



MINUTES

June 26, 2024

SECOND MONTHLY MEETING OF THE CITY COUNCIL
CITY OPERATIONS CENTER | 305 WILLIAMS ST. | 4:00 p.m.

Present: Mayor Barbara Volk, and Council Members: Jeff Miller, Jennifer Hensley and Melinda Lowrance

Absent: Council Member Mayor Pro Tem Lyndsey Simpson

Staff Present: City Manager John Connet, Assistant City Manager Brian Pahle, City Clerk Jill Murray, City Attorney Angela Beeker, Communications Manager Allison Justus, Budget Manager Adam Murr, and others.

1. CALL TO ORDER

Mayor Barbara Volk called the meeting to order at 4:01 p.m. and welcomed those in attendance. A quorum was established with all members in attendance.

2. CONSIDERATION OF AGENDA

Council Member Jeff Miller moved that City Council approve the agenda as presented. A unanimous vote of the Council followed. Motion carried.

3. PRESENTATIONS

A. Henderson County Transit Study – Janna Bianculli, Senior Planner

Janna Bianculli, Senior Planner for Henderson County talked about Apple Country Public Transit which the county owns. They did a feasibility study and she gave an update on that and showed the following PowerPoint presentation. Weekend service, longer hours and improved frequency are some of the things they hope to implement along with more buses in the future.

Henderson County Transit Feasibility Study

June 26, 2024
Henderson County Planning Department



Agenda

01

Transit Study
Overview



02

Hendersonville
Existing Conditions



03

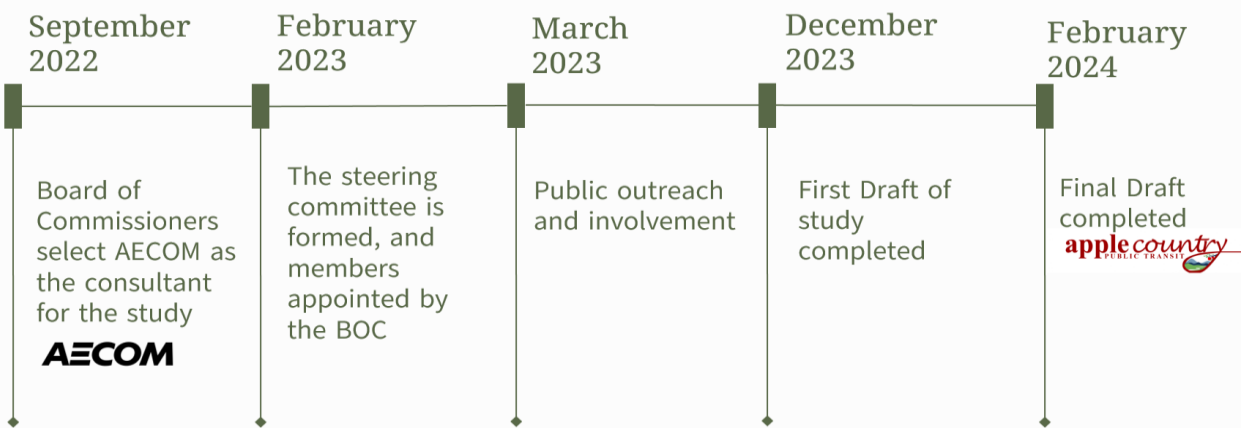
Hendersonville
Reccomendations



01

Transit Study
Background & Overview

Study Process



Public Involvement

- Steering Committee
- TDA

- Sheriff's Office

- Health Department

- Police Department

- The Partnership

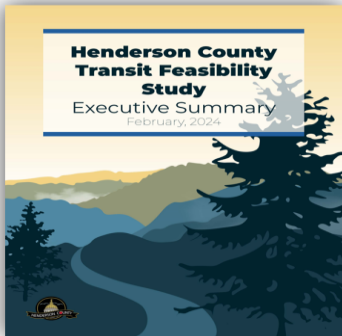
- BRCC

- Pardee Hospital
- Driver Interviews
- Two sessions on March 3, 2023
- Focus Groups
- Two sessions on March 8 & 9, 2023

- Social Services/Community Leaders

- Businesses
- Surveys
- Community Survey

- Rider Survey



Where we are now....

- Presented study to the TAC in February
- Presented study to the Town of Fletcher in April
- Gathering final feedback before BOC presentation

02

City of
Hendersonville –
Existing Conditions

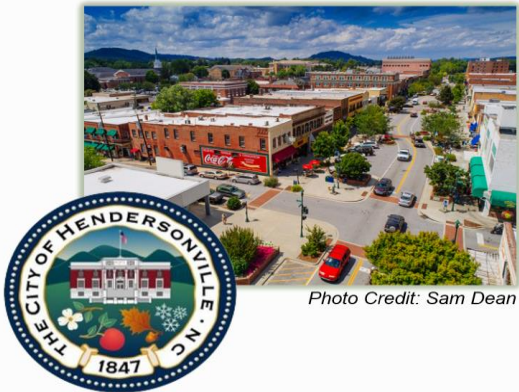
Existing Conditions

Demographics

- Population ~ 15,102 (13% of County total)
- Higher population density than most of the County
- Higher population of people 65 and older

Route Performance

- All 3 routes have stops in Hendersonville city limits, plus 7 in the ETJ
 - Route 1: 29 out of 35 stops
 - Route 2: 28 out of 40 stops
 - Route 3: 13 out of 40 stops
- Route 1 is the most productive route in the system



Existing Conditions – Routes

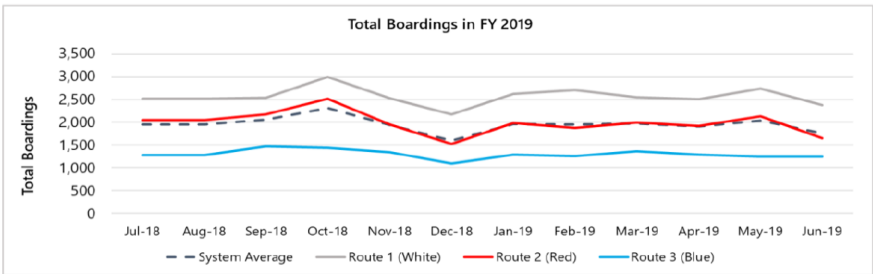
- **Route 1 – Highest Performance**
 - Largest presence in City
 - 14.82 miles
- **Route 2**
 - 15.34 miles
- **Route 3 – Poorest Performance**
 - 27.67 miles
 - **Lowest** number of passengers / revenue hour
 - **Highest** operating expenses / revenue mile
 - **Highest** operating expenses / passenger trip
 - Most often **delayed** (11 delays in FY24)



