

City Council Meeting

March 20, 2017



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Item 11

Ordinance to annex Westhaven South, Section 5, Lot 3 involving 19.850 acres located along the southern right-of-way of Regency Boulevard and adjacent to South Point Townhomes



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General Location

Map

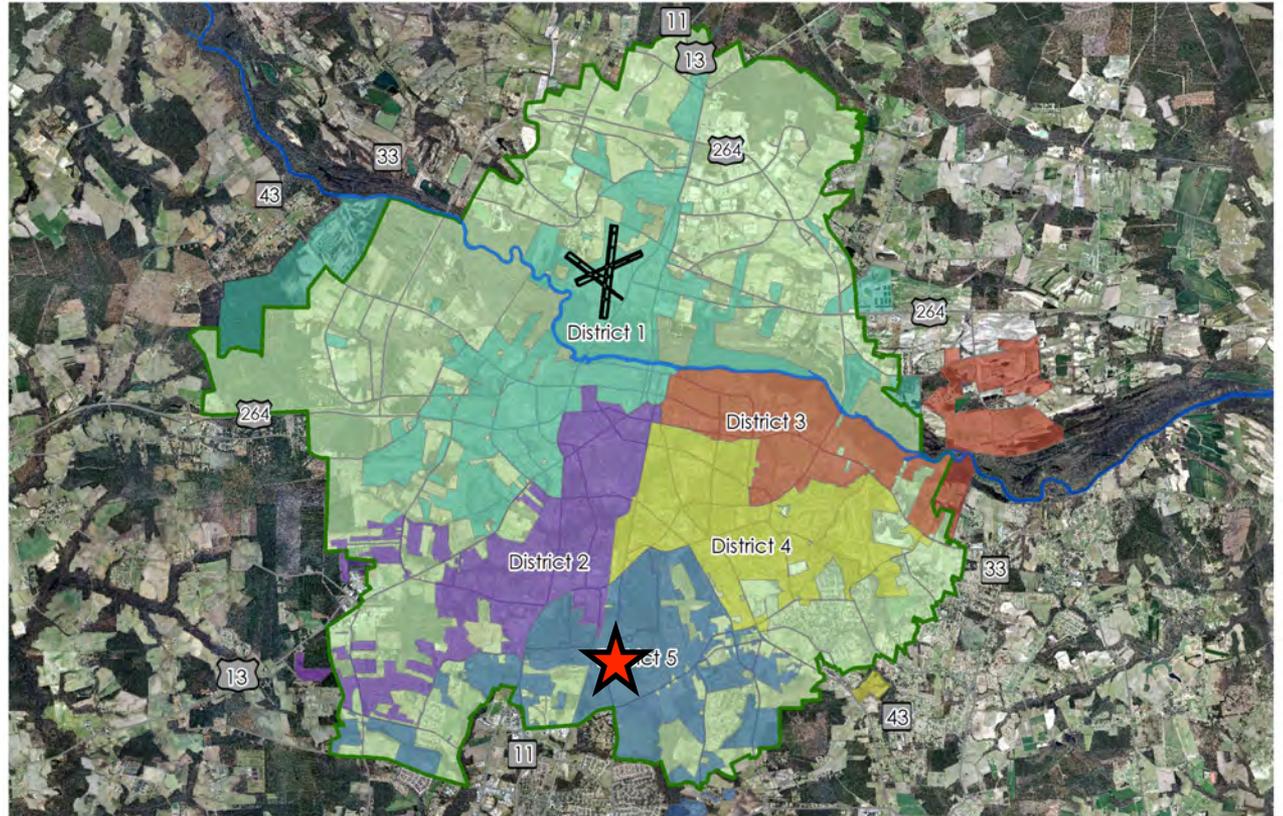
Legend

-  Greenville's ETJ
-  Tar River

City Council Voting District

-  District 1
-  District 2
-  District 3
-  District 4
-  District 5

0 0.5 1 2 3 4 Miles



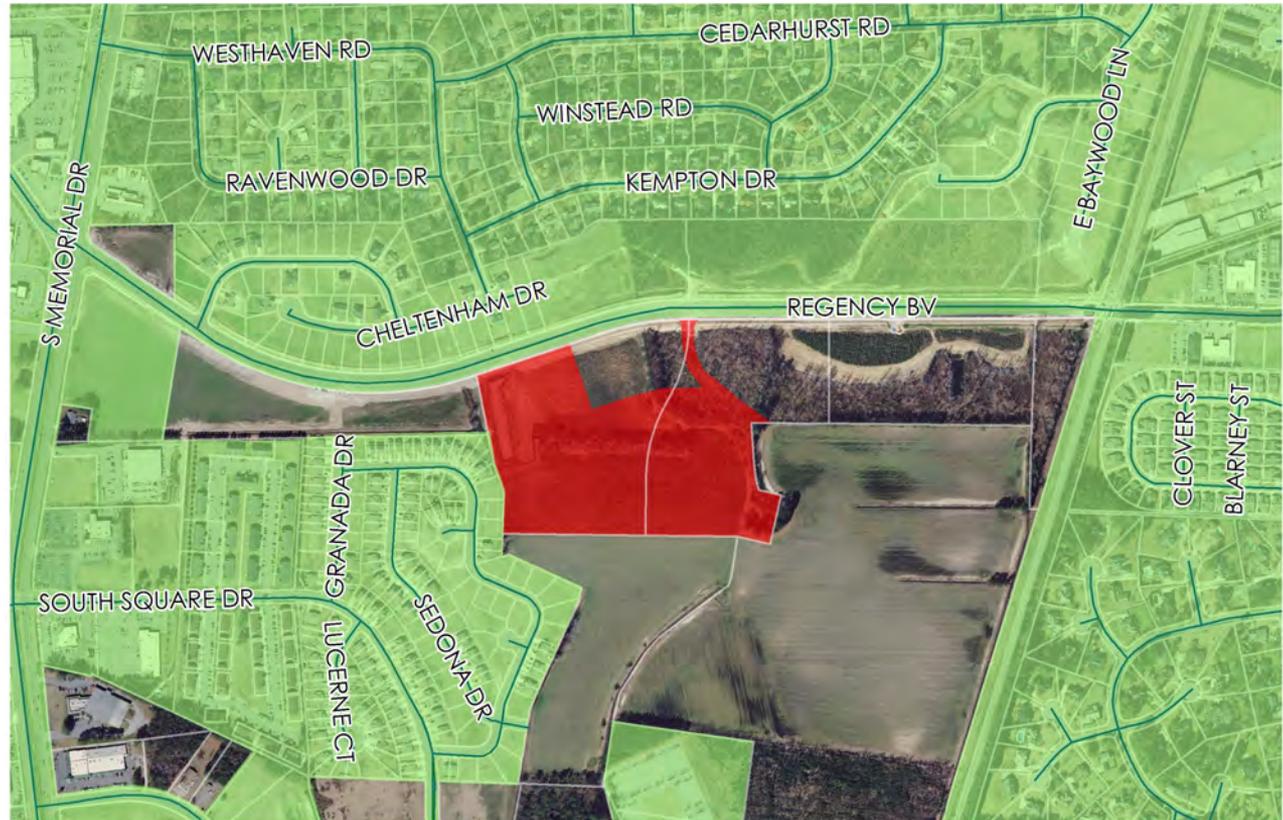
Westhaven South

Sec. 5 Lot 3

Legend

-  Land Parcels
-  Greenville City Limits
-  Greenville ETJ
-  Annexation

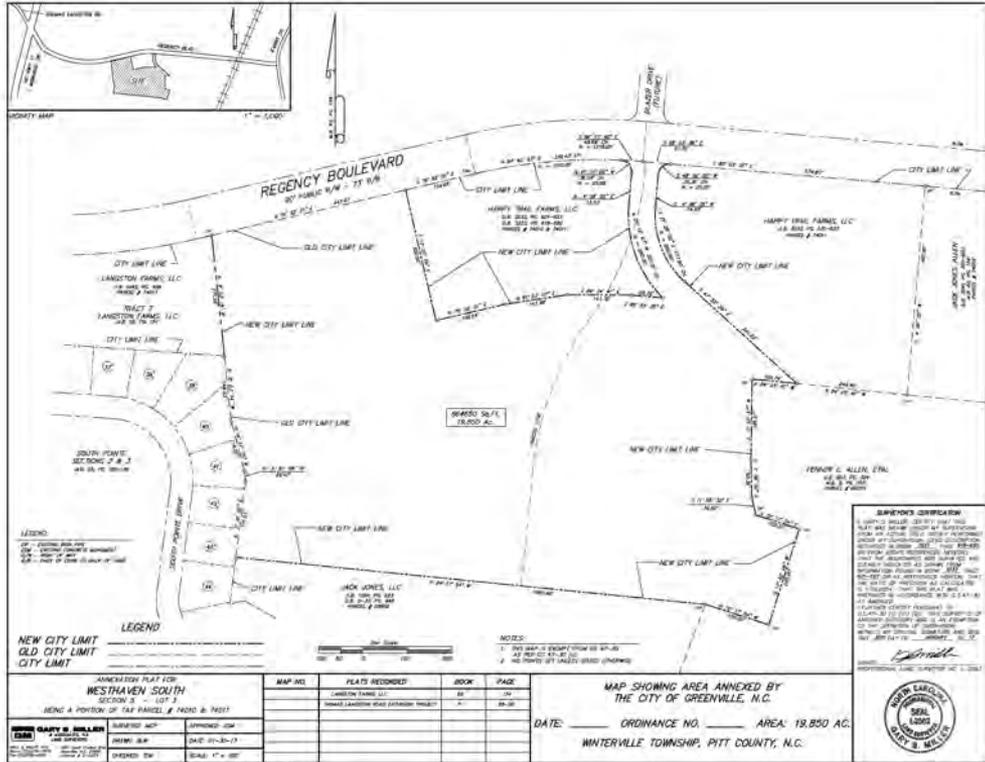
0 0.5 1 2 3 4 Miles



Westhaven South

Sec. 5. Lot 3

19.850 Acres



Item 12

Ordinance requested by Happy Trail Farms, LLC to rezone 2.903 acres located along the western right-of-way of Allen Road and 1,100 +/- feet south of Landfill Road from MRS (Medical-Residential-Single-family) to MCH (Medical-Heavy Commercial)



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General Location

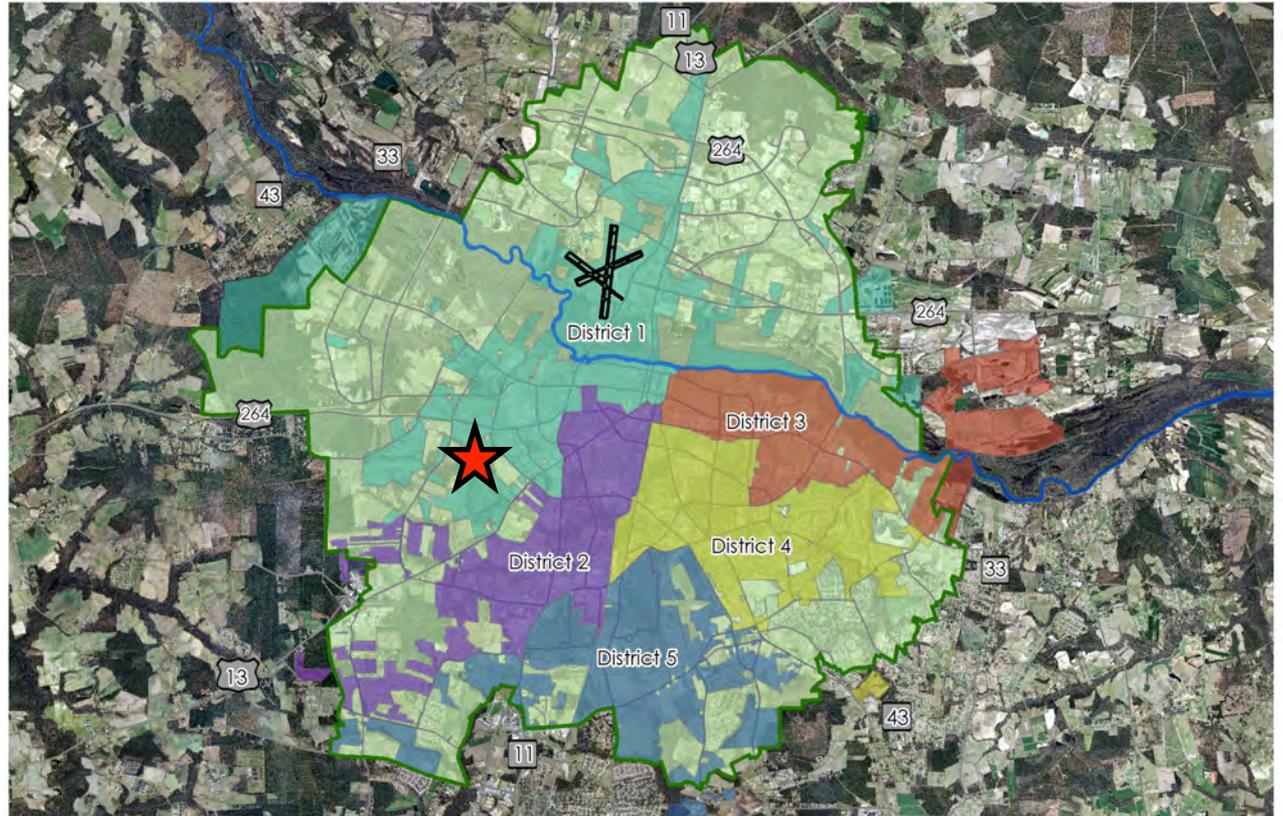
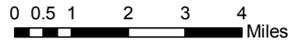
Map

Legend

-  Greenville's ETJ
-  Tar River
-  Pitt-Greenville Airport (PGV)

City Council Voting District

-  District 1
-  District 2
-  District 3
-  District 4
-  District 5



Aerial Map (2012)

Legend

- Land Parcels
- Rezoning



0 0.5 1 2 3 4 Miles



Allen Road



Existing Land Use

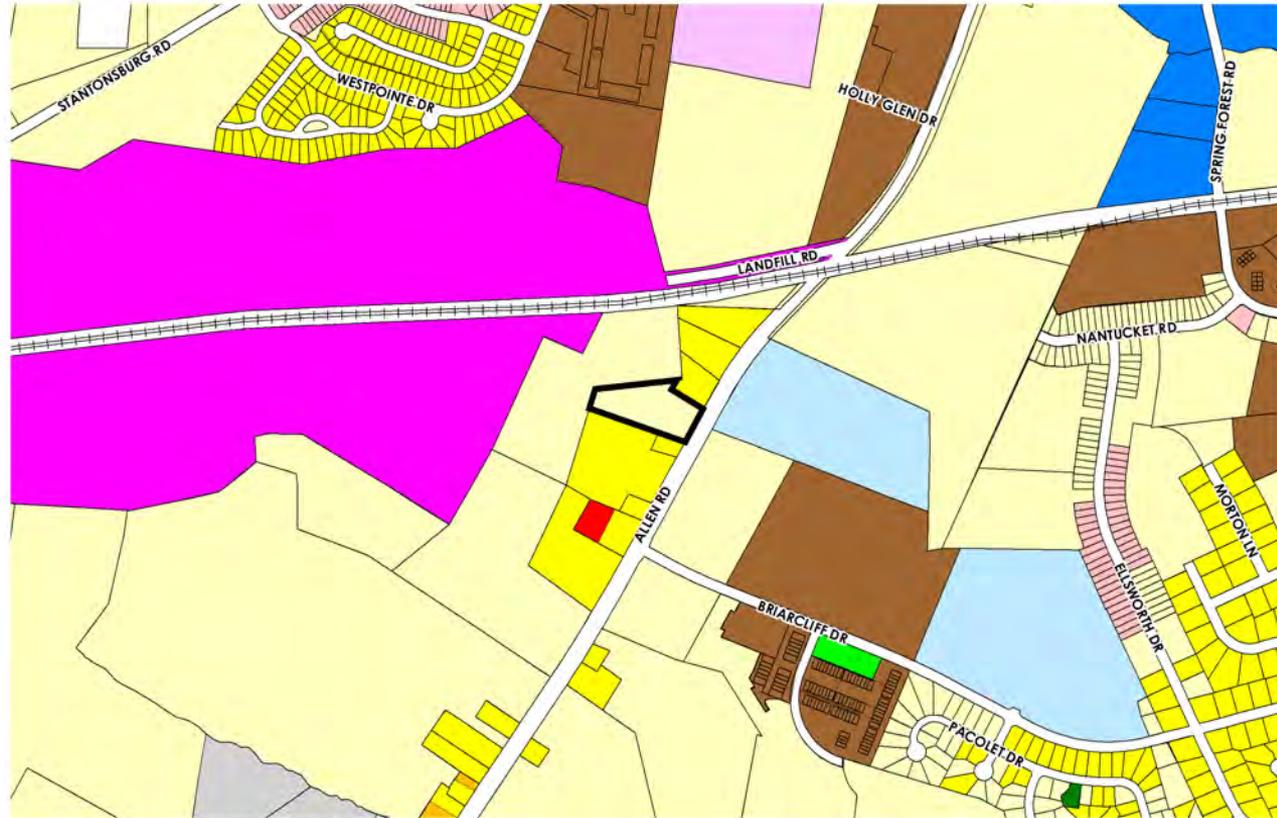
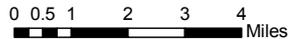
Legend

-  Land Parcels
-  Greenville ETJ
-  Rezoning
-  Train Tracks



EXISTING LANDUSE

-  Cemetery
-  Commercial
-  Duplex
-  Industrial
-  Institutional
-  Landfill
-  Mobile Home
-  Mobile Home Park
-  Multi-Family
-  Office
-  Public Parking
-  Recreation
-  Single Family
-  Utility
-  Vacant



