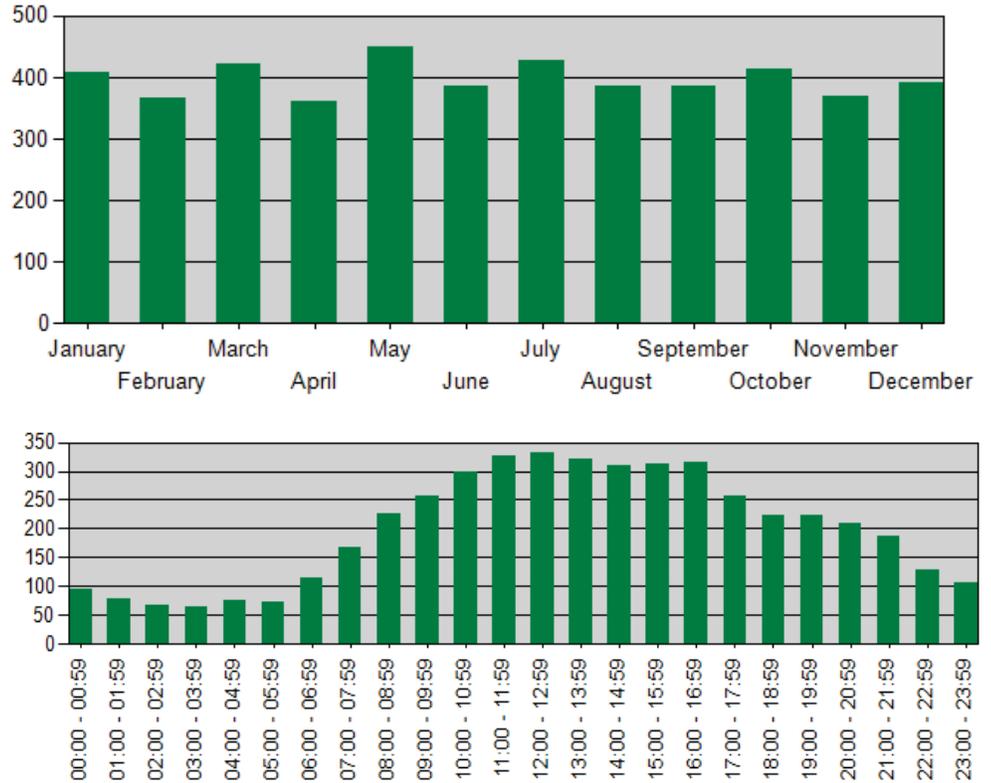


HENDERSONVILLE FIRE DEPARTMENT

ABOUT THE DEPARTMENT

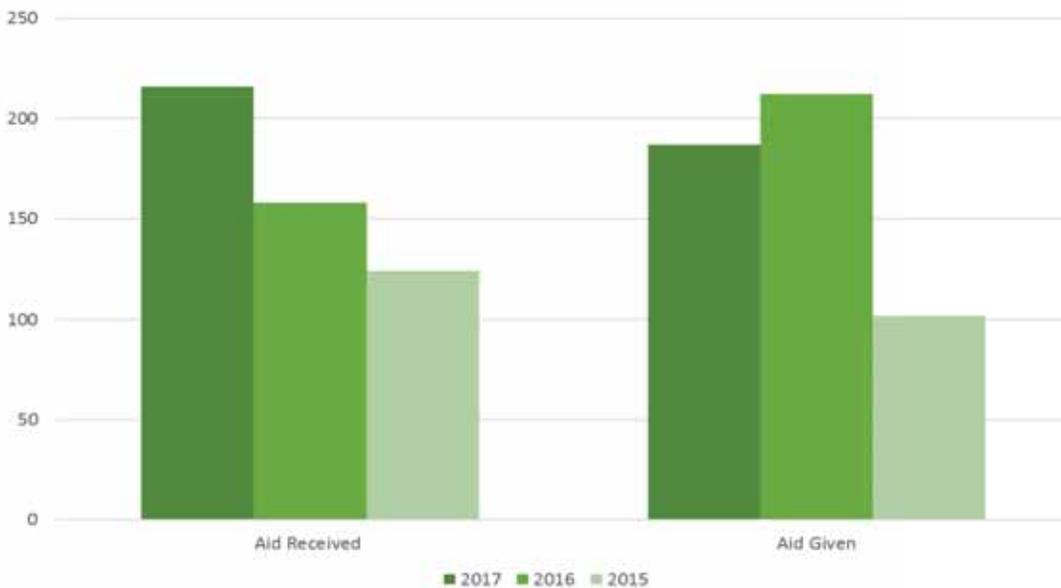
The Hendersonville Fire Department routinely evaluates data to ensure we are providing the best possible service to our community. According to the data, May is our busiest month, Friday is our busiest day of the week, and 12:00 p.m. - 1:00 p.m. is the busiest hour.