Existing Conditions - Ridership

- **Route 3** ridership is consistently about **half of Route 1** ridership and has lowest number of boardings
- There were **1,856 paratransit pickups** in Hendersonville in FY23, **64%** of all paratransit pickups
- Ridership has not fully recovered since the drop from Covid-19

	April '24	FY24	FY23	FY22	Average Ridership
R1	2806	28,446	30,286	23,264	28,446
R2	1986	20,663	22,930	14,536	20,663
R3	970	13,157	16,972	11,707	13,157



03

City of Hendersonville

Recommendations

Recommendations

Short-term (Phase I): *Saturday Service Added*

Route 1 & 2 to include hourly Saturday service

Route 2 to serve fewer stops in downtown, direct service to Blue Ridge Mall

Route 3 change from hourly service to 90-minute loop on weekdays

New route added, Route 4 to serve Downtown with 20-minute loop service weekdays & Saturdays

Mid-term (Phase 2): *Sunday Service Added*

Route 1 to run every half hour, weekdays & Saturdays, and hourly on Sundays

Route 2 to include hourly service on Sundays

Route 4 to run every 20 minutes on Sundays

Route 3 change to express route to AVL Regional Airport / ART Bus Transfer

- Two, one-hour loops during both AM & PM peak periods on weekdays

Recommendations Cont'd

Mid-term (Phase 3): *Longer Operational Hours*

Route 1 to extend operation to 7:30 PM weekdays & weekends with half hour service daily

Route 2 & 4 to extend operation to 7:30 PM weekdays & weekends

Long-term (Phase 4): *Improved Frequency*

Route 2 to run every half hour on weekdays, hourly on weekends

Route 4 to run every 10 minutes weekdays & weekends

If all recommendations are implemented, 7 buses will be needed during peak service periods

Recommendations Table

Modification	Phase 1		Phase 2		Phase 3		Phase 4*	
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
Weekday								
Route 1 every half hour								
Realignment of Route 2 to Blue Ridge Mall								
Route 4 downtown circulator shuttle implementation								
Conversion of Route 3 to commuter express route to Asheville Regional Airport								
Route 1 extension to 7:30 PM								
Route 2 extension to 7:30 PM								
Route 4 extension to 7:30 PM								
Route 2 every half hour								
Route 4 every 10 minutes								
Saturday								
Route 1 hourly service to 6:30 PM								
Route 2 hourly service to 6:30 PM								
Route 1 every half hour								
Route 1 extension to 7:30 PM								
Route 2 extension to 7:30 PM								
Route 4 extension to 7:30 PM								
Route 4 every 10 minutes								
Sunday								
Route 1 hourly service to 6:30 PM								
Route 2 hourly service to 6:30 PM								
Route 4 service every twenty minutes to 6:30 PM								
Route 1 extension to 7:30 PM								
Route 1 every half hour								
Route 2 extension to 7:30 PM								
Route 4 extension to 7:30 PM								
Route 4 every 10 minutes								

Phase 1:

Route 4 added

Saturday Service (1, 2, & 4)

Route 3 shift to 90-minute loop

Phase 2:

Sunday Service (1, 2, & 4)

Route 3 becomes Airport Express

Phase 3:

Extend service hours and frequency (1, 2, & 4)

Phase 4:

Increase frequency (1, 2, & 4)

Thanks!

Do you have any questions?

Janna Bianculli
Senior Planner
jbianculli@hendersoncountync.gov

B. ADA Transition Plan Presentation – *Tom Wooten, Director of Public Works*

Public Works Director Tom Wooten introduced Casey Penland from Precision Infrastructure Management (PMI) who gave the following PowerPoint presentation regarding the City’s ADA Transition Plan to upgrade our current infrastructure to be ADA compliant.



City of Hendersonville ADA Transition Plan

PRESENTATION BY PRECISION INFRASTRUCTURE MANAGEMENT
JUNE 2024



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WHAT IS AN ADA
TRANSITION PLAN?

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CONDITIONS

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NON
SIDEWALK
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RISK BASED
APPROACH

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PLAN
IMPLEMENTATION

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COST SAVINGS



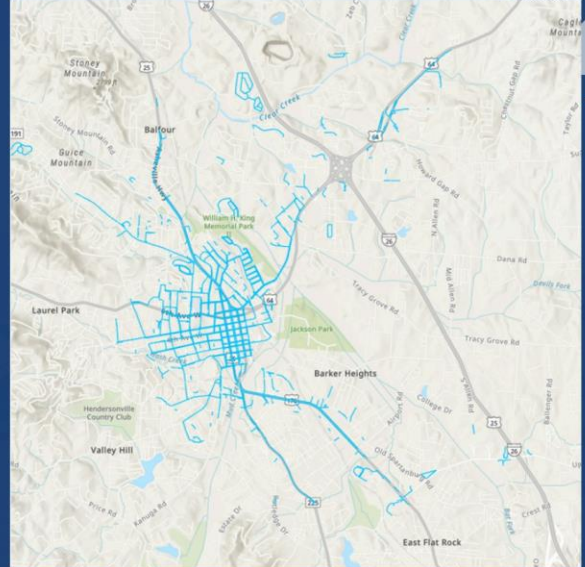
WHAT IS AN ADA TRANSITION PLAN

- A Federal requirement that DOJ and NCDOT policy mandates municipalities to develop and implement
- A roadmap that inventories and prioritizes what and when improvements to existing infrastructure should occur to bring infrastructure up to ADA and PROWAG standards
- Full development includes a comprehensive self assessment of right of way, facilities, parks, programs, policies, services, and communications



INTRODUCTION

- 15,137 total population
- 6.12% population increase/year in 2021
- 72.02 Miles of Sidewalk



PLAN GOALS

- City Wide Engagement Process
- Condition Assessment of Sidewalks and Curb Ramps
- Identify ADA Barriers
- Develop Sidewalk Asset Management Plan
- Risk Based and Data Driven
- Set Annual Budget for Accessibility Improvements





COMMUNITY ENGAGEMENT SUMMARY

Key takeaways from the engagement survey include:

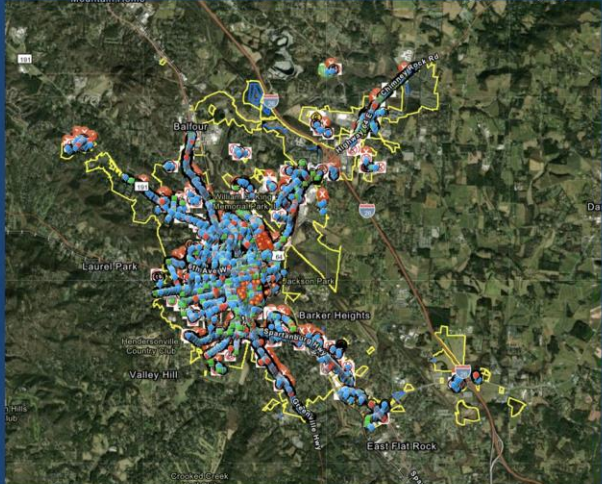
- 37% use walking/wheeling for transportation
- 38% sidewalk highest priority improvements
- 48% regularly participate in programs & services offered by the City







ROW SIDEWALK CONDITION ASSESSMENT


- 72.02 Miles of Sidewalks
- 12,309 ADA Barriers
- 10 ADA Deficiency Categories
- Curb Ramps PROWAG
- Risk Based Modeling
- ArcGIS Integration





CURB RAMPS

- 1,678 assessed
- 98% of curb ramps were non compliant



Priority 1

Priority 1 includes curb ramps with any of the following barriers that are also within 1/16th mile of either a residential disability ramp, public facility, or park.