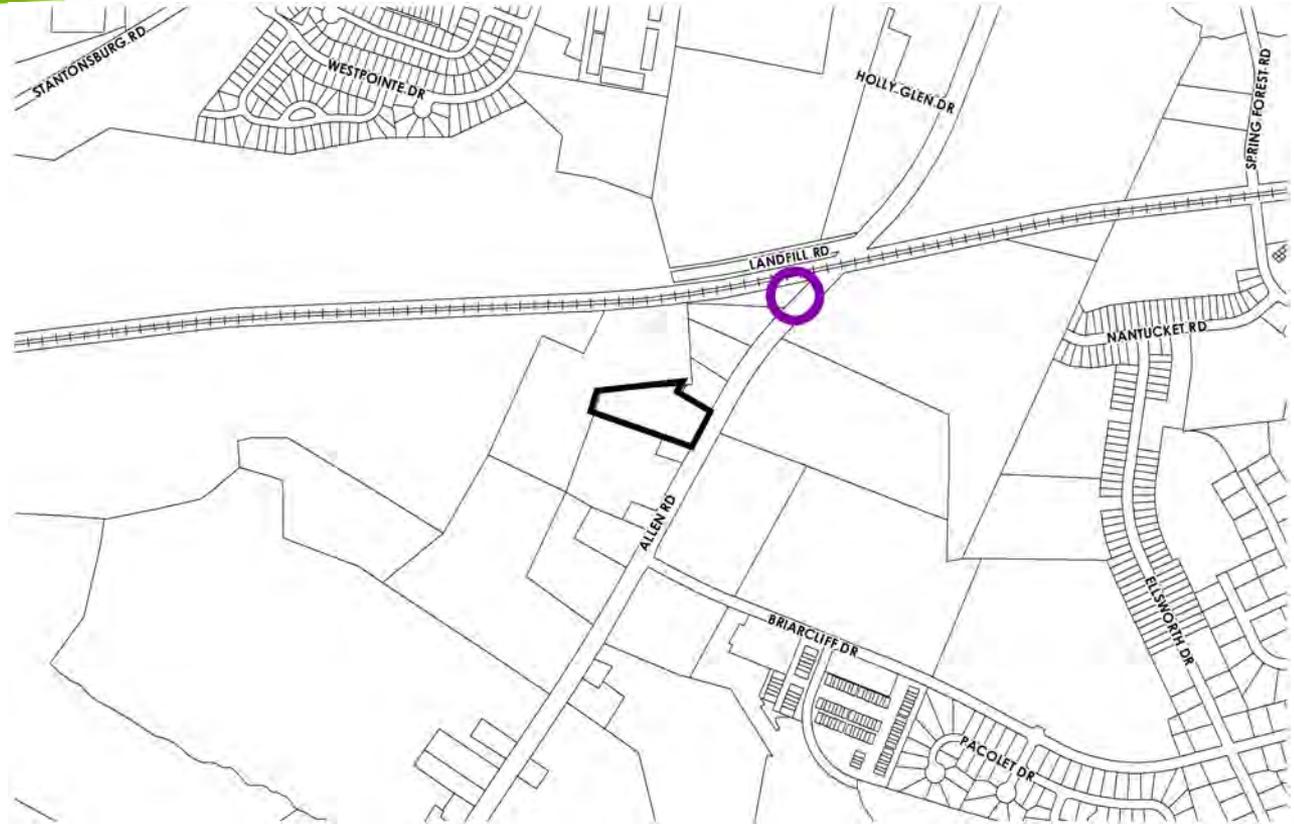
Activity Centers

Legend

-  Land Parcels
-  Greenville ETJ
-  Rezoning
-  Train Tracks



-  Neighborhood Activity Center
-  Community Activity Center
-  Regional Activity Center
-  Employment Center



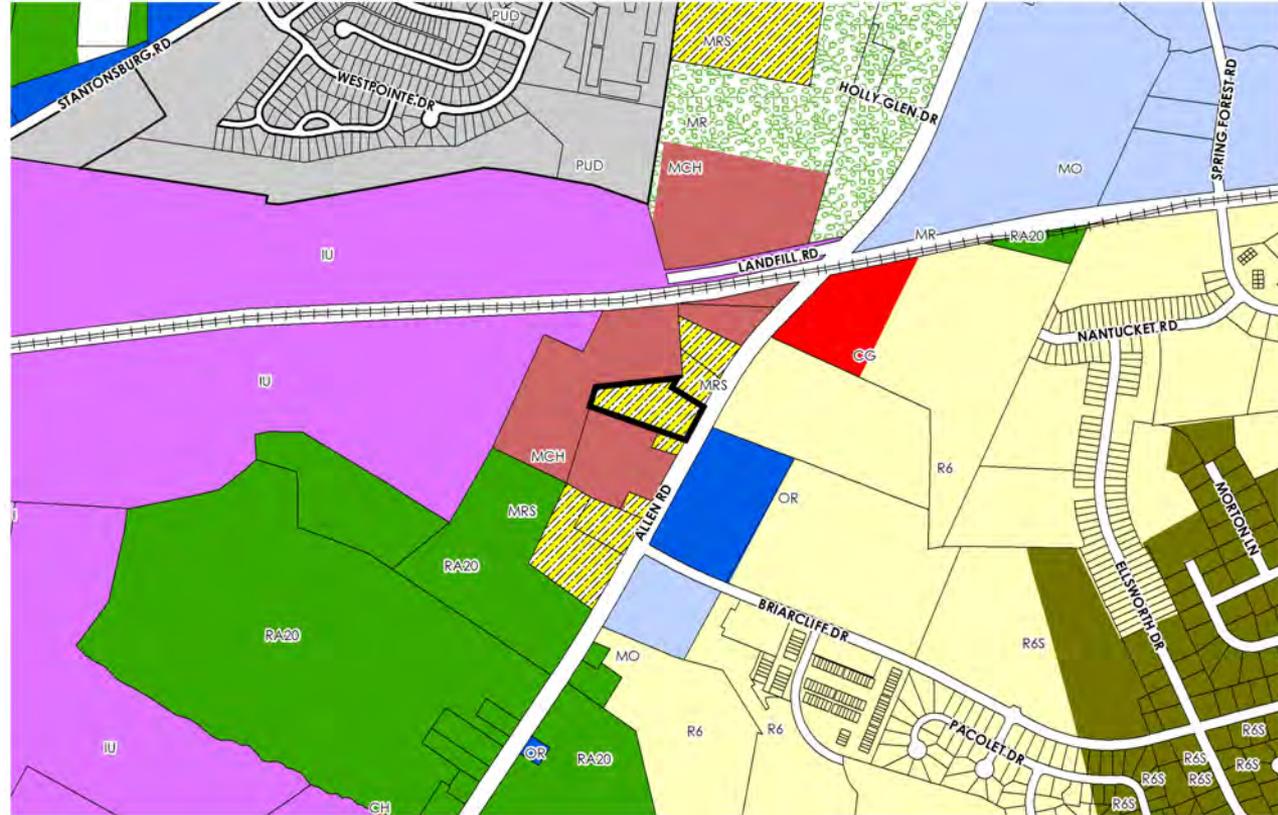
Zoning Map

Legend

	Land Parcels		OR-UC
	Rezoning		R6
	CD		R6A
	CDF		R6A-CA
	CG		R6A-RU
	CH		R6MH
	CN		R6N
	MCH		R6S
	MCG		R9
	I		R9S
	IU		R9S-CA
	PIU		R15S
	MI		PUD
	MO		MR
	MS		MRS
	O		RA20
	OR		



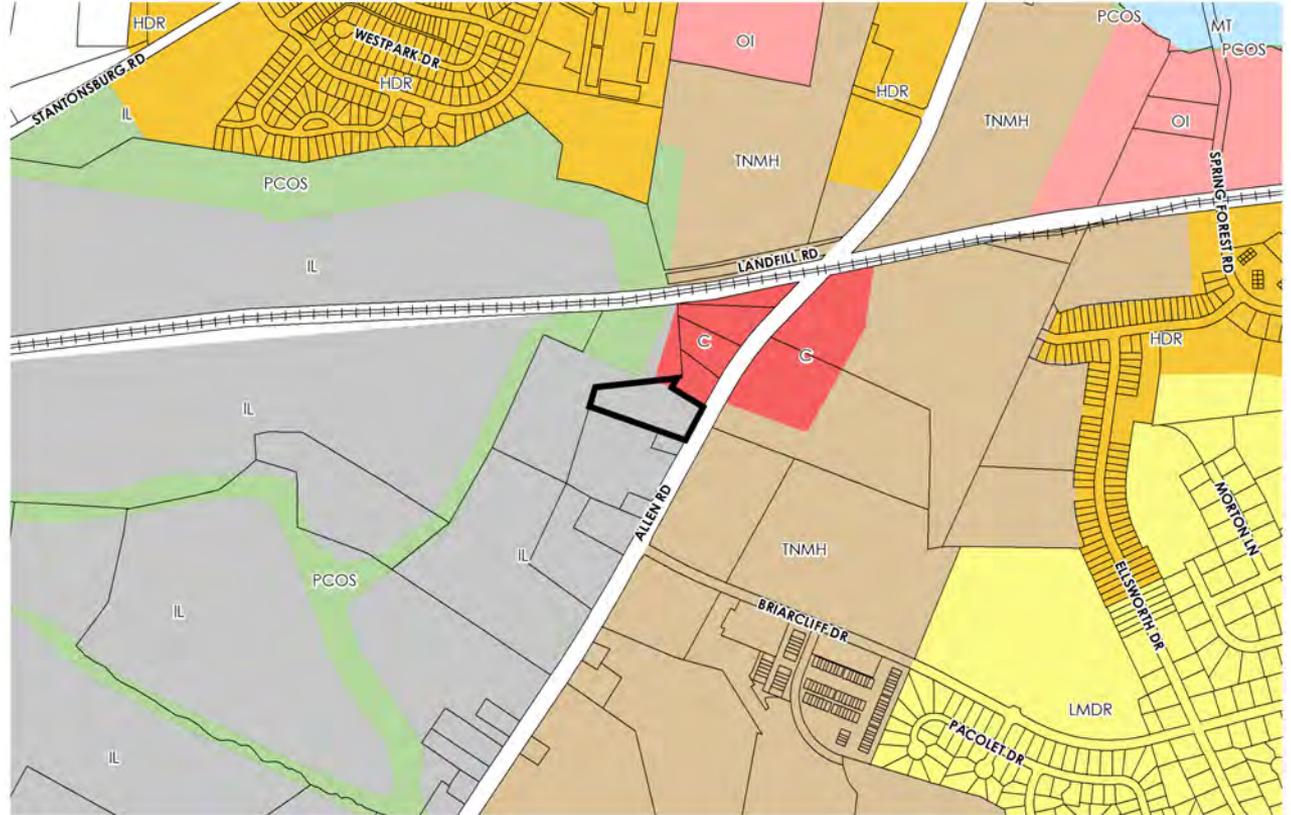
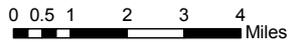
0 0.5 1 2 3 4 Miles

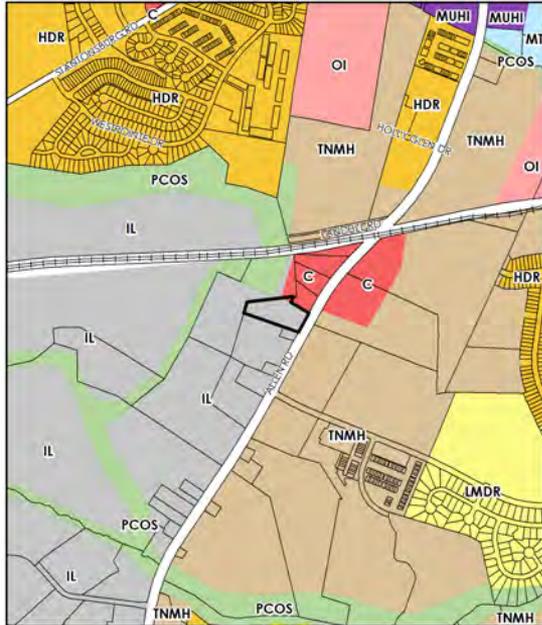
Future Land Use & Character Map

Legend

-  Land Parcels
-  Rezoning
-  Train Tracks
-  Greenville ETJ
-  PCOS - Potential Conservation and Open Space
-  UC - Uptown Core
-  UE - Uptown Edge
-  MUHI - Mixed Use, High Intensity
-  MU - Mixed Use
-  C - Commercial
-  OI - Office and Institutional
-  UN - Uptown Neighborhood
-  TNMH - Traditional Neighborhood, Medium to High Density
-  TNLM - Traditional Neighborhood, Low to Medium Density
-  HDR - Residential, High Density
-  LMDR - Residential, Low to Medium Density
-  UI - University Institutional
-  MC - Medical Core
-  MT - Medical Transition
-  IL - Industrial / Logistics

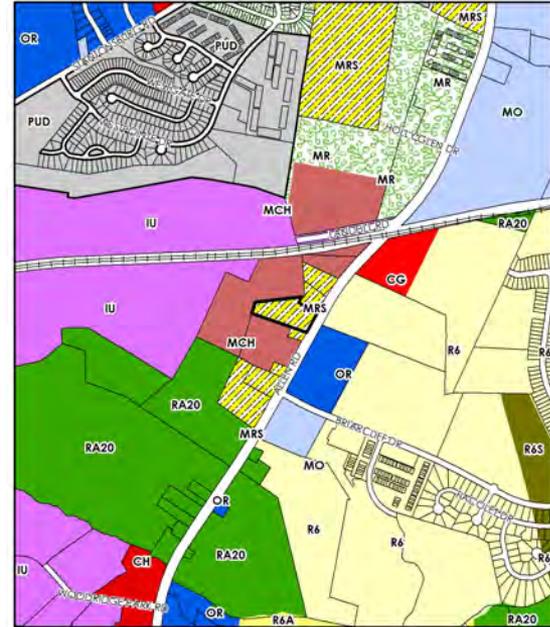


Future Land Use & Character Map



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Zoning Map



- Legend**
-  Land Parcels
 -  Rezoning
 -  CDF
 -  CG
 -  CH
 -  CN
 -  MCH
 -  MCG
 -  I
 -  IU
 -  PIU
 -  MI
 -  MO
 -  MS
 -  O
 -  OR
 -  OR-UC
 -  R6
 -  R6A
 -  R6A-CA
 -  R6A-RU
 -  R6A-MH
 -  R6N
 -  R6S
 -  R9
 -  R9S
 -  R9S-CA
 -  R15S
 -  MRS
 -  MR
 -  RA20
 -  PUD

Item 13

Ordinance requested by Patricia S. Bowen, et al. to rezone 84.533 acres located along the eastern right-of-way of Charles Boulevard and adjacent to Grace Church from RA20 (Residential-Agricultural) to R6 (Residential [High Density Multi-family]) – 26.000 acres, R6S (Residential-Single-family [Medium Density]) – 12.549 acres, R9S (Residential-Single-family [Medium Density]) – 15.807 acres, R15S (Residential-Single-family [Low Density]) – 21.887 acres, and O (Office) – 8.290 acres



Greenville
NORTH CAROLINA

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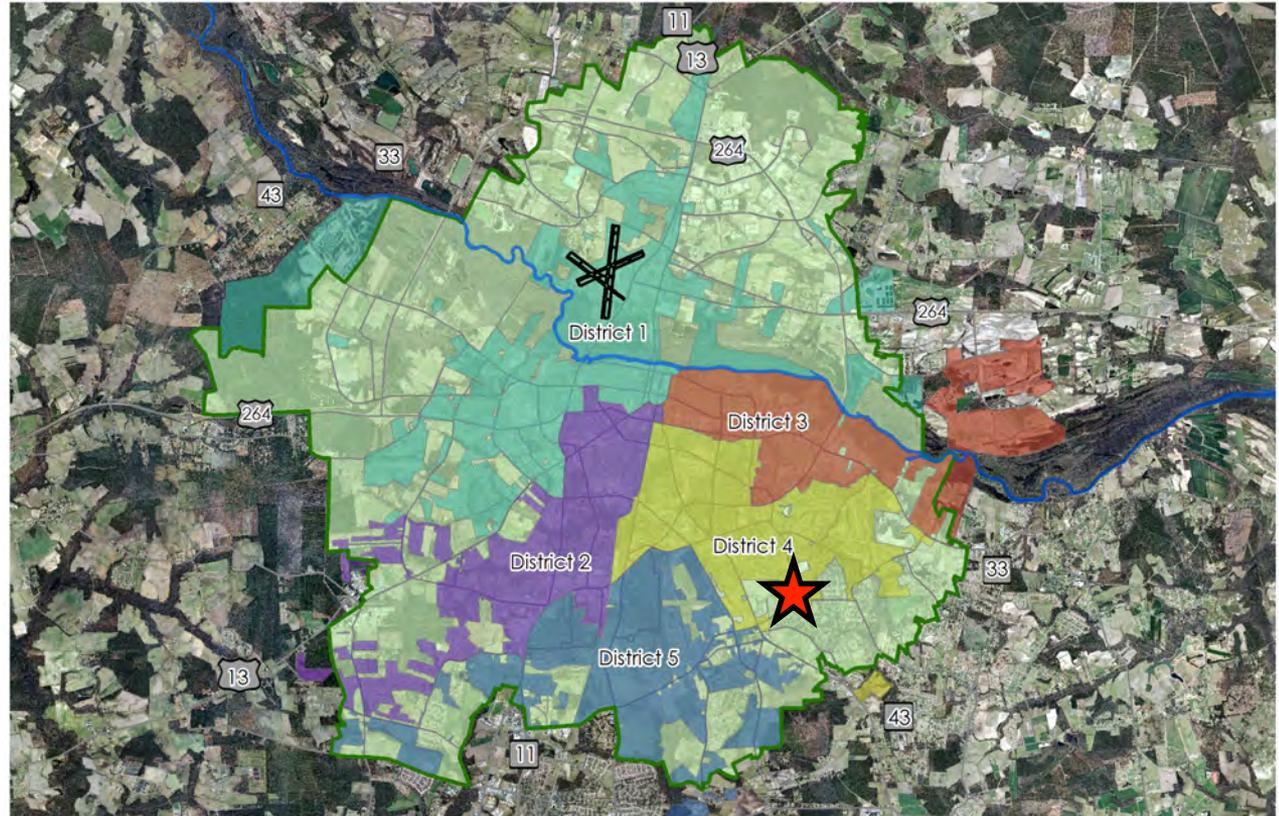
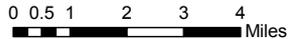
General Location