2017 Incidents by Month



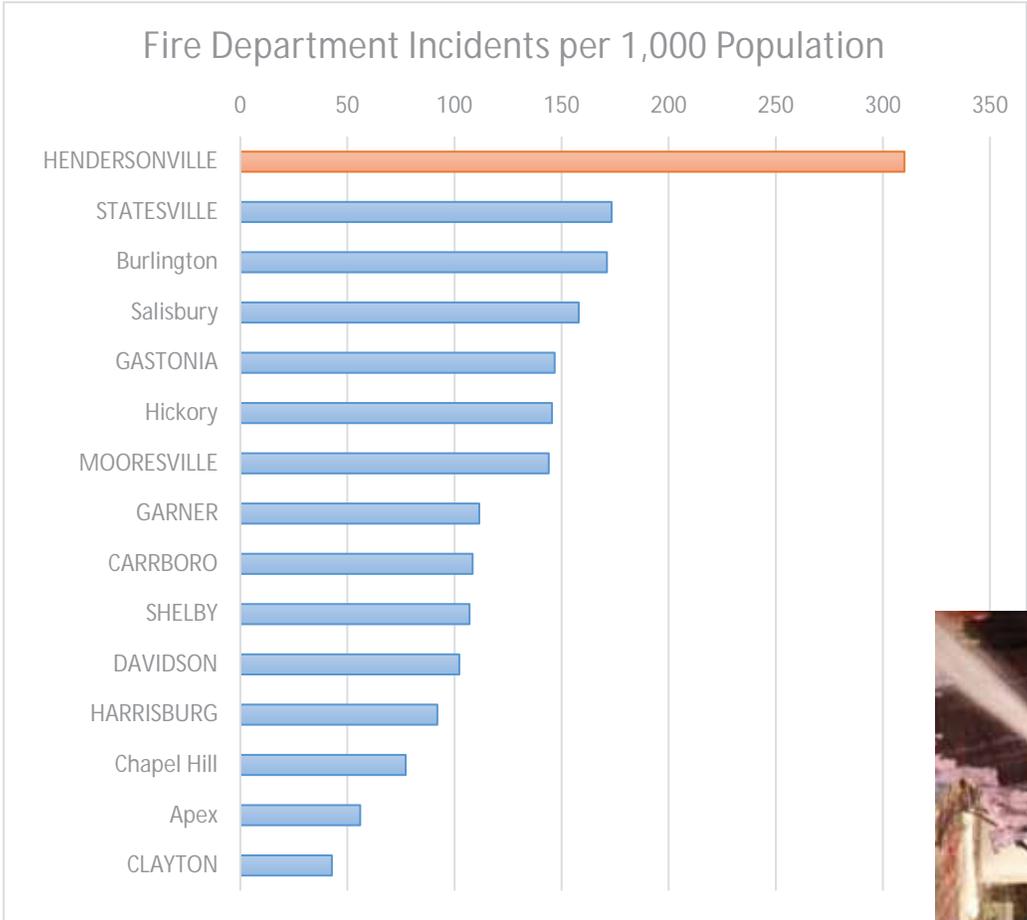
The Hendersonville Fire Department has automatic and mutual aid contracts with neighboring departments. We have seen a 37% increase in the amount of aid received into the City since 2016 and a 74% increase since 2015.