- No curb ramp
- Replacement required
- Inaccessible
- No compliant landing
- Width < 4 ft.
- Running slope > 12%
- Cross slope > 2.8%

Priority 2

Priority 2 includes curb ramps with any of the following barriers.

- No curb ramp
- Replacement required
- Inaccessible
- No compliant landing
- Width < 4 ft.
- Running slope > 12%
- Cross slope > 2.8%

Priority 3



Priority 3 includes curb ramps any of the following barriers.

- Running slope between 8.3-12%
- Cross Slope between 2.1-2.8%

Priority 4



Priority 4 includes curb ramps that contain any of the following barriers.



- Non-compliant detectable warning
- No flush transition
- Flare slope > 10%
- Counter slope > 5%
- Trip hazards on curb ramp



WATER PONDING ON ACCESSIBLE ROUTES

- Lead to ADA Barriers
- 2 to 4 instances per mile of sidewalk

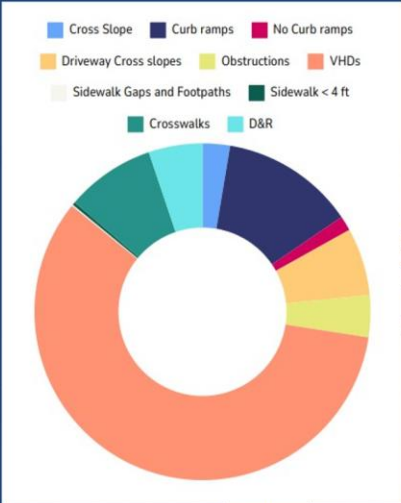





SIDEWALK CONDITIONS

Not PROWAG Compliant

- Sidewalk Conditions: 11.1k
- 58.4% of total ADA barriers are trip hazards



Cross Slope > 50 ft.	344
Crosswalks	1,116
Driveway Cross Slopes	846
Obstructions	524
Vertical Height Displacements	7,582
Demolition & Replacement	675
Sidewalk < 4 ft.	37







NON SIDEWALK CONDITIONS

- Non Sidewalk Conditions: 1,150



Hendersonville Crosswalk	 1,116
Hendersonville Sidewalk Gaps LT 100ft or Footpaths	 17
Hendersonville Residential Ramps	 17