Map



Legend

-  Greenville's ETJ
-  Tar River
-  Pitt-Greenville Airport (PGV)
- City Council Voting District**
-  District 1
-  District 2
-  District 3
-  District 4
-  District 5



Aerial Map (2012)

Legend

-  Land Parcels
-  Rezoning



0 0.5 1 2 3 4 Miles



Charles Boulevard



Charles Boulevard



Existing Land Use

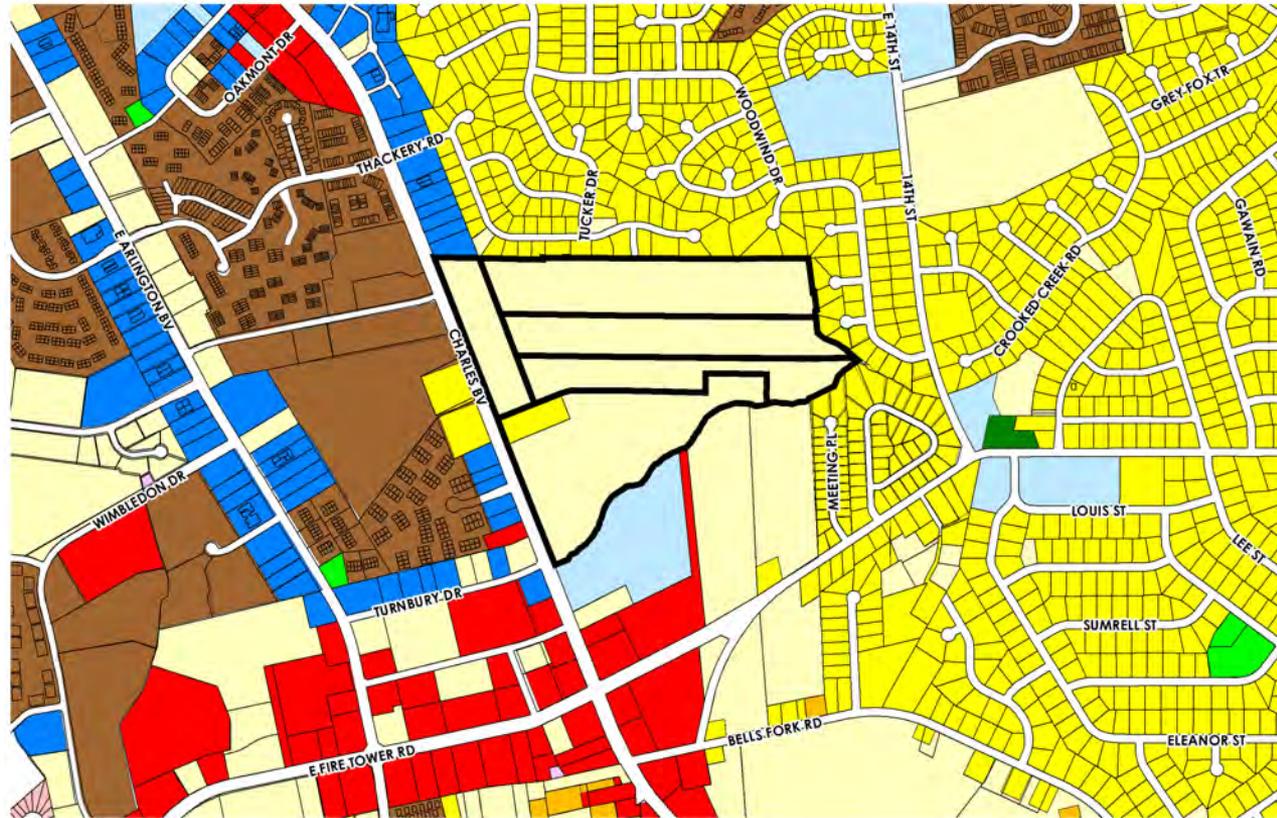
Legend

-  Land Parcels
-  Greenville ETJ
-  Rezoning
-  Train Tracks



EXISTING LANDUSE

-  Cemetery
-  Commercial
-  Duplex
-  Industrial
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-  Landfill
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-  Mobile Home Park
-  Multi-Family
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-  Public Parking
-  Recreation
-  Single Family
-  Utility
-  Vacant



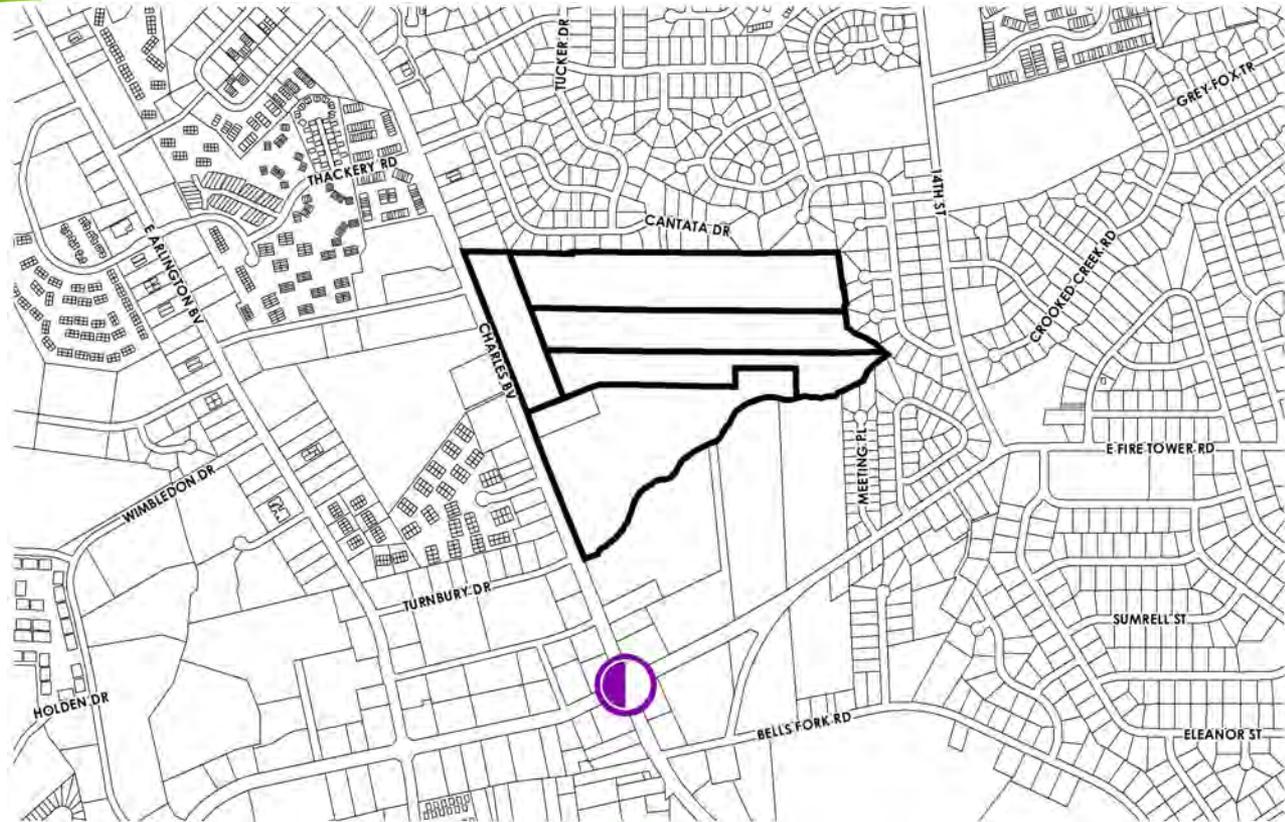
Activity Centers

Legend

-  Land Parcels
-  Greenville ETJ
-  Rezonings
-  Train Tracks

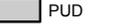
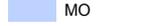
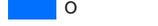


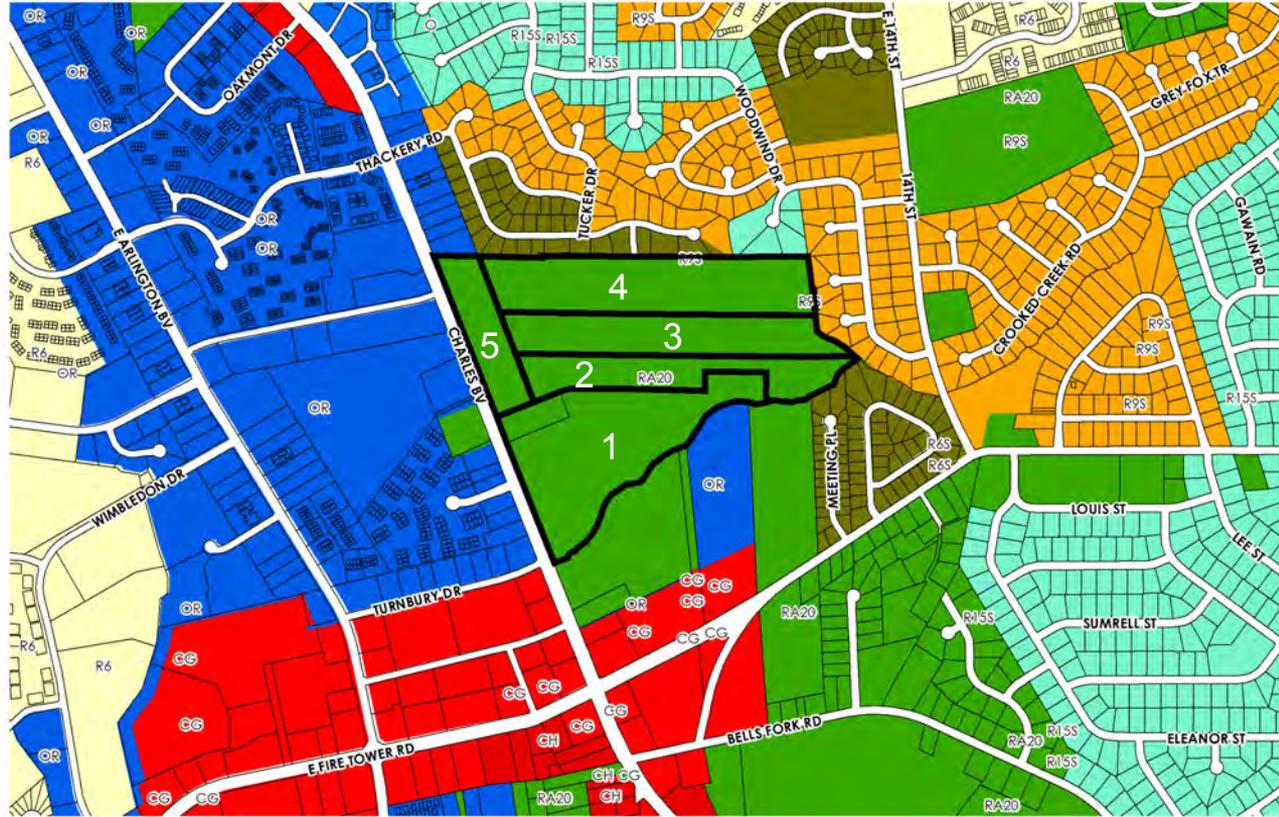
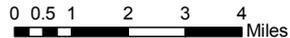
-  Neighborhood Activity Center
-  Community Activity Center
-  Regional Activity Center
-  Employment Center



Zoning Map

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	MCH		R6S
	MCG		R9
	I		R9S
	IU		R9S-CA
	MI		R15S
	MO		PUD
	MS		MR
	O		MRS
	OR		RA20

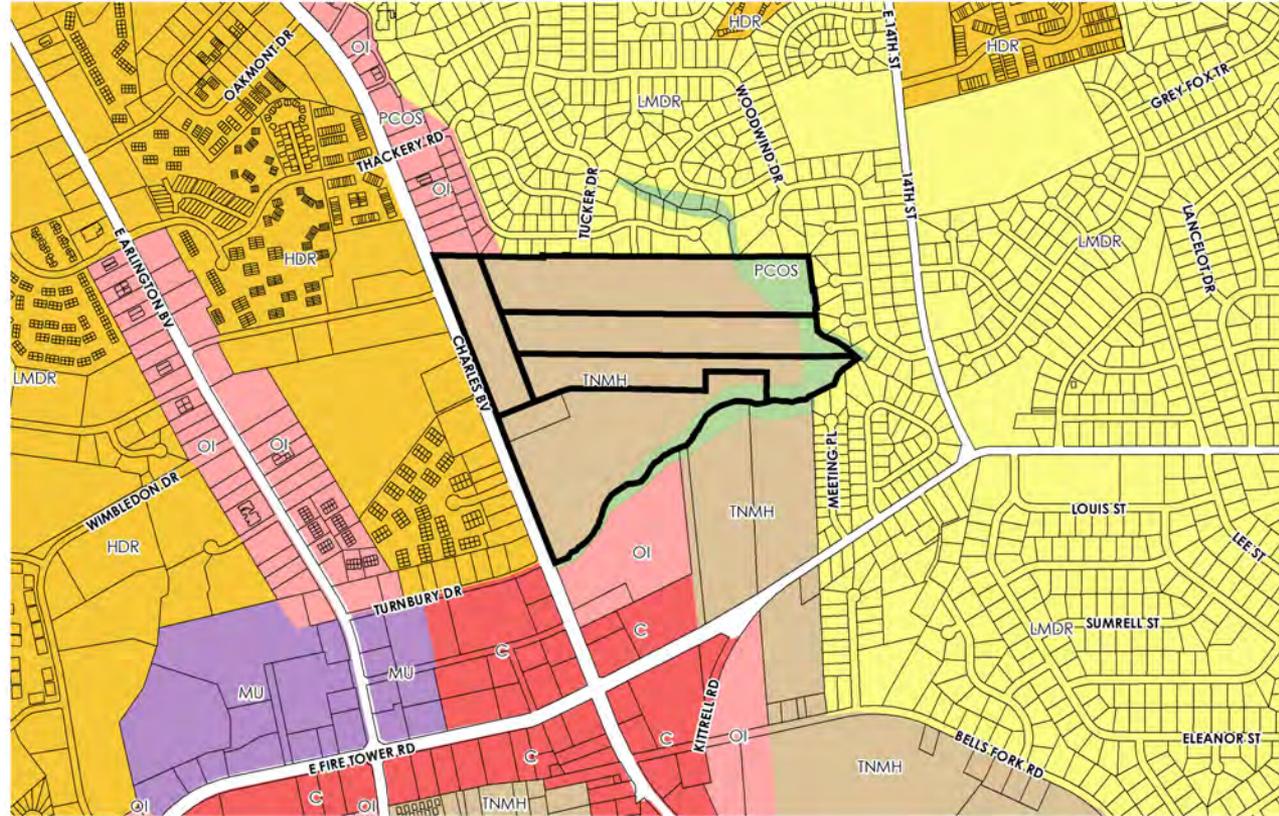
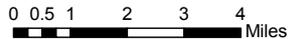


Future Land Use & Character Map

Legend

-  Land Parcels
-  Rezonings
-  Train Tracks
-  Greenville ETJ

-  PCOS - Potential Conservation and Open Space
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-  UI - University Institutional
-  MC - Medical Core
-  MT - Medical Transition
-  IL - Industrial / Logistics



Item 14

Ordinance requested by WGB Properties, Incorporated, to rezone 7.87 acres located along the northern right-of-way of Clifton Street and the eastern right-of-way of Evans Street from CG (General Commercial) to OR (Office-Residential [High Density Multi-family])



General Location

Map

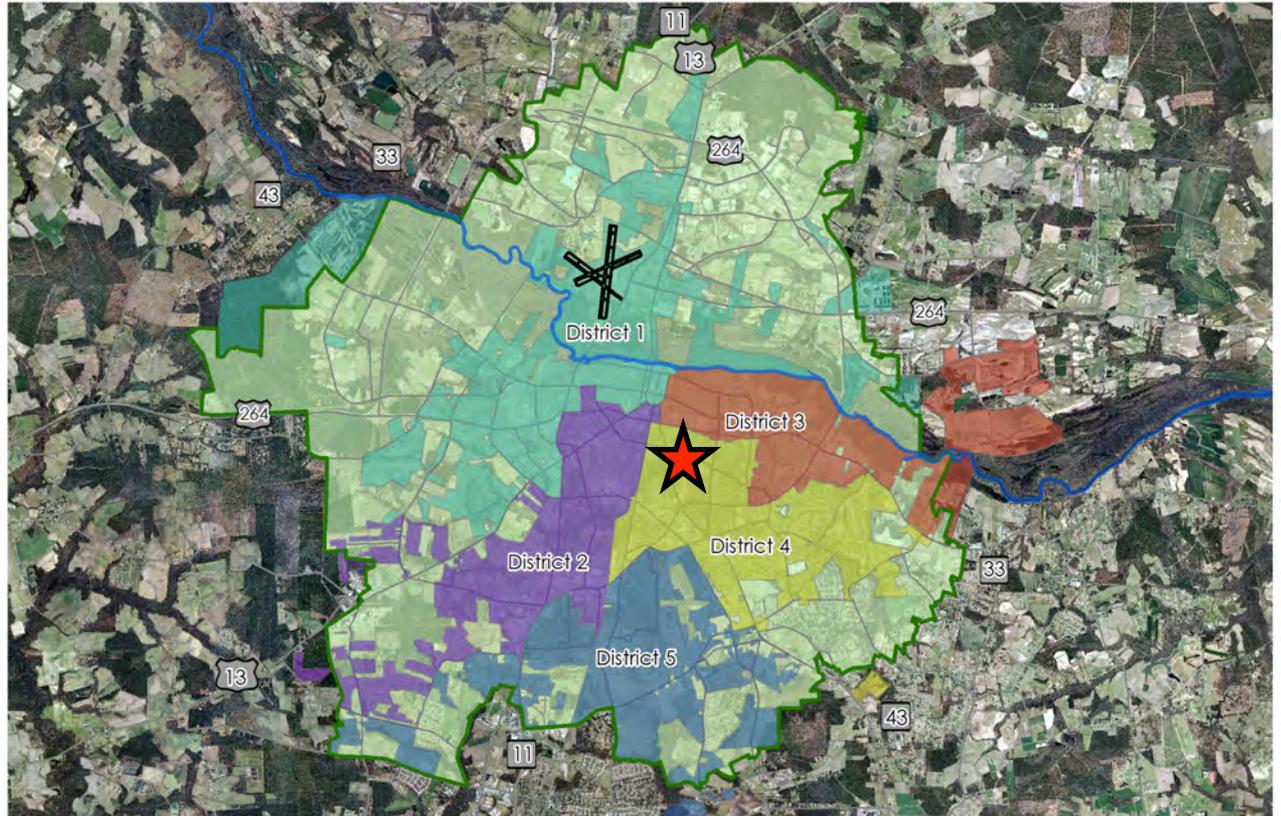
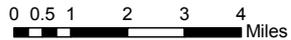