Mutual Aid

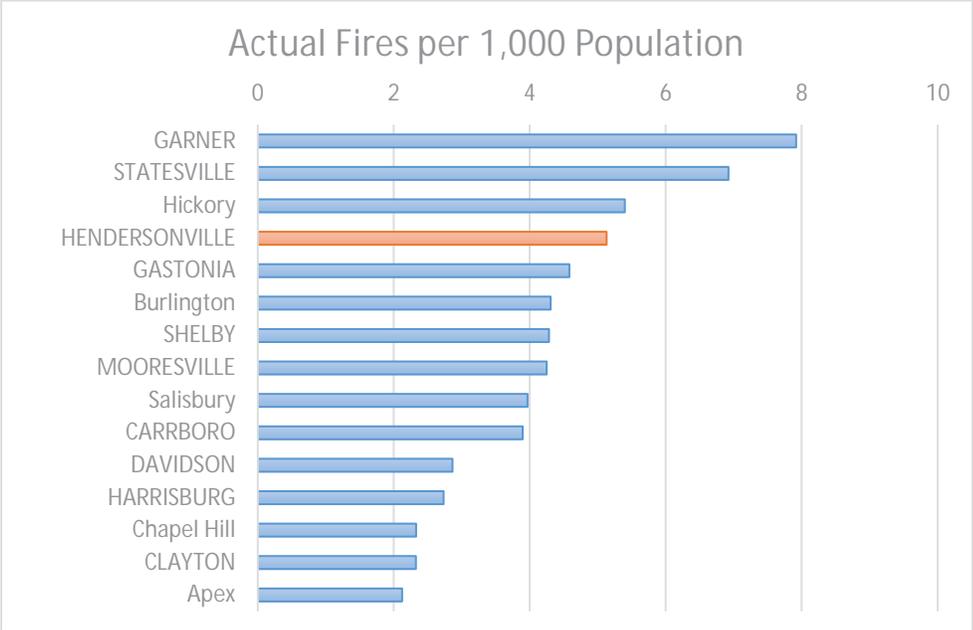


HENDERSONVILLE FIRE DEPARTMENT

HOW DO WE COMPARE



The Hendersonville Fire Department is the busiest fire department in Henderson County and, based on population and square miles, busier than much larger municipalities. Due to our large call volume, having enough resources and personnel has become a significant challenge.