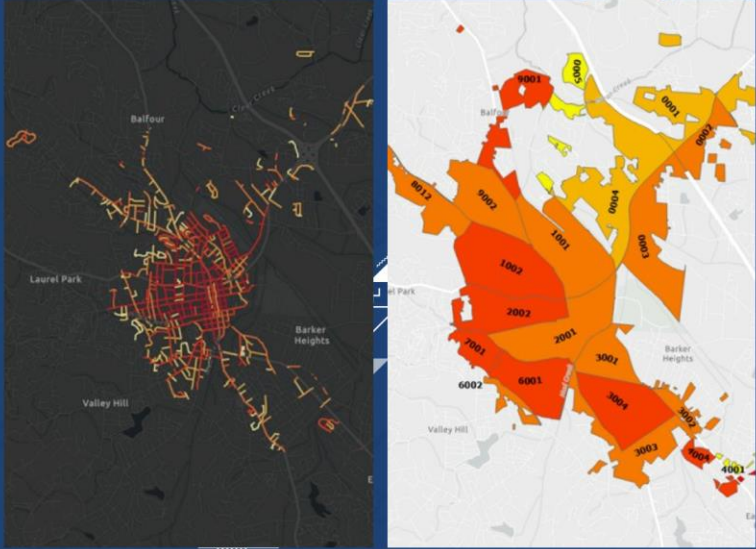


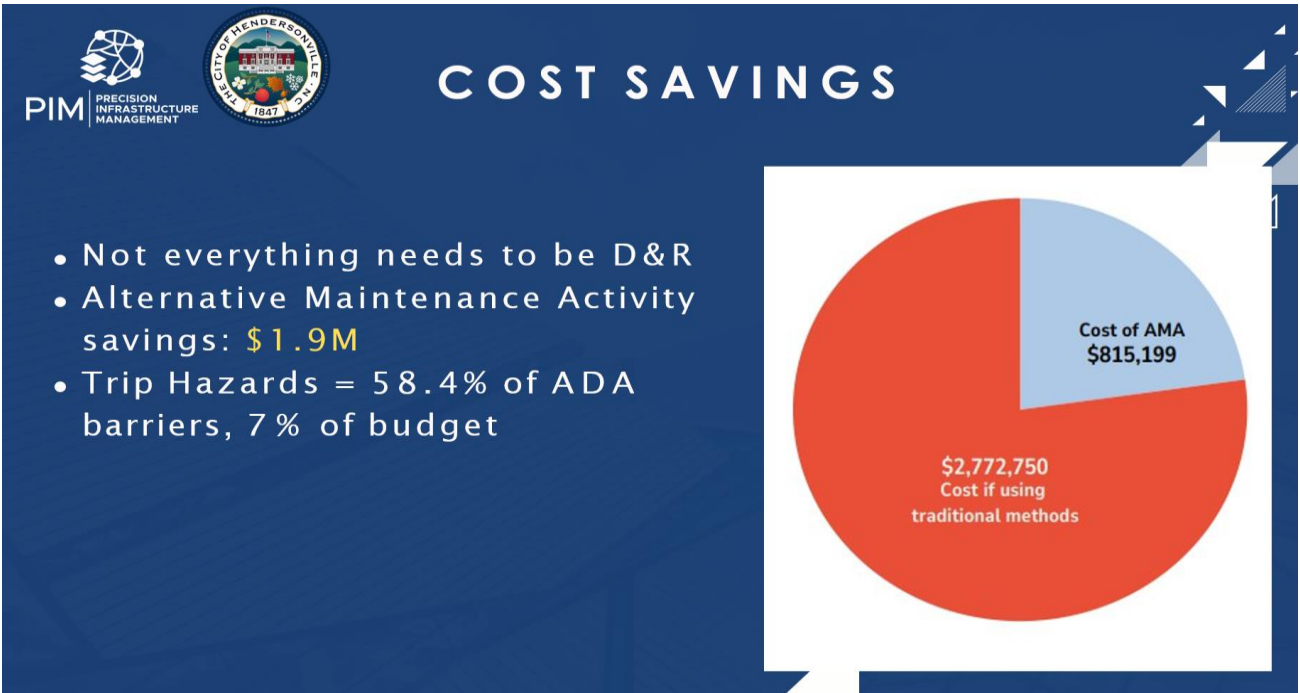
RISK BASED APPROACH

Risk = deficiencies per mile

New Plan

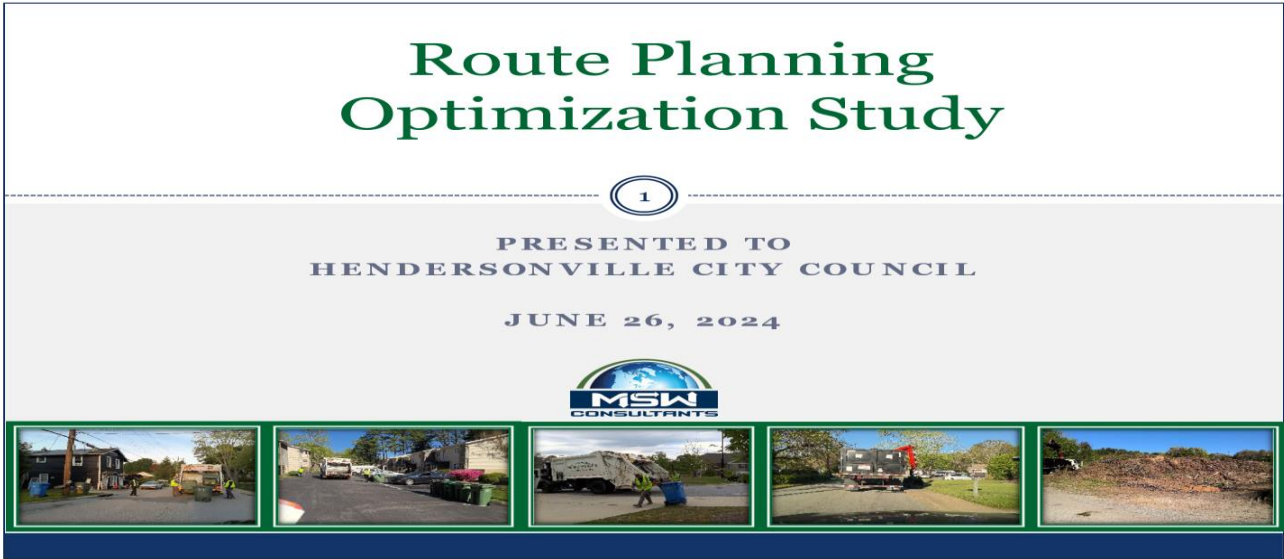
- Proactive
- Risk Based by Street & Census Block Groups
- Prioritization Plan





C. Environmental Services Route Study Presentation – Tom Wooten, Director of Public Works

Public Works Director Tom Wooten introduced John Culberston and Cynthia Mormile of MSW Consultants, who presented the results of the route study with the following PowerPoint presentation.



Introduction

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- Independent Consultants Specializing in the **Municipal Waste Management Sector**
- Wide Knowledge of **National Waste Management Best Practices**
- Industry-Leading **Solid Waste Operational Evaluation & Performance Modeling**
- Specialization in **Solid Waste Utility Cost-of-Service & Rate Analysis**



Project Overview

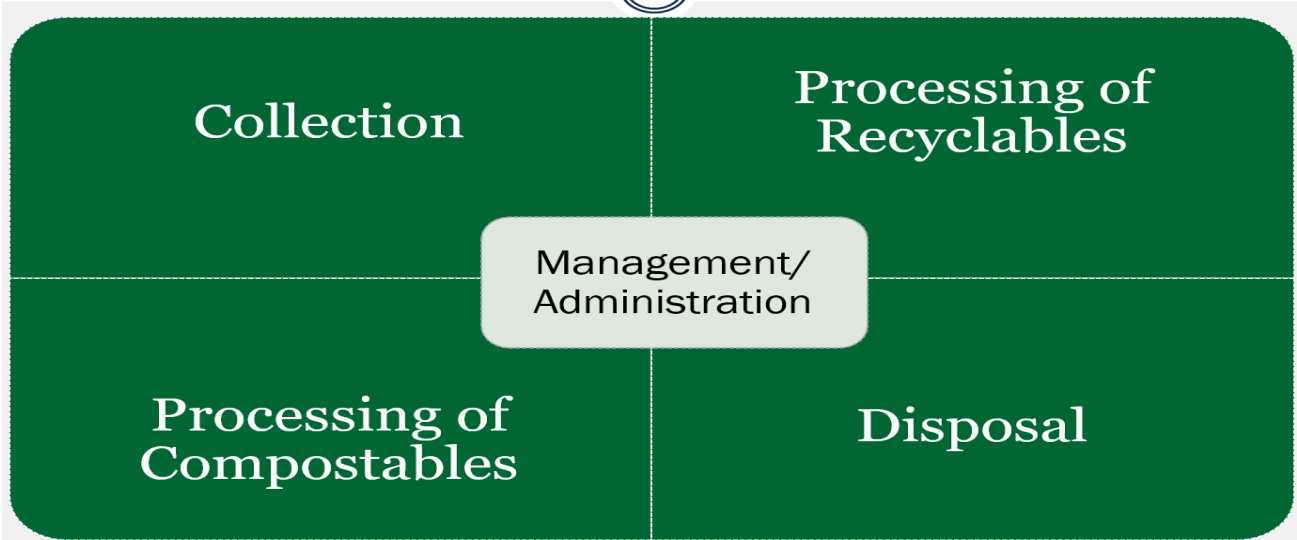
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- Compile & Review Existing System Information
 - Data request & review
 - Kick-off meeting
- Residential Program Review
 - Field observations - baseline modeling
 - Interviews and focus group
 - Asset Review
 - Benchmarking of 10 other community programs
 - Working Meetings with City Staff
 - Alternative Analysis
- Recommendations

“Materials Management 101”

Vertically Integrated Solid Waste Management

5



Collection Technologies

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Hendersonville Methods



Semi-Automated Garbage



Knuckleboom YW/Brush



Semi-Automated Recycling

Other Methods



Manual



Automated



Dual Stream Manual

Facilities Managing Hendersonville Materials

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Henderson County Transfer Station: Garbage & Recycling