Legend

-  Greenville's ETJ
-  Tar River
-  Pitt-Greenville Airport (PGV)

City Council Voting District

-  District 1
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-  District 3
-  District 4
-  District 5



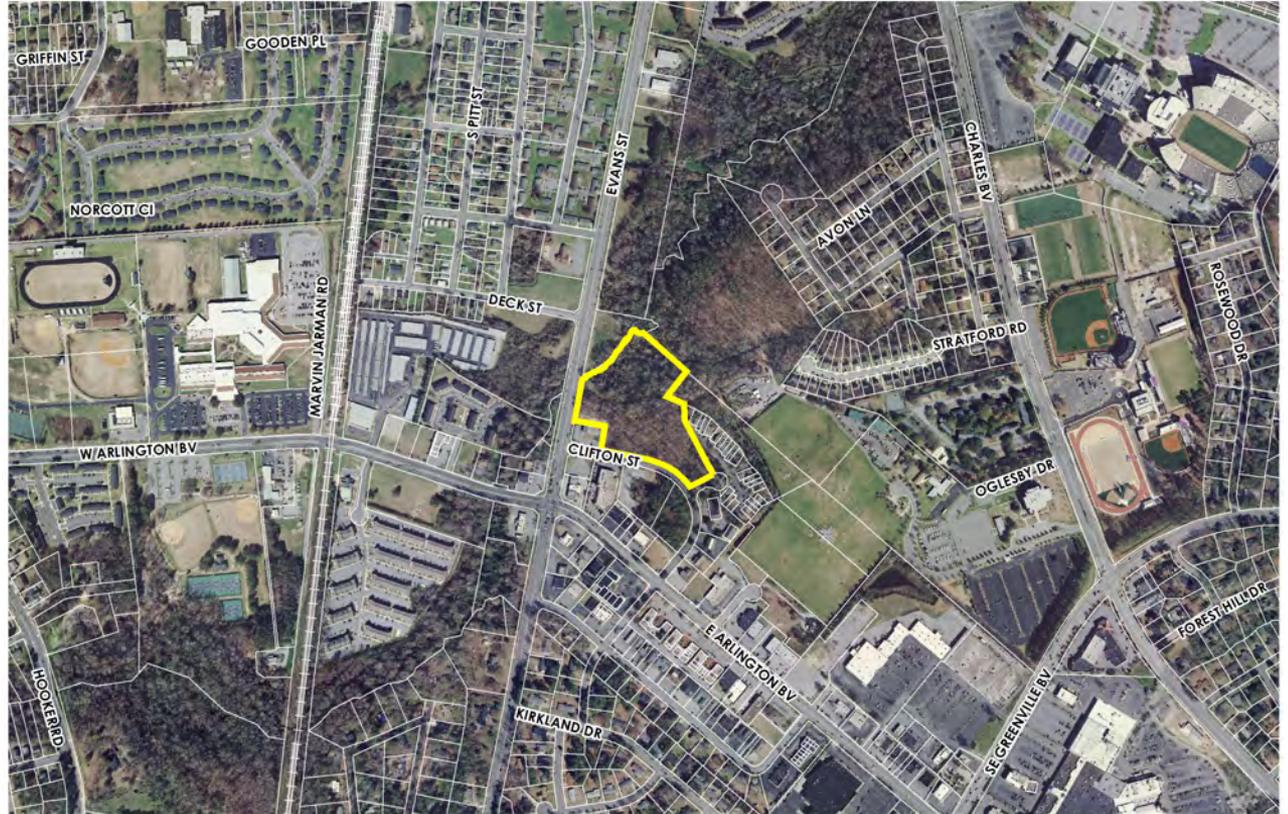
Aerial Map (2012)

Legend

-  Land Parcels
-  Rezonings

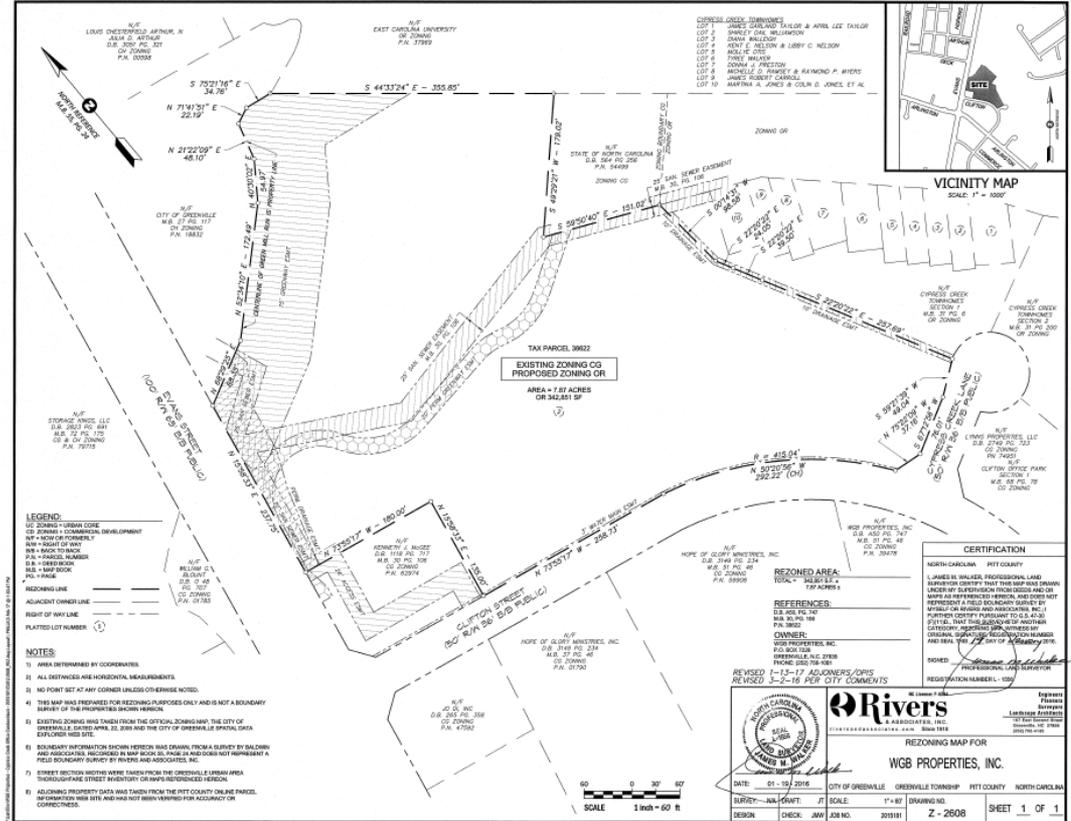


0 0.5 1 2 3 4
Miles



WGB Properties, LLC

7.87 acres



Clifton Street



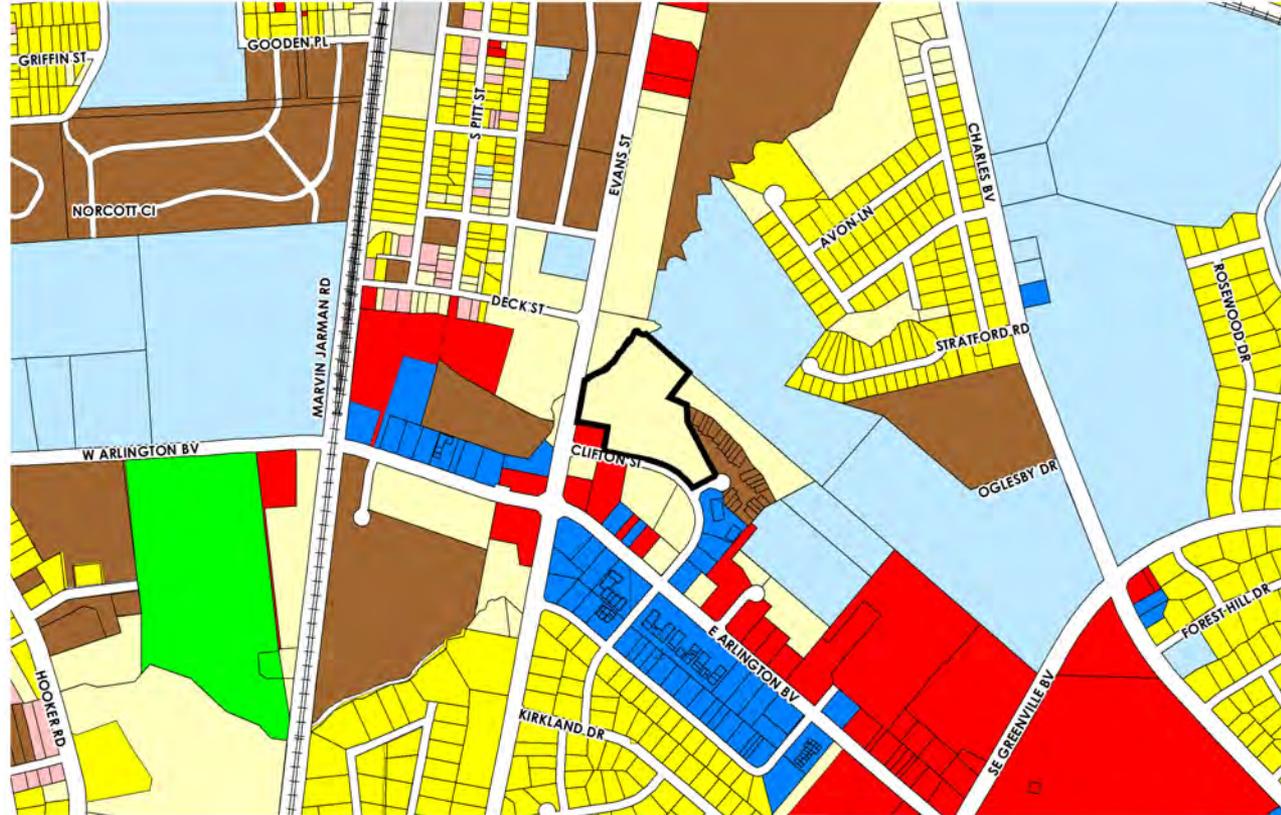
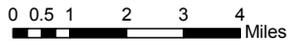
Existing Land Use

Legend

-  Land Parcels
-  Greenville ETJ
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EXISTING LANDUSE

-  Cemetery
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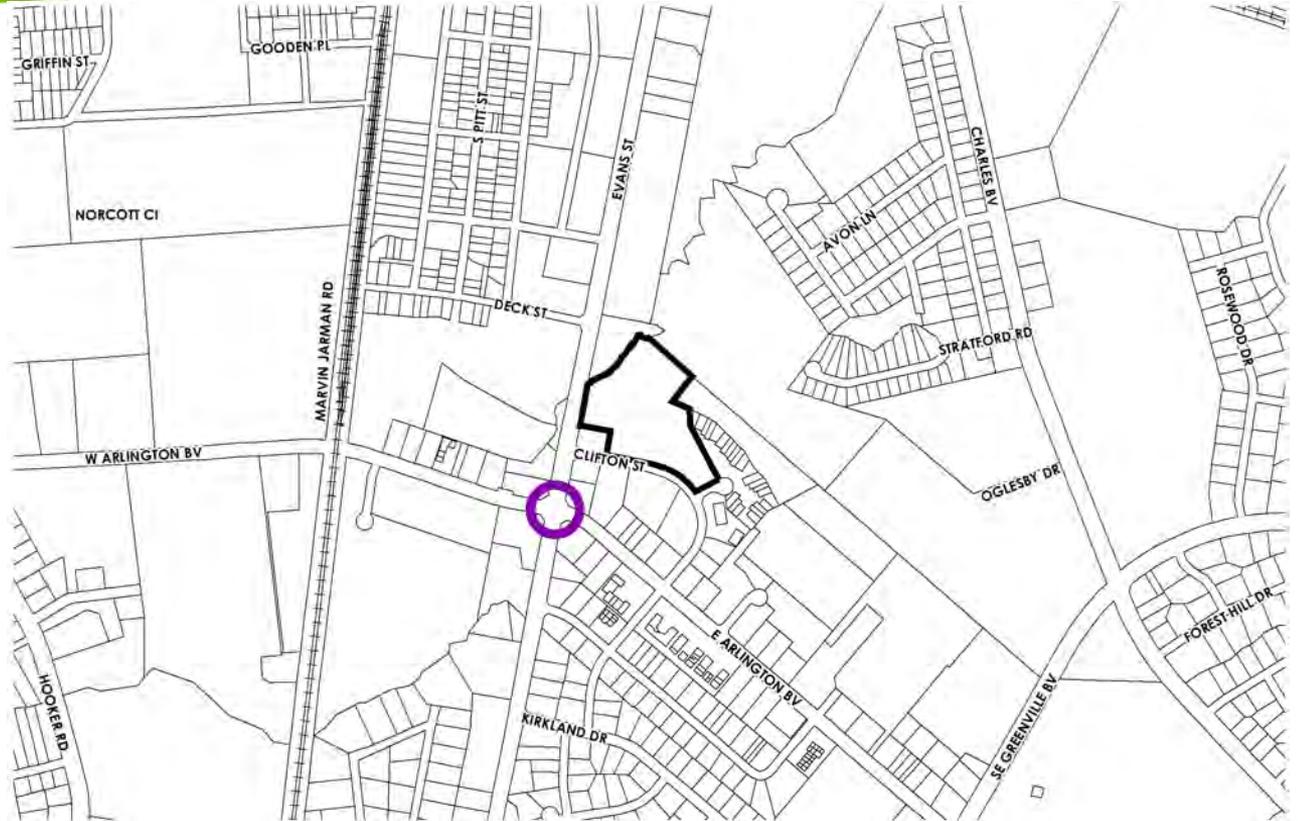


Activity Centers

Legend

-  Land Parcels
-  Greenville ETJ
-  Rezoning
-  Train Tracks

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-  Community Activity Center
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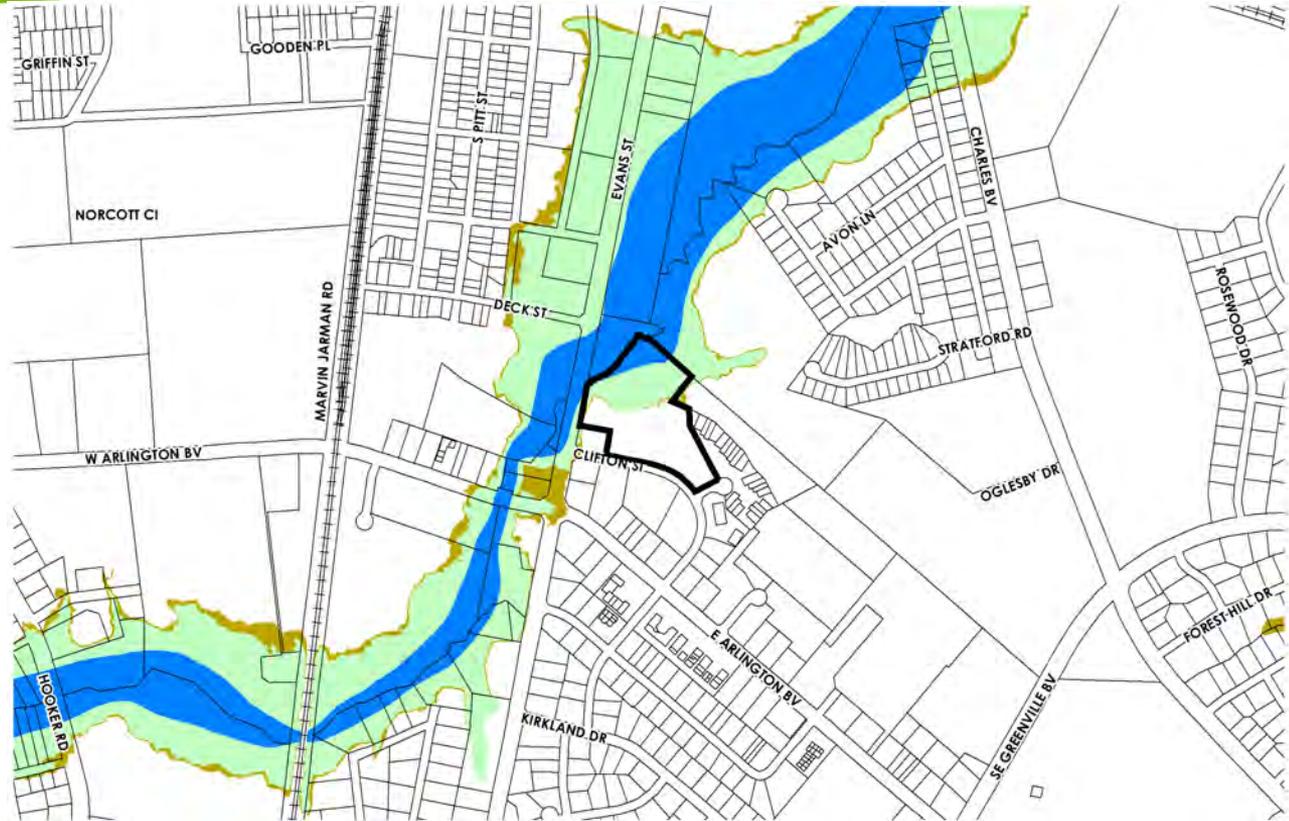