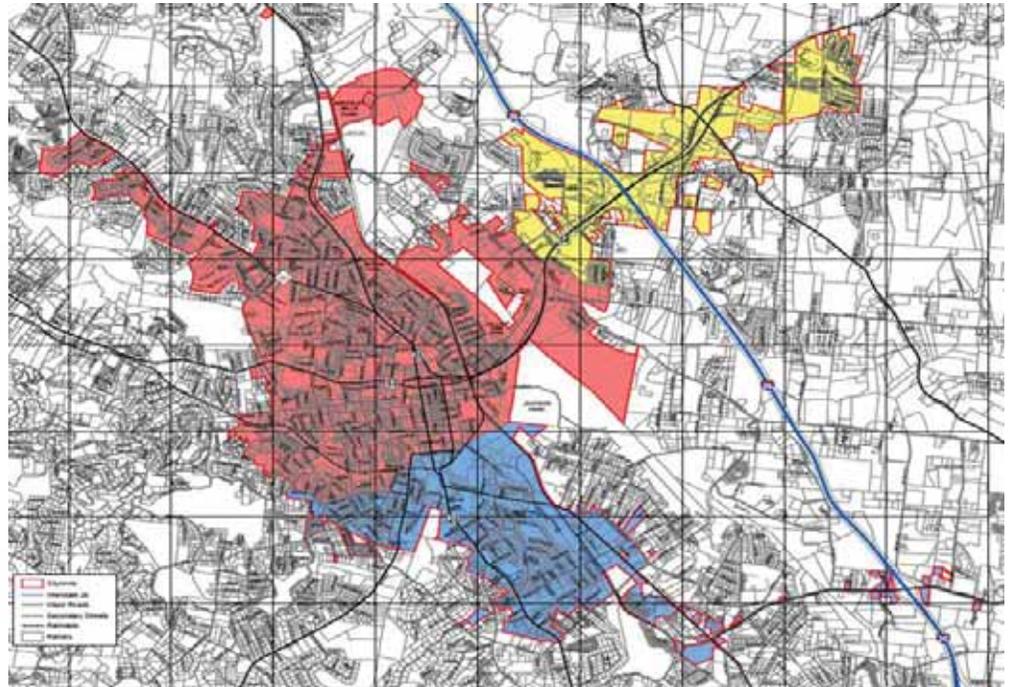
PLANNING FOR THE FUTURE

The Hendersonville Fire Department created a new District 3 in order to start tracking information pertaining to emergency incident responses on the south side of the City. This enables us to have factual data that can be utilized when considering the addition of a third fire station. Adding this Station will reduce response times dramatically, increase our overall availability within the City, reduce the reliability we currently have on mutual aid departments, and increase our overall safety and effectiveness.

July-December (6-Month) 2017

District 1 – Red – 1075 Calls District 2 – Yellow – 760 Calls District 3 – Blue – 441 Calls

Outside City – 99 Calls



For More Information

The [City of Hendersonville Fire Department 2016 Strategic Plan Report](#) can be found on our City website.



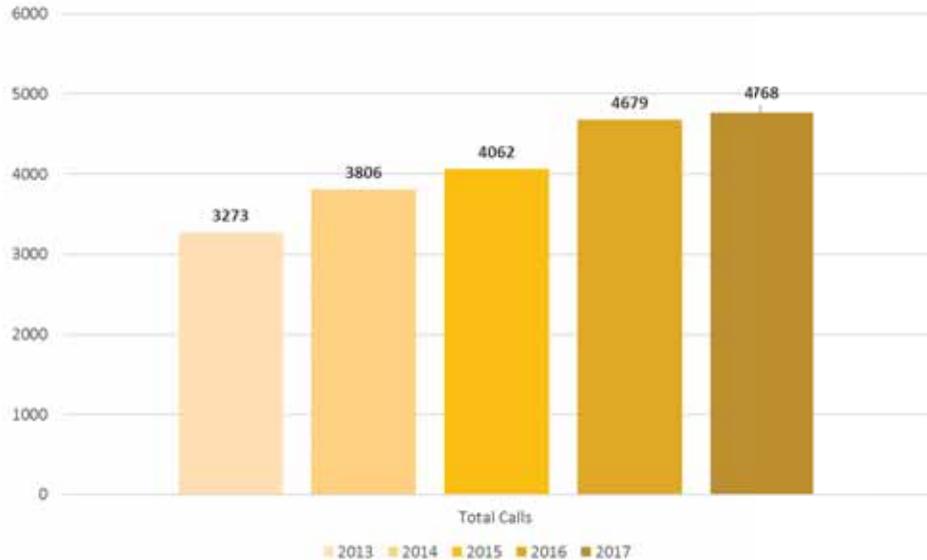
HENDERSONVILLE FIRE DEPARTMENT

OPERATIONS

The Operations division has 27 full-time personnel that operate on a modified L.A. schedule and performs various functions including fire mitigation, emergency medical services, hazardous material operations, and specialized rescue. The Operations Division responded to 4,768 call for service in 2017 which is a 1.9% increase from 2016 and a 17.4% increase from 2015. This increase is minor due to operational changes within the department that reduced the amount of calls related to urgent care facilities.