City Compost Facility: Brush



Henderson County Convenience Center: Food Scraps, Recyclables, HHW

Accounts Served

8

- Garbage – ~6,000
 - Single family Residential
 - Multi-family 5-units or less
 - Commercial locations using carts
- Recycling (Opt-in) - ~5,600
 - Single family Residential
 - Multi-family 5-units or less
 - Commercial locations using carts

Current Routes

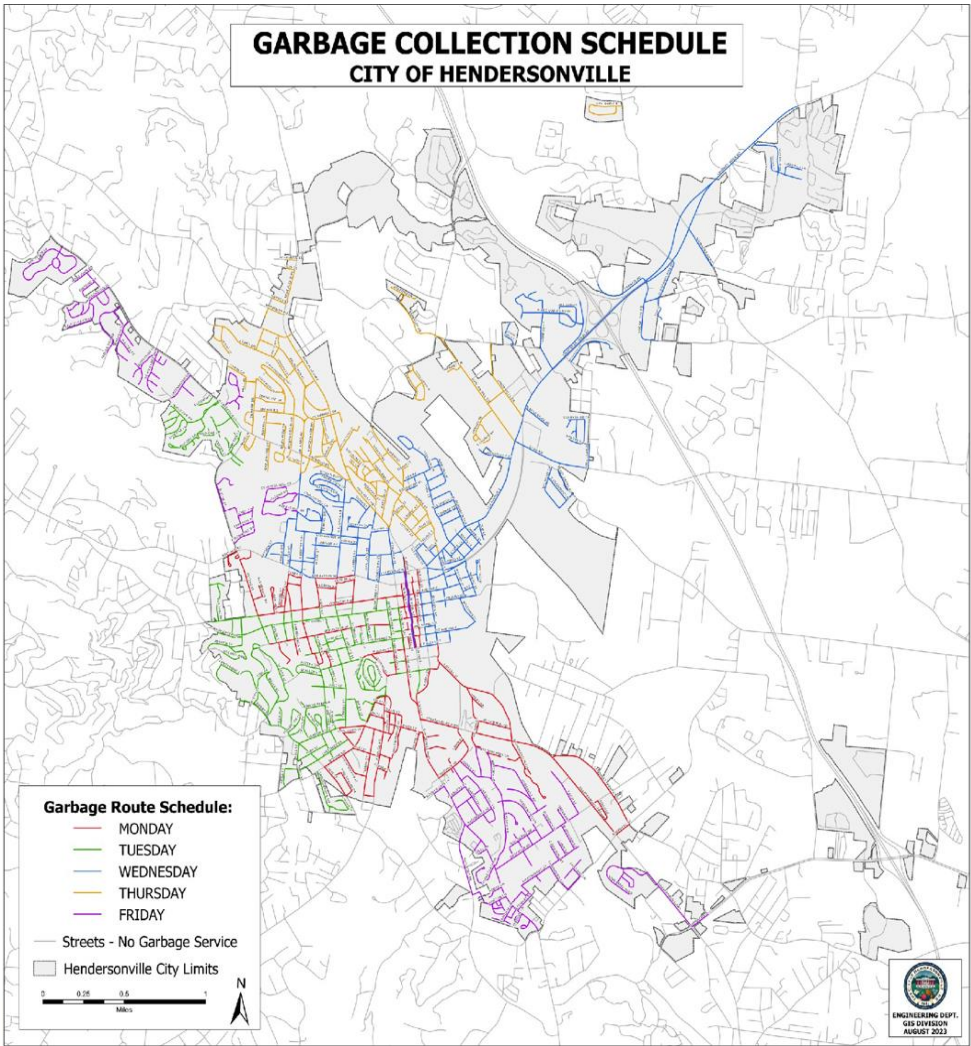
9

Type of Service	Positions per						
	Truck	Mon	Tue	Wed	Thu	Fri	Total
Garbage	3	2	2	2	2	2	10.0
Recycling	2	2	2	2	2	2	10.0
Bulky*	2	0.1	0.1	0.1	0.1	0.1	0.5
Yard Waste/Brush**	1	0.5	0.5	0.5	0.5	0.5	2.5
	8	4.6	4.6	4.6	4.6	4.6	23

* called in, ~200/yr

** garbage operators piloting a yard waste setout notification system

Current
Collection
Map



Route Observations

Curbside Refuse Route Observations

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Residential



Commercial



Multi-Family



“Walk-out”

Curbside Recycling Route

13



Yard Waste/Brush

14



1 of 3 "Large" Piles Out of 76 Setouts



"Tiny" & "Small" Setouts Most Common



1 of 5 Mapped Pages for the Day – Locations Noted by Garbage Routes on the Previous Day

Route Metrics – Garbage & Recycling

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Material	Crew Size	Total # Passbys	Setout Rate	Lbs. per Stop	Total Hrs.
Garbage	3	642	82%	26.7	7.1
Recycling	2	457	73%	11.3	7.1

Route Metrics – Garbage & Recycling cont.

16

Containers/ Carts	18-Gal Bin	32-Gallon	64-96-Gallon
Garbage		48%	52%
Recycling	9%	8%	83%

Balance/Size of Garbage vs. Recycling containers indicates high level of recycling

Route Metrics – Yard Waste/Brush

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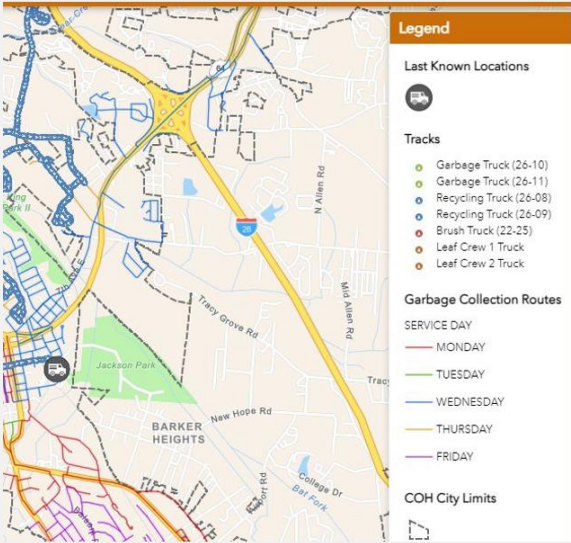
Percent of YW/Brush Stops			
Very Small	Small	Med	Lg
38.2%	32.9%	25.0%	3.9%



Technology

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- ArcGIS in use for daily operations
 - On route
 - ✦ Yard Waste/Brush setouts
 - ✦ Carts not out
 - ✦ Carts needing repair
 - ✦ Problems with stop
 - Website: Track a Truck
- On-truck camera system planned
- No current routing software



Baseline System Model

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Material Stream	HH/Route/Day	Annual Tons	Pounds per Customer/Wk.
Garbage	593	3,455	22
Recycling	558	924	6

Daily Yard Waste/Brush route is covering setouts observed by two Garbage routes with hours to spare. Crew leader or supervisor assists in 2nd vehicle on heaviest days. YW/Brush loads are not scaled, so weights are estimated by truck volume.

Our baseline model shows existing routes have room, which aligns with the observations on the heaviest route days.

Alternative Analysis

Alternatives Analyzed

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	Garbage	Recycling	Yard Waste/Brush
Technology	Semi-Automated vs. Automated	Semi-Automated vs. Automated	Knuckleboom
Collection Frequency	Weekly vs. Every Other Week	Weekly vs. Every Other Week	Weekly vs. Every Other Week
Workweek	5 Days vs. 4 Days	5 Days vs. 4 Days	5 Days vs. 4 Days

Service Metrics by Material and/or Method

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Service	Households	Technology	Garbage	Recycling	Crew Size YW/Brush
Garbage	5,926	Semi-auto	3	2	
Recycling (opt-in)	5,577	Automated	1	1	
Brush	5,502	Knuckleboom			1

Technology	Productivity (Seconds per stop)		
	Garbage	Recycling	YW/Brush
Semi-automated	30	50	
Automated	30	30	
Knuckleboom			170

“Hybrid” Alternatives refer to Automated Garbage, Semi-Automated Recycling, and Knuckleboom Brush

Cost Factors

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<ul style="list-style-type: none">Cost Factors<ul style="list-style-type: none">Crew SizeLabor Rates<ul style="list-style-type: none">SalaryBenefitsEquipment<ul style="list-style-type: none">Capital ExpenditureUseful LifeAnnual Operation & MaintenanceAnnual Fuel	
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Recycling & Brush Every Other Week Method Comparison

(24)

- Method 1 =
 - Recycling for half the city each week
 - Brush for half the city each week
 - Saves one recycling route weekly
- Method 2 =
 - Recycling citywide Week A
 - Brush citywide Week B

	Staff Demand			
	Week A	Week B	Week A	Week B
Current	13	13	13	13
EOW Brush & Recycling- Method 1	11	11	11	11
Difference from Current	-2	-2	-2	-2
EOW Brush & Recycling- Method 2	12	9	12	9
Difference from Current	-1	-4	-1	-4

Results of Alternative Analysis

(25)


		Days/Hours	Technology	Annual Cost	
Scenario	Service Level			Estimated Difference from Baseline	Percentage Difference
Baseline	Wkly Garbage, Recycling, & Brush	Five 8's	Semi-auto	\$0	0.0%
Alt. A	Wkly Garbage, Recycling, & Brush	Four 10's	Semi-auto	\$133,015	12.4%
Alt. B	Wkly Garbage, Recycling, & Brush	Four 10's	Full-auto	(\$150,296)	(14.0%)
Alt. C	Wkly Garbage, Recycling, & Brush	Four 10's	Hybrid	(\$57,815)	(5.4%)
Alt. D	Wkly Garbage, Recycling, & Brush	Five 8's	Full-auto	(\$248,646)	(23.2%)
Alt. E	Wkly Garbage, Recycling, & Brush	Five 8's	Hybrid	(\$190,830)	(17.8%)
Alt. F	Wkly Garbage, EOW Recycling & Brush*	Five 8's	Semi-auto	(\$204,248)	(19.0%)
Alt. G	Wkly Garbage, EOW Recycling & Brush*	Four 10's	Full-auto	(\$423,987)	(39.5%)
Alt. H	Wkly Garbage, EOW Recycling & Brush*	Four 10's	Hybrid	(\$328,571)	(30.6%)
Alt. I	Wkly Garbage, EOW Recycling & Brush*	Five 8's	Full-auto	(\$423,987)	(39.5%)
Alt. J	Wkly Garbage, EOW Recycling & Brush*	Five 8's	Hybrid	(\$395,079)	(36.8%)

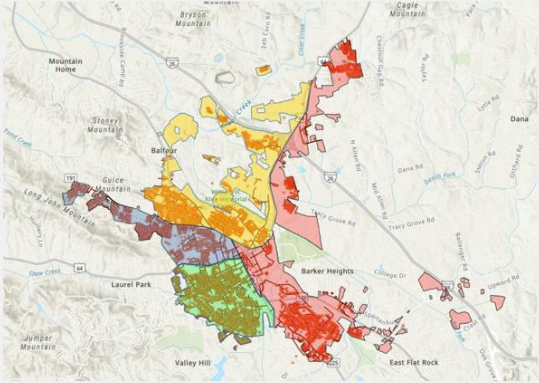
Alternatives including EOW Garbage were also evaluated but are not recommended for further consideration.

*Assumes Method 1 of EOW Recycling & Brush (1/2 city each week)

4-Day Routes using County GIS addresses/units

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City Quadrant	Color	Unit Count
Upper West	Blue	1,350
Upper East	Gold	1,484
Lower West	Green	1,781
Lower East	Red	1,596
		6,211

Benchmark Findings

Cities Researched

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City	2022 Population Estimate
Newton, NC	13,337
Hendersonville, NC	15,321
Davidson, NC	15,771
Morganton, NC	17,602
Clemson, SC	17,843
Mount Holly, NC	18,170
Boone, NC	19,756
Shelby, NC	21,855
Mauldin, SC	26,918
Spartanburg, SC	38,584
Asheville, NC	93,776

Benchmark Findings

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- Publicly provided service in 8 out of 10
 - Boone (NC) and Davidson (NC) have contracted haulers
- Carted setouts are standard except in Morganton
- Only 2 offer weekly recycling, 3 have EOW, 1 has 2x/mo., 4 do not offer curbside recycling
- Rates range from fully General Funded to \$20.90/mo. (for lower level of services than Hendersonville)

Observations & Recommendations

Observations - Current System

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- Staff shortage occurs daily
 - Safety concern using fill-ins from other divisions
 - Restricts usage of accrued leave by dedicated staff
 - Lowers team morale and engagement
- Two-sided street collection with semi-automated collection results in increased efficiency but also safety hazard due to aggressive drivers passing
- Equipment is in good condition, with regular replacement schedule being followed (Best Management Practice)

Observations - Current System cont.

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- Carts are a significant investment for most programs transitioning to automation. The City benefits by already having them in place.
- Semi-automatic reduces workers compensation risk compared to manual collection; Automated collection is lowest risk
- Primary takeaways from crew focus group meeting
 - Current (early) work schedule is a “perk”
 - Salary compression is happening when new hires are brought on

Observations - Future Considerations

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- To maintain current service level, spend more to keep more staff on board
- To minimize cost increases, reduce service frequency
 - Collecting Recycling & YW/Brush every other week is common in the industry and results in annual operational savings
 - ✦ Reduces one daily route if using Method 1 (serving half the city every week)
 - ✦ Maintain current staffing level to eliminate shortages
 - ✦ Every other week Garbage collection would save money but is rare due to the nature (putrescible waste)
- Current collection method extended to 10-hour days is not recommended for semi-automated systems
- 10-hour days make sense with automated garbage and recycling
 - Automating recycling requires citizens to put all materials in cart

Observations - Future Considerations cont.