Flood Plain Map

Legend

-  Land Parcels
-  Greenville ETJ
-  Rezoning

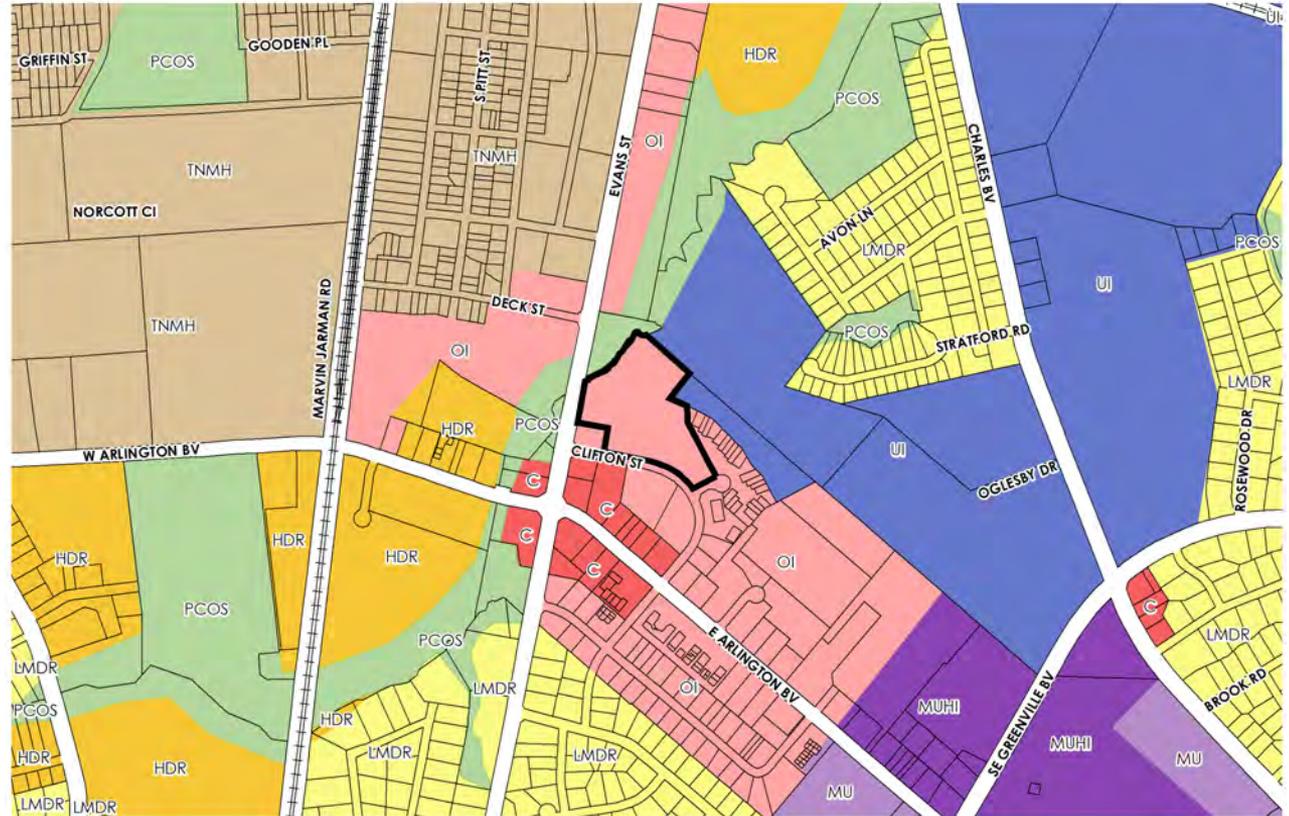
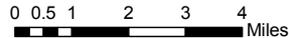
-  A= 100 YR
-  AEFW = Floodway
-  SHADED X = 500 yr



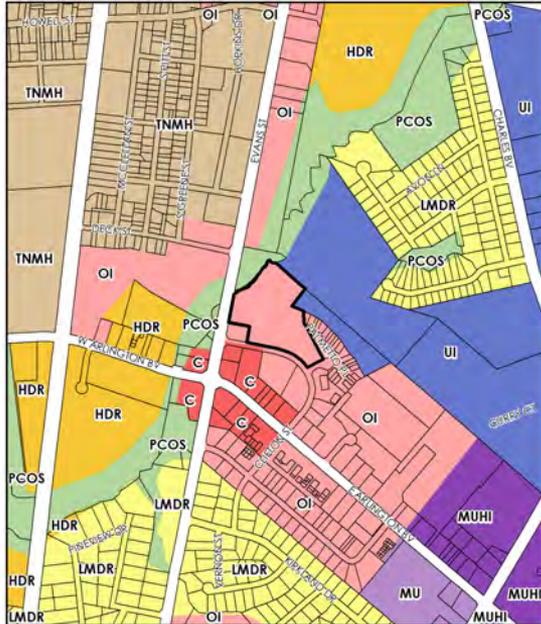
Future Land Use & Character Map

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Future Land Use & Character Map



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Zoning Map



Legend

-  Land Parcels
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-  CD
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-  MCH
-  MCG
-  I
-  IU
-  PIU
-  MI
-  MO
-  MS
-  O
-  OR
-  OR-UC
-  R6
-  R6A
-  R6A-CA
-  R6M
-  R6N
-  R9
-  R9S
-  R9S-CA
-  R15S
-  PUD
-  MR
-  MRS
-  RA20

Item 15

Ordinance amending the
Subdivision Ordinance to Extend
the Review Time of Preliminary
Plats by 20 Working Days



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On February 9, 2016, City Council approved a motion to continue this item until the March 20, 2017 meeting.

City Council directed staff to hold a town hall meeting with the development community and return to Council on the development community's response to the proposed 20 day extension for preliminary plat reviews.

Mayor Thomas also stated he would like to know the time other cities take to review preliminary plats.

The City held a town hall meeting on March 6, 2017 at the Sheppard Memorial Library.

20 City/GUC/NC-DOT staff members were in attendance and provided slideshows of 9 different review procedures and presented the proposed 20 working day extension to the preliminary plat review process.

Mayor Allen Thomas and Council Member Rose Glover were also in attendance.

Fourteen members of the development community attended the meeting composed of surveyors, engineers, architects and developers.

The sentiment of the discussion was that extending the review time by 20 days was too long, but 10 days might be acceptable for a total review time of 30 days.

Following is a timeline of a 30 day review time.

Timeline for 30 Days to Review Preliminary Plats

- 30 working days** - Receive submittal from applicant by 5:00 pm
- 29 working days** - Route plats to reviewing departments
- 22 working days** - Receive comments from review departments
- 21 working days** - Comments returned to applicant
- 16 working days** - Applicant returns revised plat
- 15 working days** - Route revised plats to reviewers who made revisions
- 14 working days** - Deadline to submit City Page advertisement request
- 11 working days** - First advertisement date
 - 7 working days** - Mail adjoining property owner notices
 - 6 working days** - Second advertisement date

Timeframe Other Cities Take to Review Preliminary Plats

Jacksonville	8 days
Cary	15
days	
Chapel Hill	21 days
Winterville	30 days
Wilmington	30 days

We have not received responses from additional cities we surveyed.

Staff Recommendation:

Staff would like to take this item back to the Planning and Zoning Commission for their consideration to extend the review time of preliminary plats by 10 days (for a total of 30) days instead of the previously recommended extension of 20 days (for a total review time of 40 days).

Item 16

Economic Development Incentive
for Pitt Street Brewing Company

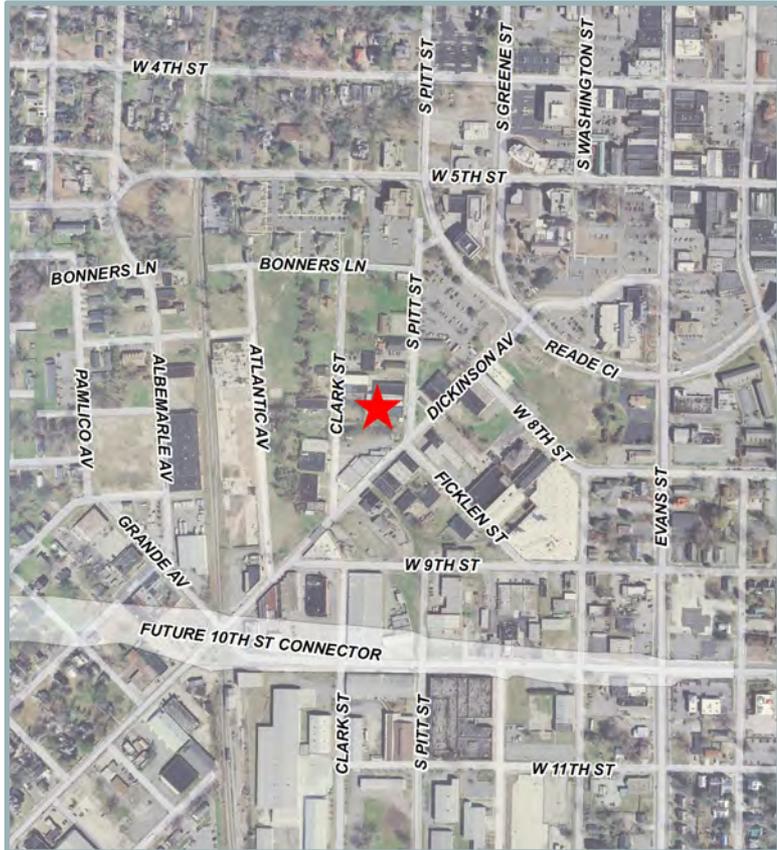


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Pitt Street Brewing Company



- 630 S. Pitt Street - Old Coca Cola Building
Dickinson Avenue Arts & Innovation District
- \$500K + in renovation costs
- 9 new full-time employees
- 15 barrel system, 30 barrel fermenter
- Canning line for regional distribution
- 12 varieties including seasonal & fruit craft beers
- Artisanal manufacturing = OED Targeted Industries
- Moneyball Strategy (ED Gardening)



Pitt Street Brewing Company

- Building Reuse Grant – N.C. Commerce
- Resolution of support adopted February 6, 2017
- Awarded \$45,000 Building Reuse Grant, February 16th
- City match = \$2,250 (5%)
- Funds included in FY 2016-17 budget for OED
- Matching payment = Economic Development Incentive



Economic Development Incentive

- NC General Statute 158-7.1
- Authorizes local governments to make appropriations for economic development purposes.
- Public hearing required for appropriations under this general statute.
- *“A county or city may make grants or loans for the rehabilitation of commercial or noncommercial historic structures, whether the structure is publicly or privately owned.” (b-8)*
- Daily Reflector, City Page Ad: March 6th & 13th

**Staff recommends approval of
Economic Development Incentive
for Pitt Street Brewing Company
in the amount of \$2,250.**

Questions?

Other Items of Business

March 20, 2017



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Item 17

Amendment to the current
alcohol policy for City Parks and
Recreation Facilities



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“Sites designated for conditional service and consumption of alcoholic beverages”



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Proposed sites included:

- **Bradford Creek Public Golf Course** — where beer & wine sales were already permissible.
- **The Magnolia Arts Center** for beer & wine service during theater productions & similar events hosted in the building by the lessee.
- **RPN Science & Nature Center**— after public hours only, when the center is rented for a private event.
- **The Eppes Recreation Center**, in conjunction with events associated with the Eppes Alumni annual reunion in July each year.
- **Town Common**, in a designated, confined location for a specific period of time, when a special event sponsored by a non-profit organization or the COG is scheduled.



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Permit conditions are intended to foster:

- The consistent treatment of all alcohol permit applicants;
- Adherence to state & local law;
- The safety of all citizens;
- The protection of the facilities;
- The enjoyment of all event participants, including those choosing not to consume.



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With the legally required alcoholic beverage permits, sales, service & consumption of beer & wine may be permitted, at Town Common within designated area(s), under these conditions:

- The COG may sell/serve beer and/or wine to persons of legal drinking age attending a Town Common event.
- Any other organization permitted to serve/sell beer and/or wine at Town Common must be a registered non-profit organization (NPO).
- NPO must be the sponsor that reserves a portion of TC through a rental agreement with City. Requests for permission to sell and/or serve beer and/or wine at the event must be made when booking the facility.
- All service/sales/consumption must be within a designated, secured and enclosed area with a controlled entrance/exit, developed to the City's specifications.



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- Persons served by the NPO may consume the served beer/wine within this area.
- The event sponsor will absorb the costs of establishing this area, as well as the cost of supporting amenities such as porta-jons, hand-washing stations, trash containers, etc.
- Alcohol service/sale is limited to hours between noon & 10 p.m.
- Consumption must be completed within 30 minutes after the conclusion of sales/service.
- “Special Duty” security officers will be at enclosed area during sales/service/consumption, with the number of required officers determined by the City during the application process.
- Those officers must be members of the GPD or employees of an agency approved by the GPD.



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- Expenses for security officers will be borne by event sponsor.
- If City Police officers, the minimum work shift will be 4 hours per officer.
- NPO must obtain all alcoholic beverage permits required by law.
- NPO representative named on permit application must be present at site for the duration of the sales/service/consumption.
- Event sponsor must provide proof of insurance no later than fourteen (14) days prior to the event, or be subject to a \$50/day late fee. Event will be cancelled if proof of insurance coverage is not received at least seven (7) business days prior to the event.



- Insurance policy must specifically acknowledge that event includes alcohol.
- Coverage must include **public liability, property damage** and **liquor liability** insurance in amounts acceptable to COG, which must be named as an additional insured.
- No glass containers are allowed.
- Event sponsor must assure that no person brings their own alcoholic beverages into the designated area.



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Questions?



Greenville
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Item 18

Ordinance Amending the City Code Provisions Relating to Consumption of Alcoholic Beverages in Public to Allow Consumption on the Town Common Subject to Conditions



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Item 20

Interlocal Agreement with Pitt
County Board of Education
related to the Red Light Camera
Program



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Item 21

Agreement with American Traffic Solutions, Inc. related to the Red Light Camera Program



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Red Light Camera Program

1. Contract with City of Greenville & American Traffic Solutions

2. Agreement with Board of Education & City of Greenville



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IIHS: TURNING OFF RED LIGHT CAMERAS COSTS LIVES



Greenville
NORTH CAROLINA

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2015 Ranking of Cities with Population of 10,000 or more Based on All Reported Crashes from January 1, 2013 through December 31, 2015



City	Total Crashes	% Alcohol Related Crashes	Fatal Crashes	Non-Fatal Injury Crashes	Ranking			
					2012	2013	2014	2015
ASHEVILLE	15633	3.24%	37	3484	1	1	1	1
WILMINGTON	12621	3.89%	40	3765	4	3	2	2
GREENVILLE	13683	2.92%	17	3110	17	6	10	3
ASHEBORO	3614	2.66%	9	894	11	7	4	4
ROANOKE RAPIDS	2674	3.55%	7	603	32	18	6	5
GASTONIA	8030	3.25%	24	2954	12	15	16	6
HENDERSONVILLE	3720	2.34%	9	594	18	14	22	7
SALISBURY	5453	2.31%	14	992	22	21	12	8
MONROE	5110	2.72%	10	1351	8	4	8	9
ROCKY MOUNT	7815	3.57%	20	1654	9	9	3	10
CHARLOTTE	102499	3.33%	185	29544	3	12	7	11
RALEIGH	69904	3.20%	105	12963	14	13	11	12
GREENSBORO	27485	4.84%	71	10155	7	19	13	13
SHELBY	3057	2.72%	11	783	29	22	17	14
MOORESVILLE	7164	2.41%	8	1245	33	24	20	15
BURLINGTON	8199	3.87%	14	1826	16	17	14	16
FAYETTEVILLE	22591	2.70%	64	4957	6	10	18	16
HICKORY	9656	2.20%	14	1639	4	8	15	18
HIGH POINT	9105	4.37%	27	2891	15	15	19	19
LUMBERTON	5339	1.87%	7	1052	2	2	5	20



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IIHS: TURNING OFF RED LIGHT CAMERAS COSTS LIVES

In cities that **turned on** red light cameras



21% fewer

fatal red light running crashes
per capita



14% fewer

fatal crashes of all types per capita
at signalized intersections

than would have occurred without cameras

In cities that **turned off** red light cameras



30% more

fatal red light running crashes
per capita



16% more

fatal crashes of all types per capita
at signalized intersections

than would have occurred with cameras

Agreement with American Traffic Solutions, Inc.