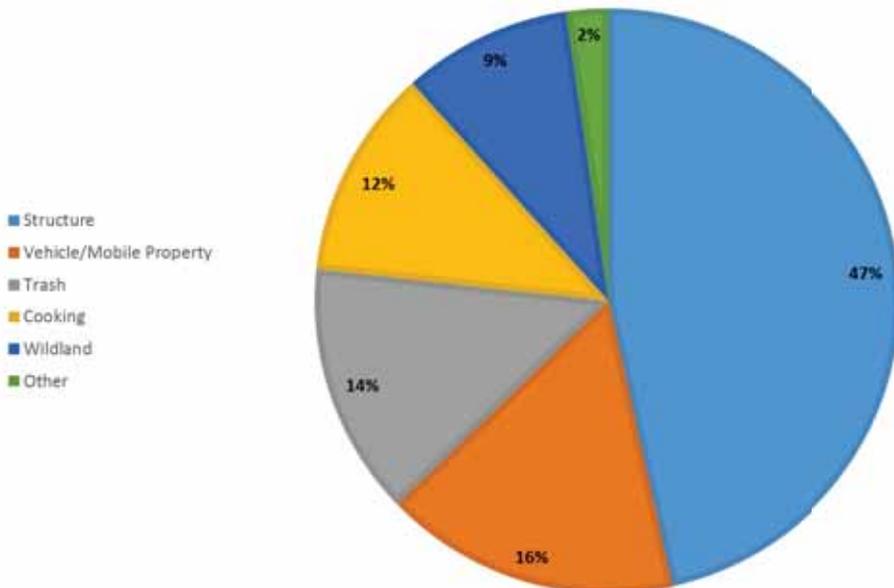


Five Year Incident Comparison



Medical related incidents and motor vehicle accidents account for 70% of all the calls for service with the remaining 30% related to fires, alarms, service calls, hazardous materials incidents, and special weather related incidents. The City of Hendersonville also has simultaneous emergency calls occurring 37% of the time due to our extremely high call volume.

86 FIRE INCIDENTS IN 2017



HENDERSONVILLE FIRE DEPARTMENT

TRAINING

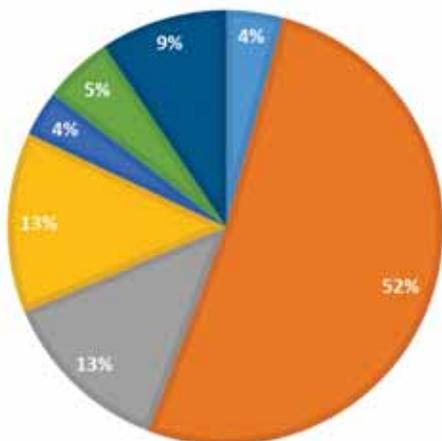
The Hendersonville Fire Department strives to provide its members with high quality training to ensure safe and efficient practices while operating on an emergency scene. The department currently does not have a training division and therefore all training is coordinated by company officers and the fire department Administration.



Firefighters respond to a wide variety of emergency calls and need to be ready at a moment's notice to respond in an effective way that helps those in need while keeping themselves safe when in harm's way. Members attended over 12,300 hours of training in 2017 which was a 17% increase from the year prior.



2017 TRAINING REPORT



- Automatic Aid Training
- Company Training
- Driver/Operator Training
- Facility Training
- Haz-Mat Training
- Medical/EMS Training
- Officer Training



HENDERSONVILLE FIRE DEPARTMENT

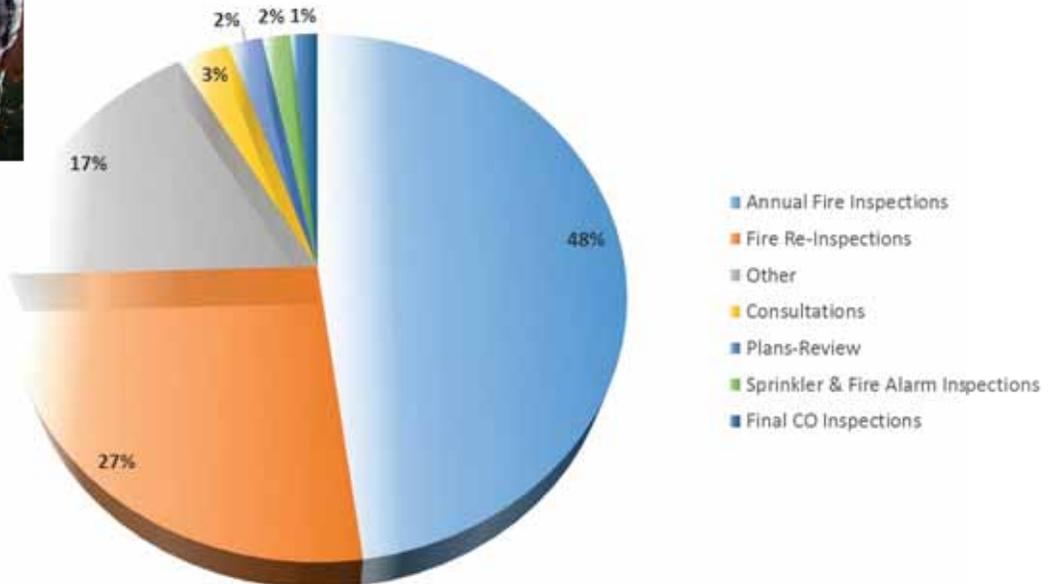
FIRE PREVENTION

The Life Safety Division is responsible for plans review, fire prevention enforcement, fire safety inspections, fire prevention education, and fire investigations. They work closely with various stakeholders throughout Hendersonville to enhance safety in our community.