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- Converting to Automated collection:
 - Requires higher skilled operators (potentially higher wage)
 - Reduction in crew size eliminates current staff shortages assuming staff are skilled operators or can be trained to be. Allows for regular “floaters/fill-ins.”
 - Increases road miles/fuel/ghg emissions slightly to cover streets that are now covered 2-sided. Estimated 40% for Hendersonville.

Consultant Recommendations

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- Transition Recycling and YW/Brush collection to Every Other Week
- Convert Garbage collection vehicles over to Automated as vehicle replacements come up
- Consider setting a minimum volume for YW/Brush setout, example:
 - accumulate a minimum 20-gallon container equivalent, or
 - require citizen to bundle or place in kraft bags*

**staff suggestion, consultant agrees*

Consultant Recommendations cont.

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- Investigate and implement routing software when budgets allow. This option assists current and fill-in drivers in ensuring collection to all accounts on route in the most efficient manner.

Thank you

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John Culbertson, Principal
jculbertson@mswconsultants.com

Cynthia Mormile, Sr. Project Manager
cmormile@mswconsultants.com

City Manager Connet added that looking at our routes will be the low hanging fruit as well as improving our GIS technology so we'll be coming back to council with this at some point.

5. NEW BUSINESS

A. Presentation by UNC School of Government Development Finance Initiative – Angie Beeker, City Attorney and DFI Staff

City Attorney Angela Beeker introduced Marcia Machado Perritt Director of the Development Finance Initiative at the UNC School of Government who spoke via Zoom and has put together a proposal for City Council in conjunction with our Strategic Housing Plan and presented the following PowerPoint presentation.

City of Hendersonville

DFI Introduction and Scope of Services Overview

DEVELOPMENT FINANCE INITIATIVE

UNC School of Government

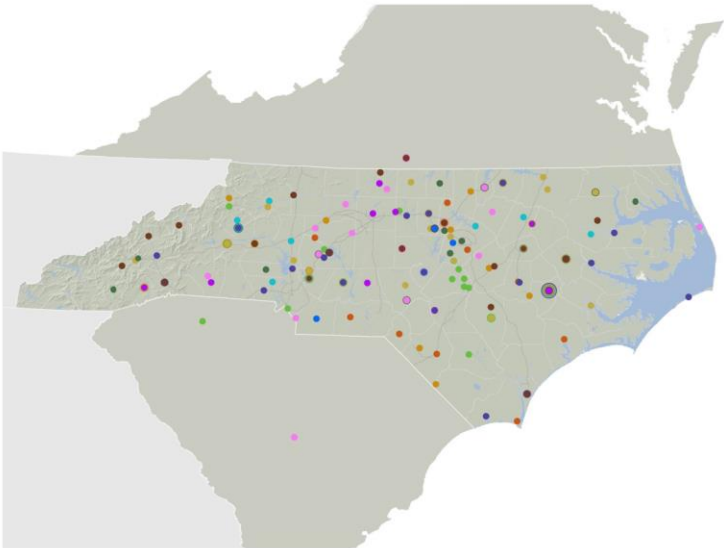


UNC Chapel Hill’s School of Government is the largest university-based local government training, advisory, and research organization in the United States, and serves more than 12,000 public officials each year.

DEVELOPMENT FINANCE INITIATIVE

Development Finance Initiative (DFI)

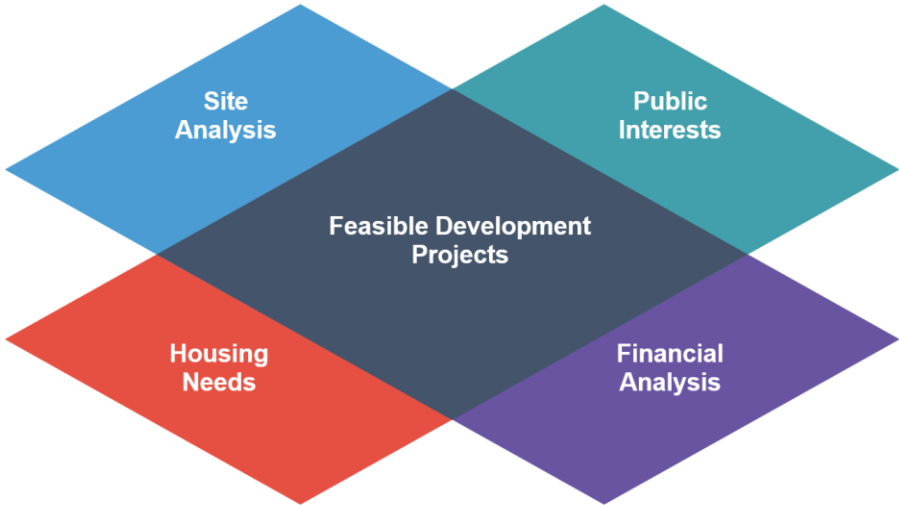
DFI is a program of UNC Chapel Hill’s School of Government that advises communities in NC to attract private investment for transformative projects by providing specialized real estate development and finance expertise.



DFI Projects



Pre-Development Feasibility Assessment



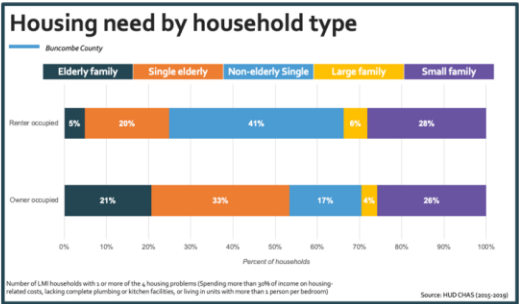
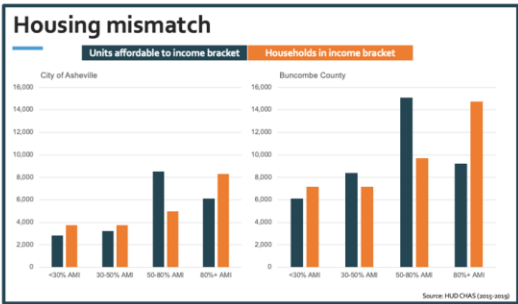
Scope Review: Scan & Stakeholder Conversations

- **Community Scan and Stakeholder Engagement**
 - Review current and historic plans, notes from public input sessions and other materials relevant to the redevelopment of the hospital campus
 - Evaluate demographic and economic projections
 - Engage with City staff, steering committee, and elected officials
 - Meet 1-on-1 or small groups with other key stakeholders (advocates, interest groups, developers, property owners, etc.)
 - Establish affordable housing priorities



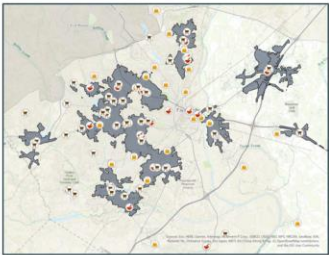
Scope Review: Housing Needs Assessment

- Community Scan and Stakeholder Engagement
- Housing Needs Assessment**
 - Identify the scale of demand for specific housing types at various income levels.



Scope Review: Identify Suitable Sites

- Community Scan and Stakeholder Engagement
- Housing Needs Assessment
- Identify Suitable Sites**
 - Criteria: Size, LIHTC-competitive, public and “friendly” ownership, zoning/surroundings



LIHTC consistently funds new units in NC every year



Scope Review: High-Level Site Analysis

- Community Scan and Stakeholder Engagement
- Housing Needs Assessment
- Identify Suitable Sites
- High-Level Site Analysis**



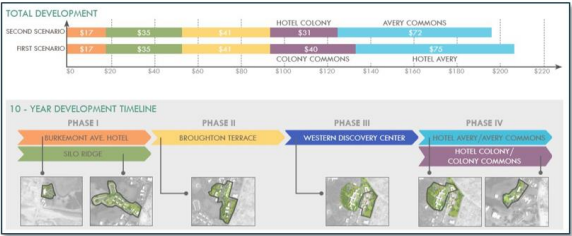
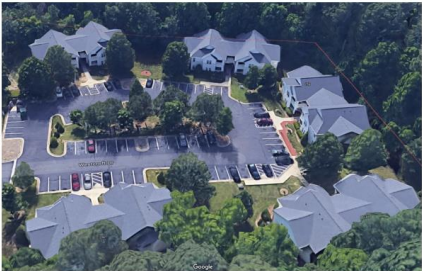
Scope Review: High-Level Financial Analysis

- Community Scan and Stakeholder Engagement
- Housing Needs Assessment
- Identify Suitable Sites
- High-Level Site Analysis
- High-Level Financial Analysis**

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10
Revenue										
Development Revenue	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Operating Revenue	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Other Revenue	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Total Revenue	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Costs										
Construction Costs	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Operating Costs	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Other Costs	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Total Costs	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Net Income	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Scope Review: Prioritize & Make Recommendations

- Community Scan and Stakeholder Engagement
- Housing Needs Assessment
- Identify Suitable Sites
- High-Level Site Analysis
- High-Level Financial Analysis
- Final Recommendations**
 - Prioritize 2 Sites
 - Advise on strategy & next steps



DFI Affordable Housing Opportunity Site Identification Services

- Community Scan and Stakeholder Engagement**
- Housing Needs Assessment**
- Identify Suitable Sites**
- High-Level Site Analysis**
- High-Level Financial Analysis**
- Final Recommendations**



City Manager Connet added that this presentation was made to our Strategic Housing Committee and they unanimously recommended that we move forward with DFI’s scope of work and contract and we have worked very well with DFI in the past and although City Council doesn’t normally vote at this meeting, he asked that they vote on this item so we can get in line and get on DFI’s schedule as it first come first served. Also, the scope of work is funded through the grant we have with Dogwood Trust.

Council Member Jennifer Hensley moved that the City Council authorize the City Manager and City Attorney to enter into a contract with the UNC School of Government Development Finance Initiative. A unanimous vote of the Council followed. Motion carried.

B. Resolution Appointing Crystal Cauley as an Honorary Member of the Diversity and Inclusion Committee – Melinda Lowrance City Council Member

Mayor Barbara Volk read the resolution aloud.

Resolution R-24-54

**RESOLUTION BY THE CITY OF HENDERSONVILLE CITY COUNCIL
IN APPRECIATION OF AND NAMING CRYSTAL CAULEY AS AN
HONORARY MEMBER OF THE DIVERSITY & INCLUSION ADVISORY COMMITTEE**

WHEREAS, the City of Hendersonville recognizes the life and legacy of community leader and advocate Crystal Cauley who unexpectedly passed away on June 16, 2024, at the age of 44; and

WHEREAS, Crystal was an activist and member of the City’s Hendersonville Historic Preservation Commission. She collaborated with City Council and City departments to improve public parks and spaces and inspire the celebration of important milestones and contributions of the Black community; and

WHEREAS, a Henderson County native and graduate of Hendersonville High School, Crystal was the Founder and Director of the Black History Collective of Henderson County and the Founder of the Black Business Network of WNC. She was a leader in the Green Meadows Community and a dedicated advocate and volunteer for the 7th Avenue/Brooklyn Community Garden. She spearheaded the creation of the Brooklyn Creek Bird Sanctuary, connecting park visitors with nature, and served on The People’s Museum Advisory Team and the boards of Safelight and the Arts Council of Henderson County. She received a Certificate of Commendation from the City of Hendersonville, along with Diamond Cash, for organizing the City’s first Black Art & Craft Exhibition; and

WHEREAS, over the years, Crystal organized art and cultural exhibits, workshops and community events in the area. She was an Athena Award nominee and winner of the Wilma Dykeman Writers of Color Award, among other recognitions. She requested mayoral proclamations for the recognition of Black History Month, Kwanzaa, Martin Luther King Jr. Day of Service, and Juneteenth to spread awareness and recognition of culturally significant events; and

WHEREAS, we, the Hendersonville City Council, express our gratitude to Crystal Cauley for creating spaces for the underrepresented to be heard and for her collaboration with the City and other local organizations to improve the quality of life for Hendersonville and Henderson County residents; and

WHEREAS, Hendersonville’s Diversity & Inclusion Advisory Committee prioritizes equity and inclusion, creating a culture of belonging, and focusing on making the City a welcoming and accepting place for all people;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hendersonville, North Carolina that in recognition of her tireless efforts promoting change and equality, Crystal Cauley is posthumously appointed as an honorary member of the Hendersonville Diversity & Inclusion Advisory Committee.

ADOPTED by the City Council of the City of Hendersonville, North Carolina, on this 26th day of June, 2024.

/s/Barbara G. Volk, Mayor
Attest: /s/Jill Murray, City Clerk
Approved as to form: /s/Angela S. Beeker, City Attorney

Council Member Melinda Lowrance moved that the City Council adopt the resolution posthumously appointing Crystal Cauley as an honorary member of the Diversity and Inclusion Committee. A unanimous vote of the Council followed. Motion carried.

6. **ADJOURN**

There being no further business, the meeting was adjourned at 6:12 p.m. upon unanimous assent of the Council. 6:12 p.m.

Barbara Volk, Mayor

ATTEST:

Jill Murray, City Clerk