- City of Greenville authorized to implement Red Light Camera Program during 2016 Session of the North Carolina General Assembly
- Utilizes an interlocal agreement with the Pitt County Board of Education on cost-sharing and reimbursement procedures to support the program
- City received seven responses to the RFP. Approval of an agreement with American Traffic Solutions, Inc. to perform this service is proposed. This is the same contractor who provides this service to the City of Fayetteville



CONTRACT AGREEMENTS

- Contractor responsible for purchasing, installing, maintaining and operating equipment
- Contractor will process the recorded images to review potential violations
- GPD officer makes determination in ALL instances as to whether a citation is issued
- Contractor processes citations by printing and mailing notices of violations. Contractor collects the civil penalties and deposits the revenues in a City account
- City responsible for addressing the appeals to the citations by having administrative appeal hearings with officers
- When cameras are installed (current projected timeline: August 2017) there will be a 30-day period where warning citations will be issued, but no penalty collected

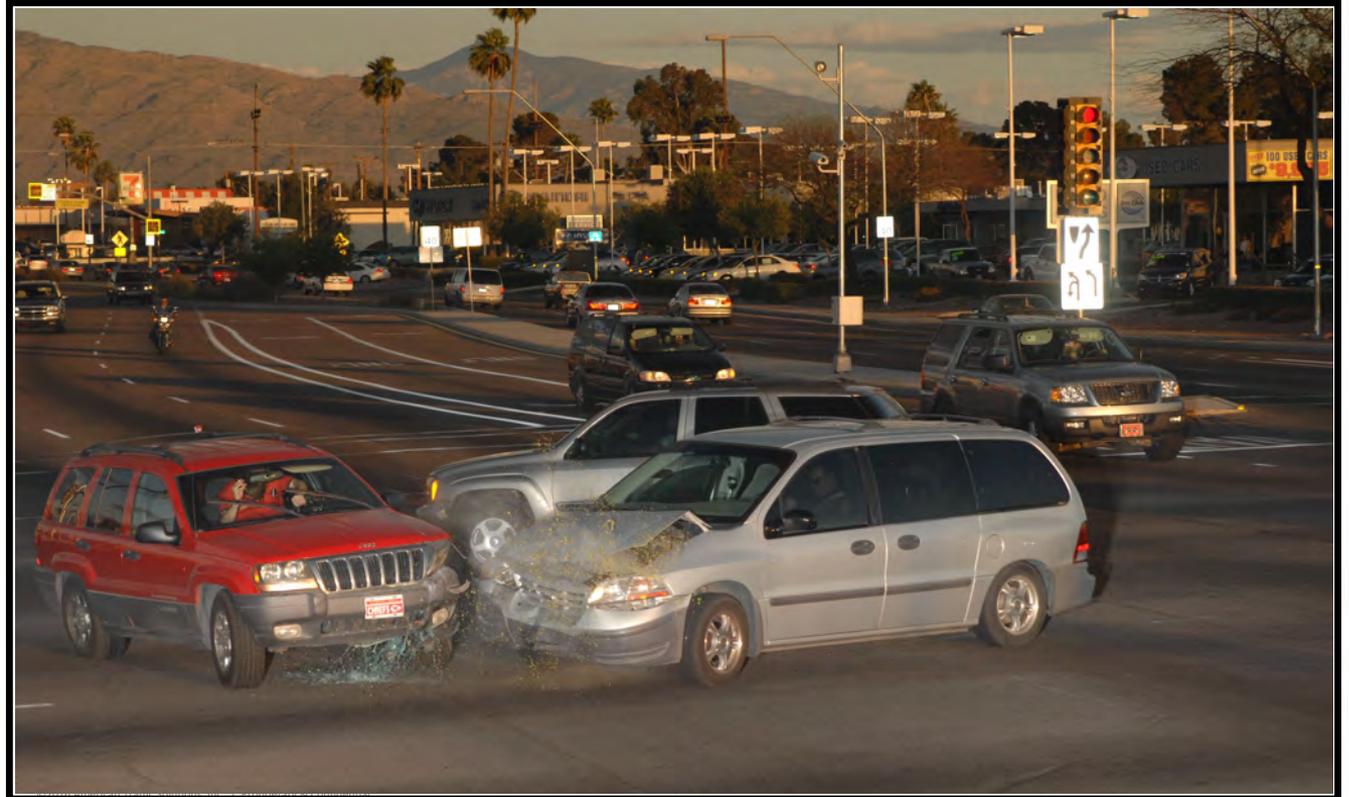


HOW IT WORKS



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Crystal Clear, Detailed Images up to 29 Megapixels



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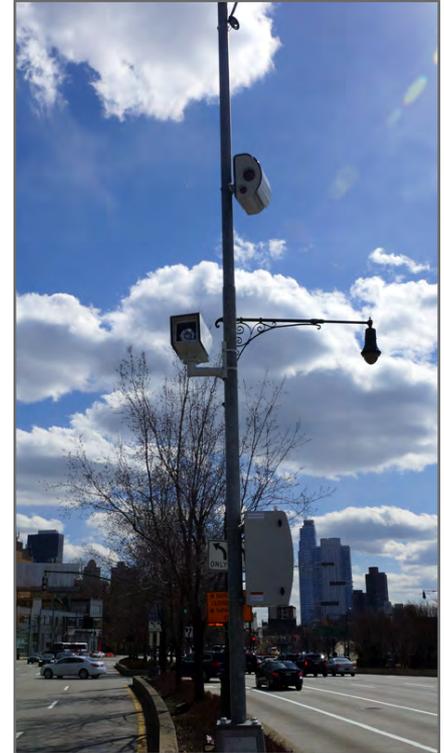
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Customizable to Fit Your Cityscape

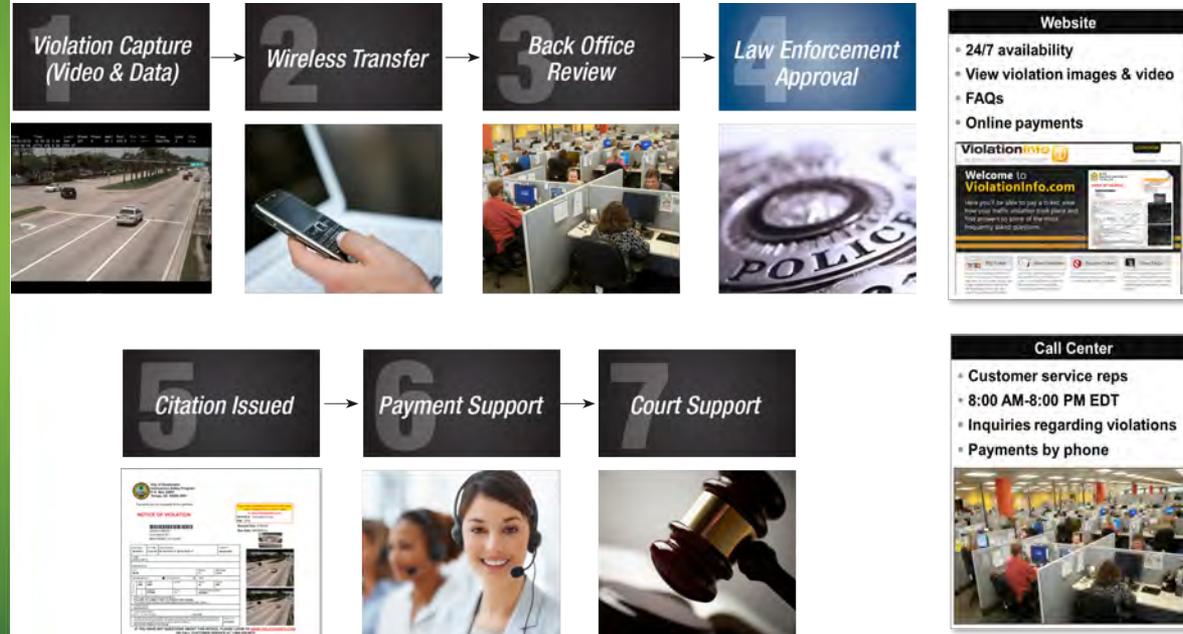
Custom-Painted



Mounted on Existing Infrastructure



End-to-End Program Processing & Support



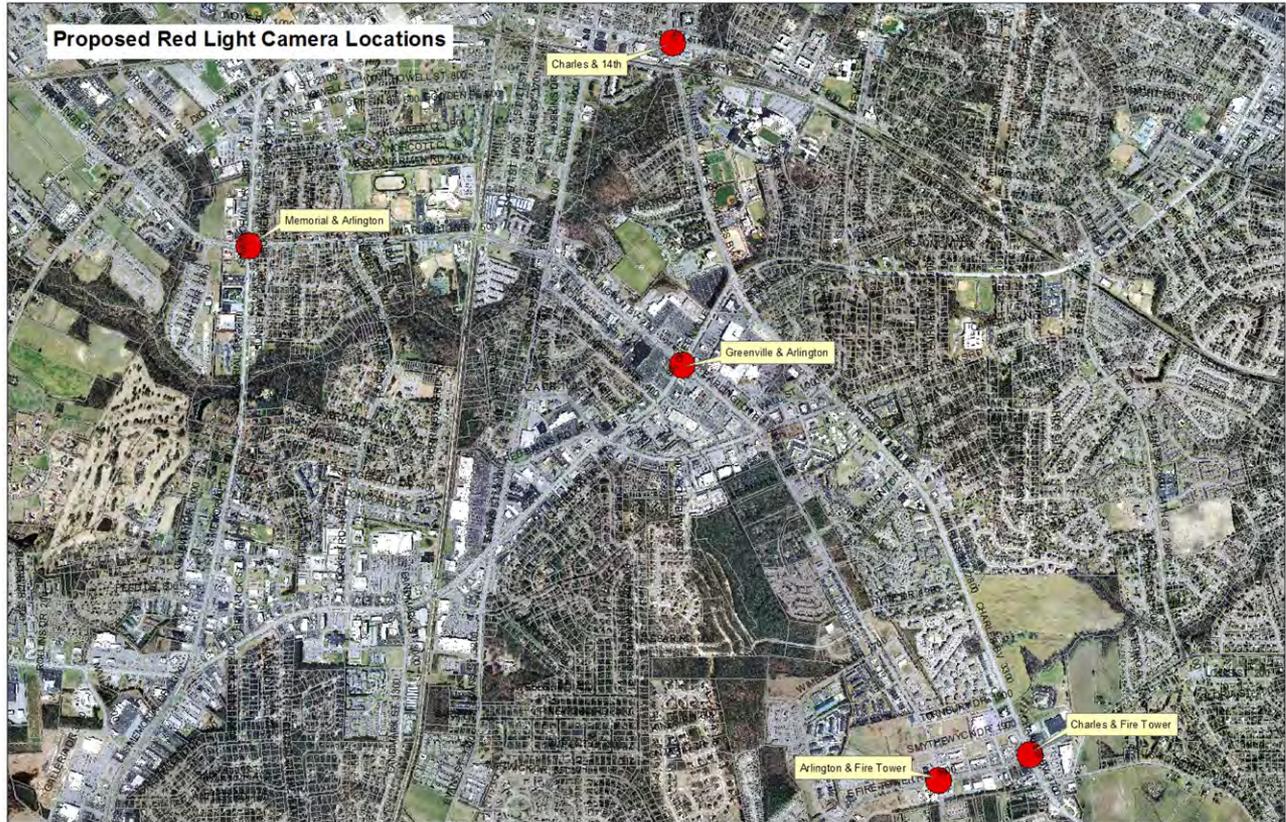
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COST/ INTERLOCAL AGREEMENT WITH PITT COUNTY BOARD OF EDUCATION

- The contract, together with the Interlocal Agreement with the Pitt County School Board, is designed to ensure that the cost of the Red Light Camera program is borne by the violators with program revenue to cover program cost with all clear proceeds going directly to Pitt County Schools
- Ticket Fine = \$100. This is a civil infraction. It is not reported to any insurance agencies and will not result in points on driving record
- The contractor will receive \$31.85 for each paid citation, the remaining amount (\$68.15) per ticket will go to Pitt County Schools
- The City will be reimbursed, according to the agreement, \$75,000 annually for the salary of the police officer who operates the program and hearing officer fees



Proposed Red Light Camera Locations (based on crash data)



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BY THE NUMBERS **FAYETTEVILLE**

5 – the number of intersections equipped with Red Light Safety Camera Systems

10 – the number of cameras installed (2 at each of the 5 intersections)

43 – average number of red light violations per day

46% - reduction in red light violations at the five intersections equipped with the Red Light Safety Camera Systems within the first 6 months (July – December)

\$0 – cost/risk to tax payer – this program is set up to be fully funded through fines paid by red light violators

\$1.3 million --- amount Fayetteville Schools collected from red-light ticket revenue in the first year alone

\$Millions – estimated cost to each community for a single traffic fatality according to the National Highway Traffic Safety Administration



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Making Life Safer and Easier on the Road Ahead™

Item 22

NC Emergency Management
Hazard Mitigation Grant Program
Application and Resolution
Adopting a Prioritization and Policy
Plan for the Development and
Implementation of a Hazard
Mitigation Grant Program
Acquisition and/or Elevation
Project



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NC Emergency Management Hazard Mitigation Grant Program

March 20, 2017 City Council Presentation



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Hurricane Matthew

- Largest Hazard Mitigation Grant Program since Hurricane Floyd
- Buyouts, Elevations, Mitigation Reconstructions, Stormwater Management and Infrastructure
- Long-term program
- Letter of Interest process is launching

Priorities

First Tier:

Acquisition (“Buyout”)

Elevation (“House Raising”)

Reconstruction (“Demolition/Rebuild”)

Second Tier:

Stormwater Management

Infrastructure Improvements

Public Facility/Utility Retrofits



Process

- Local governments write grants through NCEM to FEMA that are reviewed and approved – complex and long-term
- NCEM HM is supporting local governments by:
 - Supporting grant writing
 - Supporting intake where needed with JFO assets
 - Technical Assistance – Sub-recipient Briefings



Process (continued)

- “Expedited” Intake/Processing for high priority Acquisition/Elevation/Mitigation Reconstruction
- Letter of Interest (LOI)– Declared Counties:
 - 12/14/16 – Launch
 - 3/31/17 – Expedited Materials Due!
 - NCEM BCA Screening
 - 5/1/17 – End of LOI Deadline for declared Counties – open to non-declared
 - 10/10/17 – Grant Deadline to FEMA complete
 - HMGP Period of Performance ends: 10/10/2020



Review Criteria

- Cost Effectiveness
- Feasibility and Effectiveness
- EHP Compliance
- Public Notice



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Letter of Intent

- 18 residential properties identified
- 1 meets ALL review criteria
- 7 condo units with unwilling sellers
- 1 public infrastructure mitigation project from City Engineering Office (NC Hwy 33 at Hardee Creek crossing)
- Continue to gather applications to prepare for May 1st LOI submittal



Recommendations

- Approve proposed Resolution and Prioritization Plan
- City staff recommends Acquisition (“Buyout”) of properties located in the 100-year floodplain
- Submittal of Prioritization Plan to NCEM on March 31st to include 11 residential properties and proposed NC Hwy 33 mitigation project
- Authorize City Manager or designee to prepare Letter of Intent and applications for submittal to NCEM



Questions?



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Item 23

Adoption of 2017 City Council Planning Session Report



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2017 City Council Planning Session

1. **Council Adopted Priority
Capital Projects**
2. **Long-Term Capital Debt
Planning**



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2017 City Council Planning Session

1. Council Adopted Priority Capital Projects



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Planning Session Priorities for 2017:

1. Sycamore Hill Memorial
2. Other Town Common Development
3. Evans Street Widening Project
4. 14th Street Widening Project
5. Firetower Road Widening Project
6. Firetower/Portertown Road Widening Project
7. Allen Road Widening Project
8. Dickinson Avenue Improvements
9. Street Light Installation (various streets)
10. Traffic Signal System Upgrade (Citywide)
11. Town Common to River Park North
12. Green Mill Run to Eastside Park
13. Pitt Street to Nash Street
14. Nash Street to VA Hospital
15. Tar River Legacy Plan Projects
16. Eastside Park
17. River's Edge Park
18. Southwest Park
19. South Central Area Park
20. Greenfield Terrace Park Expansion
21. Southside Fire Station
22. Parking Lots: Sidewalk Development/City Employees
23. Skate Park



Priority Project Rankings

1. Southside Fire Station (15)
2. Sycamore Hill Memorial (13)
2. Street Light Installation (Various Streets) (13)
4. Dickinson Avenue Improvement (10)
4. Town Common to River Park North (10)
4. Eastside Park (10)
7. Other Town Common Development (9)*
8. Tar River Legacy Plan (7)*
9. Skate Park/BMX (6)*
10. River's Edge Park (5)*
11. 14th Street Widening (3)
12. Traffic Signal System Upgrade (Citywide) (2)*
12. Nash Street to VA hospital (2)*
12. Greenfield Terrace Park Expansion (2)*
15. Evans Street Widening (1)*
15. Green Mill Run to Eastside Park (1)



Priority Projects That Staff Will Concentrate on in 2017:

1. Southside Fire Station
2. Sycamore Hill Memorial
3. Street Light Installations
4. Dickinson Avenue Improvements
5. Town Common to River Park North
6. Eastside Park



“Big Ideas” Rankings

1. Sidewalk Imagineering/STEAM Project (12)
2. Commercial/Industrial Site (10)
3. Town Common Pedestrian Bridge (8)
4. Sports Destination Projects: (7)
 - a. Triangle Field Complex (5)
 - b. Indoor Court Facility (2)
5. Coastal Plain Baseball League (5)



2017 City Council Planning Session

2. Long-Term Capital Debt Planning



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Long-Term Capital Planning

- **Capital Improvement Plan Projects**
- **Debt Financed Projects**



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Capital Improvement Projects

- As part of the General Fund Budget, the City will strive to invest approximately \$3.5 million each year into Capital Improvement Projects (CIP) on a pay-as-you-go basis.
- Approximately 70-80% of the CIP budget is anticipated to be used for:
 - Street lighting
 - Street improvement projects.

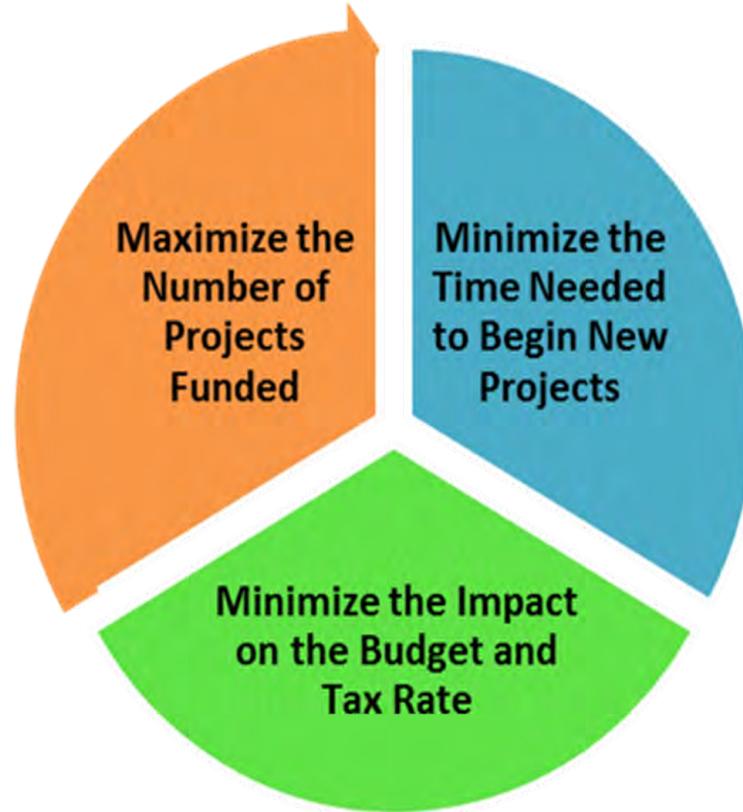


Debt Financed Projects

- Over the next ten fiscal years, the City will strive to fund approximately \$40 million in capital projects through the application of the Long-Term Debt Plan.
- Projects are to be funded in intervals of four years.



Long-Range Debt Strategy



**Primary
Objectives !**

Capital Funding Priorities

- Funding will be sought to finance projects of high priority as determined by City Council.
- Projects deemed to be high priority by the Council at the Planning Session were the following:
 - A. Southside Fire Station
 - B. Sycamore Hill Memorial
 - C. Street Light Installations
 - D. Town Common to River Park North
 - E. Eastside Park.

Sources of Funding

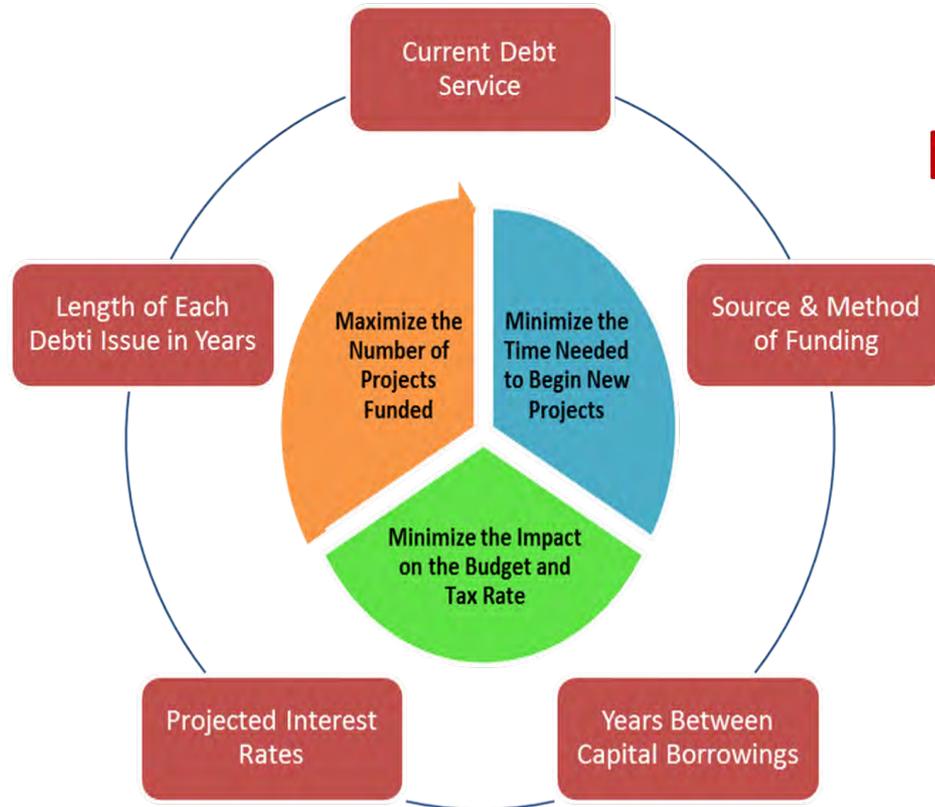
The City will fund capital projects through the Long-Term Debt Strategy using a combination of:

- Debt Financing
- One-time funding above the City's minimum unrestricted fund balance policy





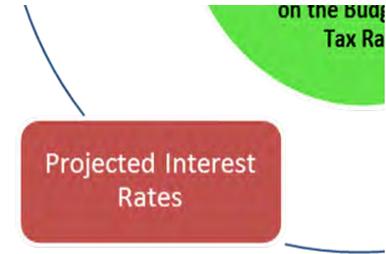
Primary Influences !



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Interest Rates are a Primary Influence !



- Interest rates are a significant factor in the application of the Long-Term Debt Strategy.
- A minor increase/decrease can have a tremendous impact on the amount of projects funded in the future.

Funding Timeline

The following is the proposed timeline for capital funding based on the Long-Range Debt Strategy and the projected interest rates at the time of borrowing:

FY2018	Parking Lots: Sidewalk Dev/City Employees	\$ 1,900,000
FY2019	2015 G.O. Bond Part Two	\$ 8,000,000
FY2019	Council Adopted Priority Projects	\$ 9,000,000
FY2023	Council Adopted Priority Projects	\$10,000,000
FY2027	Council Adopted Priority Projects	<u>\$12,000,000</u>
	Total	<u>\$40,900,000</u>



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Caution !

- The potential funding scenario does not include any increase in operating expense that comes to fruition as a result of new capital projects completed.
- An example includes the increase in personnel expense of approximately \$610,000 annually to operate a new fire station on the south side of the City.



Long-Term Capital Planning

- As the City strives to fund the Council's priority capital projects in the future, staff will need to further formalize the cost of each project in order to determine the future financial impact to the City.



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Item 25

Update on the Draft Active Transportation Plan Project



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March 2017
PLANNING PROCESS UPDATE

Project Vision Statement

The Greater Greenville Area will offer residents and visitors many options for walking and bicycling, through well-designed and beautifully maintained greenway trails, and through walkable, bicycle-friendly streets. People of all ages, abilities, and incomes will be able to safely and conveniently get to where they want to go.



Goals for the Active Transportation Plan

There's no other Single type of investment touches on so many key community issues



ENHANCE CONNECTIVITY



CREATE A POSITIVE ECONOMIC IMPACT



PROTECT THE ENVIRONMENT



PROMOTE EQUITY



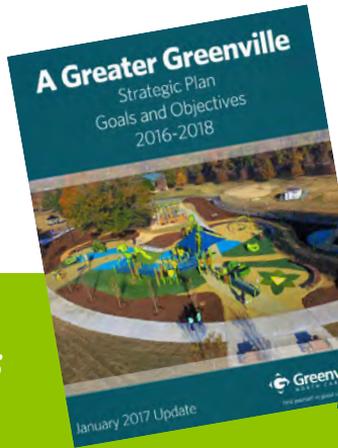
ENHANCE HEALTH



INCREASE SAFETY



INCREASE LIVABILITY



Goals align with existing plans

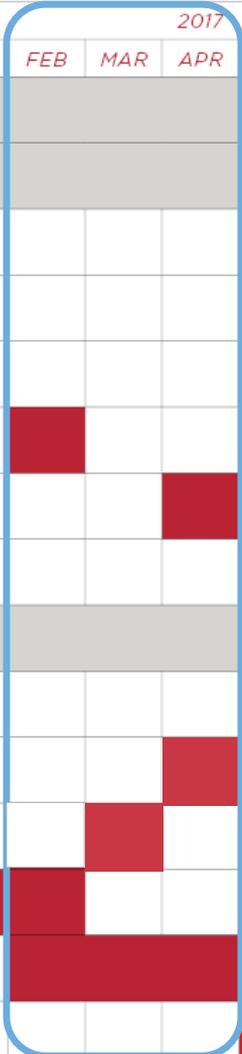
Goals for the Active Transportation Plan

- **Gains in bike safety are especially important for low-income riders and riders of color.** 49% of the people who bike to work earn less than \$25,000 per year, and Black and Hispanic bicyclists have a fatality rate 30% and 23% higher than white bicyclists, respectively. Building extensive protected bike lane networks benefits those who are most at risk.
- **More people ride when cities build protected bike lanes.** Studies from cities across North America show that adding protected bike lanes significantly increases bike ridership on those streets, with rates ranging from 21% to 171%.
- **Most people are “interested but concerned” about biking and would bike with higher-comfort facilities.** 60% of the total population are “interested but concerned” about biking. Of those, 80% would be willing to ride on streets with a separated or protected bike lane. In particular, recent national research suggests that that people of color are more likely than white Americans to say that adding protected bike lanes would make them ride more.



Goals align with existing plans

	2016							2017						
	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JULY
Task 1: Project Management (On-going)														
Task 2: Committee Meetings (Throughout Project)														
Kick-off Meeting														
Second Meeting														
Third Meeting														
Fourth Meeting														
Fifth Meeting														
Task 3: Existing Conditions Assessment														
Task 4: Public Involvement (Throughout Project)														
Launch Online Outreach														
Outreach Booth Sessions														
Open House Input Sessions														
Task 5: Draft Plan														
Task 6: Final Plan														
Resolution Adoption by Local Municipalities														



30+

STEERING COMMITTEE MEMBERS

5

STEERING COMMITTEE MEETINGS

200+

COMMENTS THROUGH THE ONLINE INPUT MAP

5

INPUT STATIONS SET UP THROUGHOUT MPO

3

OUTREACH SESSIONS AT LOCAL EVENTS

4

DRAFT AND FINAL PLAN PRESENTATIONS

1,000+

PUBLIC COMMENT FORMS



Public Feedback

1,008 Total number of survey respondents

With roughly proportional responses from Greenville, Winterville, Ayden, Simpson, and Pitt County



Our neighborhoods are so isolated from one another by busy roads that most of our citizens would not dare move about from place to place (even for short trips) without getting into a car, which only compounds the problems.

About

75% of survey respondents



say it is **VERY** important to improve walking, bicycling and greenway trail conditions in their community.

The Draft Plan

1. Introduction
2. Existing Conditions
3. Bicycle Network
4. Sidewalk Network
5. Priority Projects
6. Recommendations
7. Implementation



Basis of Recommendations

Committee & Public Input

Online Public Input Map & Committee Map Mark-ups (page 31)

Online Public Survey (page 28)

Public Outreach Events and Open Houses (page 22)

Connecting Destinations

Uptown District, East Carolina University, County Home Complex, medical centers, shopping centers, parks, schools, and downtown areas in Winterville, Ayden, and Simpson (page 31)

Mapping Analysis

Crash Analysis (page 36)

Demographic & Equity Analysis (page 34)

Level of Traffic Stress & Bicycle Connectivity Analysis (page 42)

Existing Plans & Facilities

2011 Bike/Ped Plan & Other Adopted Plans (page 52)

Existing Bicycle Facilities (page 39)

Existing Routes

East Coast Greenway (page 39)

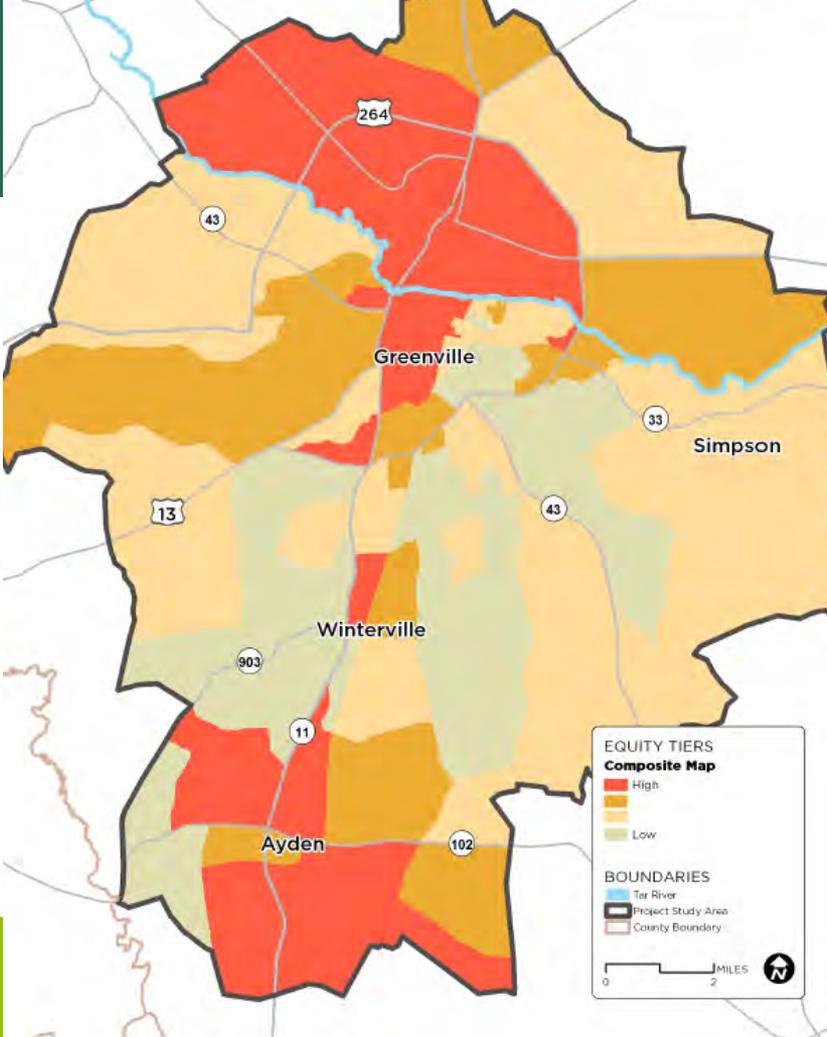
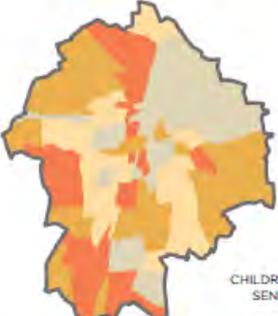
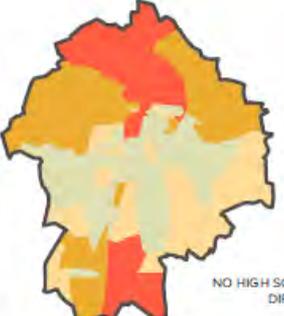
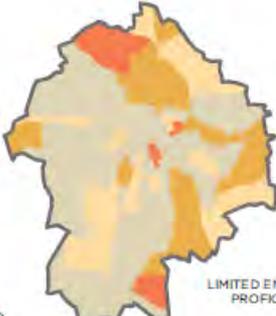
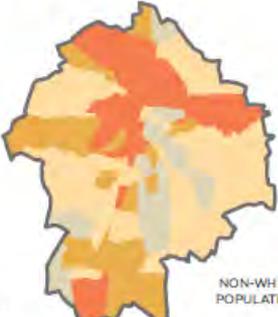
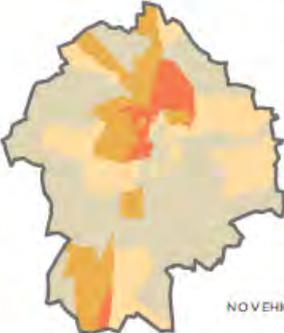
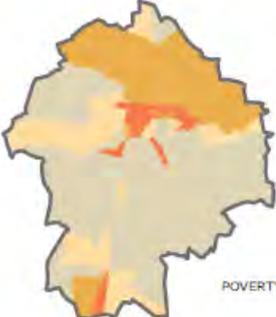
State Bike Route 2 (pages 39 and 41)

2013 Bike Map (page 52)

2016 Online Input Map (page 30)



CH 2: Existing Conditions

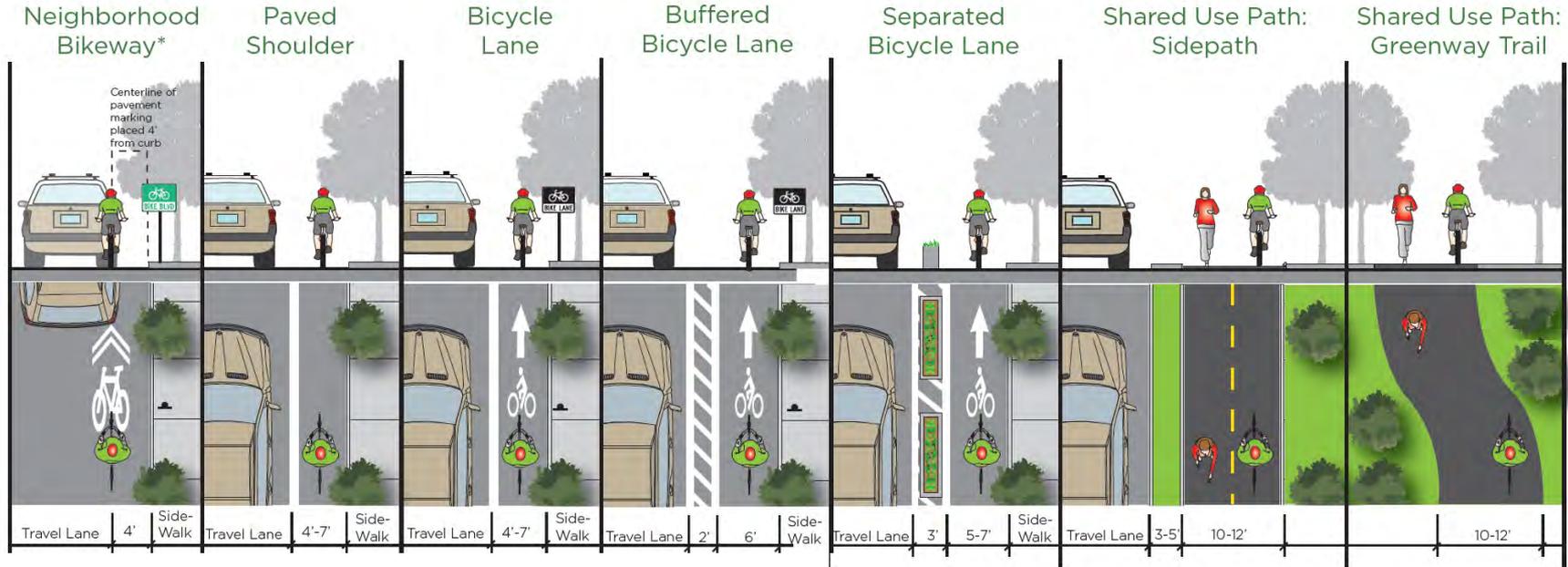


2. EXISTING

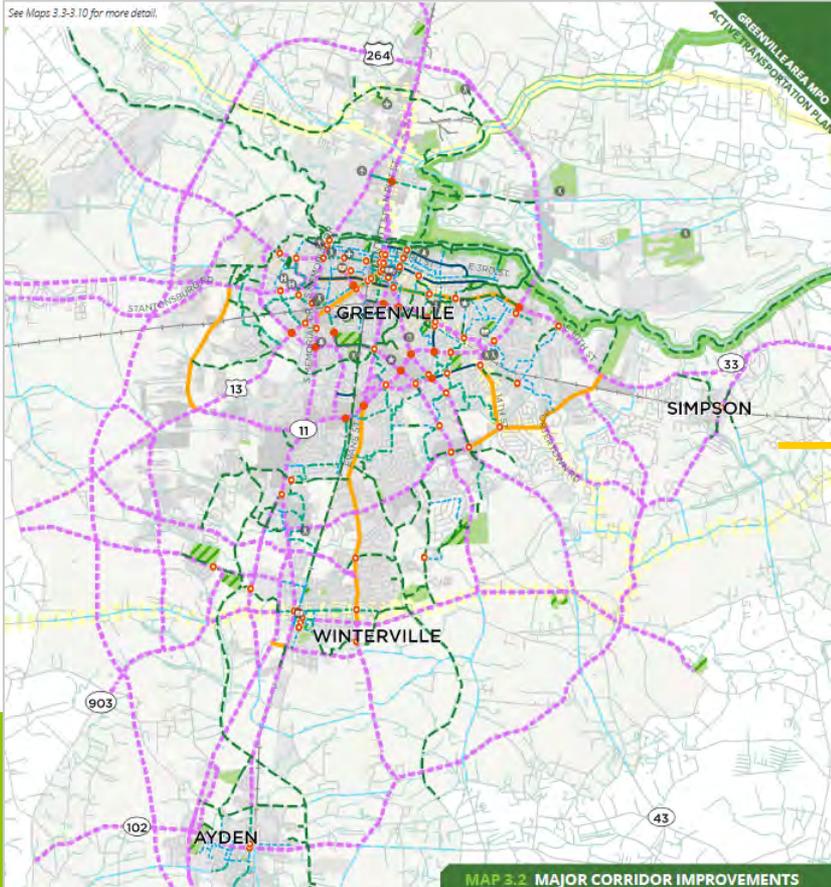


CH 3 & 4: Bike, Pedestrian & Greenway Networks

least separated most separated



Ch. 3-5: Overall Maps & Priority Project Cut Sheets



Strategic Network described in 24 cut sheets

Project Details

Construct: the Town Creek Culvert (TCC) greenway from ECU campus to Town Commons, following the eastern boundary of parking lots on the east side of Reade St.

The existing wide sidewalk/path includes stairs between campus and 5th St - construct stair channel: to accommodate bicycles carried up/down this set of stairs



CH 6: Recommendations



Policy



Programmatic



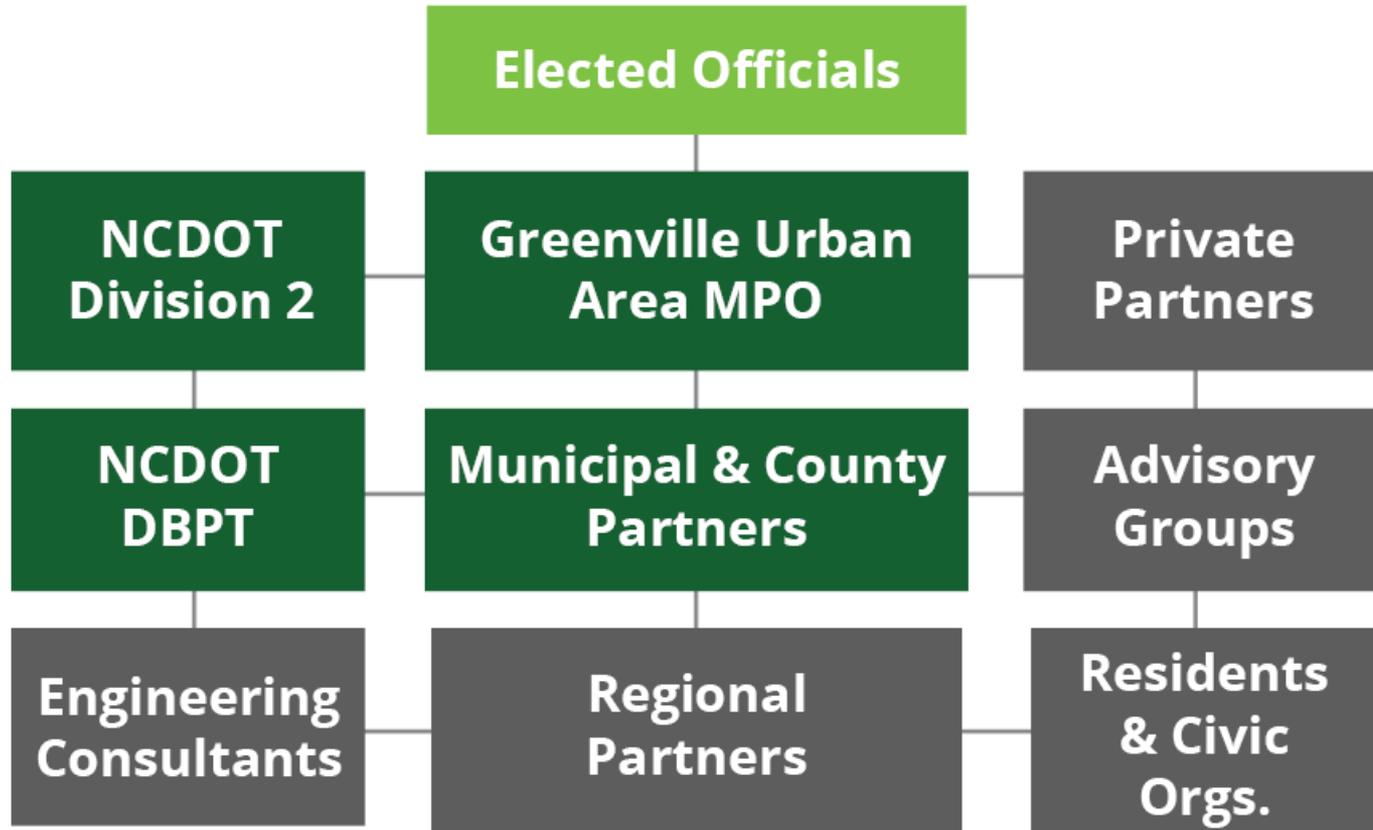
Design



Implementation



CH 7: Implementation



Summary of Forecasted Annual Health, Environmental, and Transportation Benefits



647,000

MORE BIKE TRIPS
PER YEAR



3,259,000

MORE WALK TRIPS
PER YEAR



\$826,000

IN HEALTH BENEFITS
PER YEAR



\$157,000

IN ENVIRONMENTAL BENEFITS
PER YEAR



\$6,060,000

IN TRANSPORTATION BENEFITS
PER YEAR

OVER

\$7 MILLION

IN TOTAL BENEFITS PER YEAR



Next Steps for Draft Plan Review

Key Steps in March:

- Draft PDFs to Steering Committee (3/3)
- Draft Plan Online (3/13)
- Public Open House at Alice Keene Park (3/13)
- Public Open House at Sheppard Memorial Library (3/14)
- Update to Council (3/20)
- Comments from Steering Committee (3/31)

Key Steps in April and Beyond:

- Outreach at Pirate Fest (4/8)
- Plan Revisions (April/May)
- Final Committee Meeting (TBD)
- Final Council Presentation for Adoption (TBD) - Adoption does not commit local funding, but does facilitate outside funding

Item 26

Resolution supporting the proposed safety improvements on Memorial Drive between O'Hagan Street and West Fifth Street



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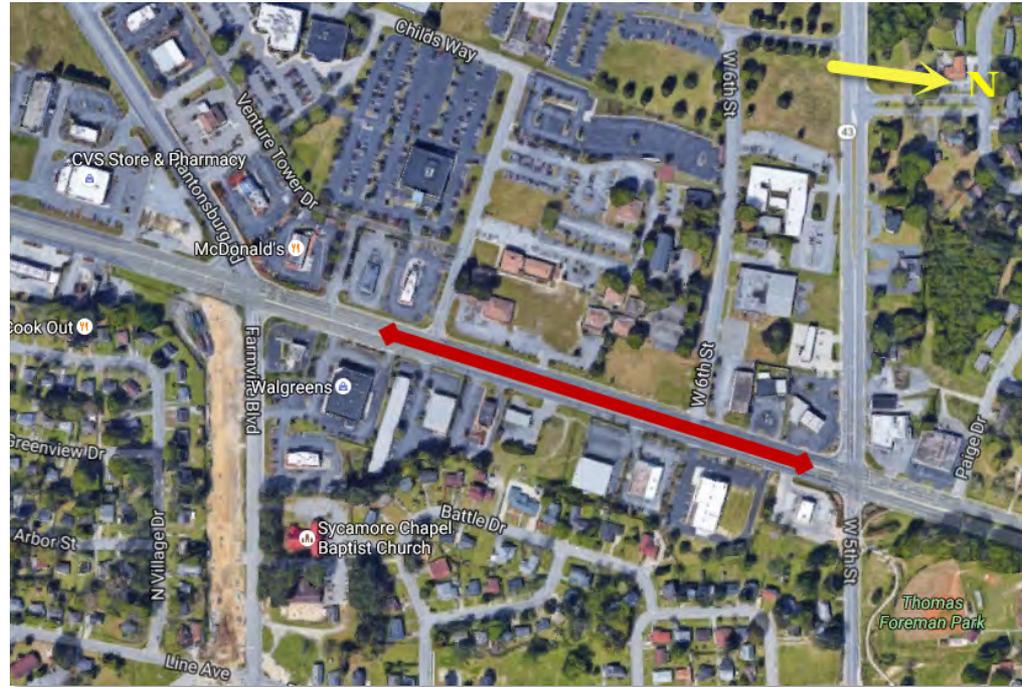


Safety Improvements on Memorial Drive
*from 10th Street Connector to 5th
Street*

Steve Hamilton, PE, Division Traffic Engineer



Area Map of Memorial Drive



SAFETY IMPROVEMENTS ON MEMORIAL

Issues along Memorial Drive between 10th Street Connector and 5th Street:

- The intersection of Memorial Drive and O'Hagan Place was identified as a High Hazard location as part of the 2015 Highway Safety Improvement Program (HSIP), and in the 2016 HSIP given a Statewide ranking of 198 up from its 2015 rank of 429.
- This 1,200 ft. section of Memorial Drive is a 7 lane cross-section with a two way center left turn lane.
- The 2014 Average Daily Traffic Volume on Memorial is 27,000.
- In a five year period from August 2011 through July 2016 there were 131 total reported crashes with 51 crashes (40%) involving vehicles crossing through the center turn lane, 8 sideswipes involving vehicles exiting or entering the center turn lane, 39 rear-end crashes, and 1 head-on crash.
- There were two bicycle and one pedestrian crash in this section of Memorial Drive.

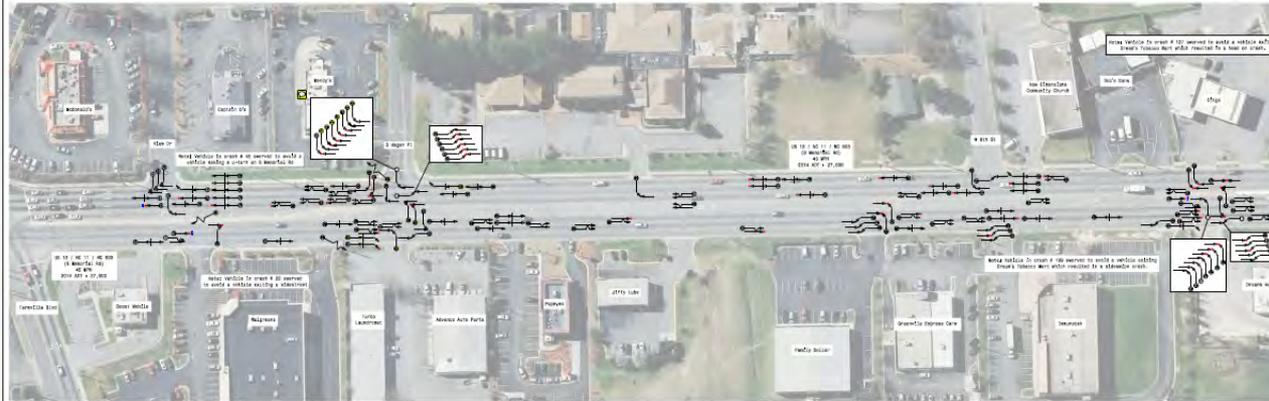


*Memorial at O'Hagan Drive NB
Tuesday @ 3:15pm*



Collision Diagram along Memorial Drive

Order # 41000042648
 US 13 / NC 11 / NC 903
 (S Memorial Rd)
 Greenville
 Pitt County
 8/1/11 - 7/31/16



LEGEND

	101		102
	103		104
	105		106
	107		108
	109		110
	111		112
	113		114
	115		116
	117		118
	119		120
	121		122
	123		124
	125		126
	127		128
	129		130
	131		132
	133		134
	135		136
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	147		148
	149		150
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	179		180
	181		182
	183		184
	185		186
	187		188
	189		190
	191		192
	193		194
	195		196
	197		198
	199		200

AECOM
 Prepared For:
 N.C. DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 TRANSPORTATION MOBILITY and
 SAFETY DIVISION
TRAFFIC SAFETY UNIT
 Date: 08-27-2015 Report #: AECOM-15-0004

Corrective Action Considered

The countermeasure selected for this section was to replace the existing two way center left turn lane with a raised median based on the Crash Reduction Factors that it provides.

- Left turn and angle crashes 36%
- Sideswipe crashes 21%
- Rear-end crashes 19%
- Head-on crashes 47%

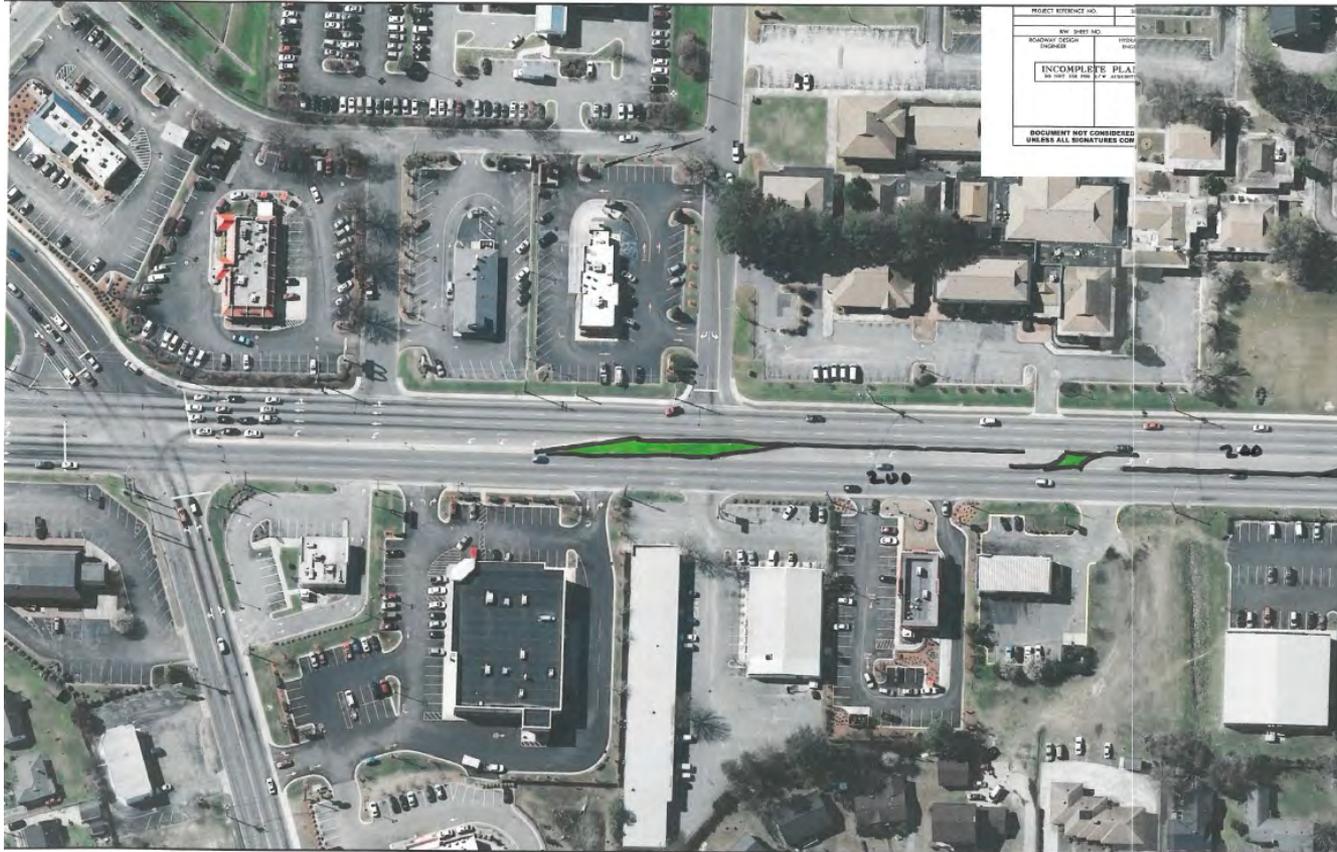
Two options were reviewed:

A single direction channelized U-turn at each end of the new median

A dual direction channelized U-turn about mid-point of the new median

The dual direction was selected because it provided more uniform spacing between crossovers, located the U-turn points outside the vehicle queue from the signals, and could accommodate installation of a traffic signal in the future if warranted.

Selected Crash Reduction Treatment



Selected Crash Reduction Treatment



Median Option

Typical Concrete Median



- Constructed as part of project
- Estimated Project Cost \$200,000

Median Option

Typical Landscaped Median

- Plantings would be provided as part of project
- NCDOT would work with city as to type of plantings
- City Would need to execute agreement to maintain after completion of project
- Estimated Project Cost
\$250,000



TODAYS REQUEST

Council Adopt Resolution in Support of
Safety Enhancement Project,
Indicating Preferred Type of Median!



Questions?



City Council Meeting

March 20, 2017



Greenville
NORTH CAROLINA

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