2017 Fire Prevention Report	Total
Fire Prevention Programs Offered	80
Actual Hrs. of Instruction	155.5
Total # of Participants	24,257
Number of Smoke Alarms Installed	238
Carbon Monoxide Alarms Installed	1
Smoke Alarm Batteries Installed	10
Car Seat Checks at Fire Stations	62
Car Seats Installed by HFD	31



LIFE SAFETY DIVISION WORK LOAD DISTRIBUTION



* Other includes: ABC License, Final C/O, Hood and Duct, New Business, Occupancy Count, Inspection Notice, Complaint, Tent Inspections, and Foster Home Inspections.

HENDERSONVILLE FIRE DEPARTMENT

2017 PHOTO GALLERY



HENDERSONVILLE FIRE DEPARTMENT

WHAT HAPPENED IN 2017

2017 was an extremely exciting year for the Hendersonville Fire Department and the City of Hendersonville. The fire department improved its public protection rating through the Department of Insurance – Office of State Fire Marshal to a Class 3.



We celebrated our 125th anniversary as an organization by inviting the public into our stations and showcasing what we do on a regular basis.

We placed a new engine in service at Station 2 and invited the public to join us for a “push in” ceremony. This new engine replaced a 27 year old open cab apparatus.



New Faces in 2017:

- FF Chris M. Hearn
- FF John G. Justice
- FF John W. Justice
- FF Tanner W. McCrain
- FF Timothy W. Stewart
- FF Victoria L. Tillotson
- FF Jeremy S. Wallin

Promotions:

- Captain Dustin A. Nicholson
- Captain Josh Poore
- Lieutenant Jared R. Morgan
- Lieutenant Jon R. Ward
- Engineer Paul J. Kaplan
- Engineer Michael C. Pearson
- Engineer Cameron C. Womack
- Senior Firefighter John E. Herring
- Firefighter of the Year**
Jacob D. Thompson
- Fire Officer of the Year**
Christian J. Miller

HENDERSONVILLE FIRE DEPARTMENT

STATION LOCATIONS



Station 1

851 North Main St

Hendersonville, NC 28791

EMERGENCY – Dial 911

Phone: 828-697-3024 (Non-emergency only)



Station 2

632 Sugarloaf Rd

Hendersonville, NC 28791

EMERGENCY – Dial 911

Phone: 828-697-3024 (Non-emergency only)

Follow us on social media at:

<https://www.facebook.com/CityofHendersonvilleFireDept/>

<https://twitter.com/HVLFD>

<https://www.hendersonvillenc.gov/fire-department>



Hendersonville
North Carolina





CITY OF HENDERSONVILLE AGENDA ITEM SUMMARY

Submitted By: Tammie Drake

Department: Admin

Date Submitted: 01.24.18

Presenter: Tammie Drake

Date of Council Meeting to consider this item: 02.06.18

Nature of Item: Council Action

Summary of Information/Request:

Item # 22

Announcement/Reminder of Vacancies and Up-Coming Vacancies:

Board of Adjustment - vacant alternate position. Mr. Jay Angel, who is currently serving as Chair of the Board of Adjustment is appointed by Henderson County. He recently moved into the City while he is renovating another property. He would like to be considered for the open position of alternate.

Historic Preservation Commission 2 vacancies (Payton, Ray). You have received an application from Mr. Chris Barron who would like to serve on the Commission.

Hendersonville Sister Cities (2 positions)

It has been Council's policy to hear vacancies/applications and appoint at the next meeting but that is a decision for the Council.

Budget Impact: \$ _____ Is this expenditure approved in the current fiscal year budget? N/A If no, describe how it will be funded.

Suggested Motion:

Attachments: