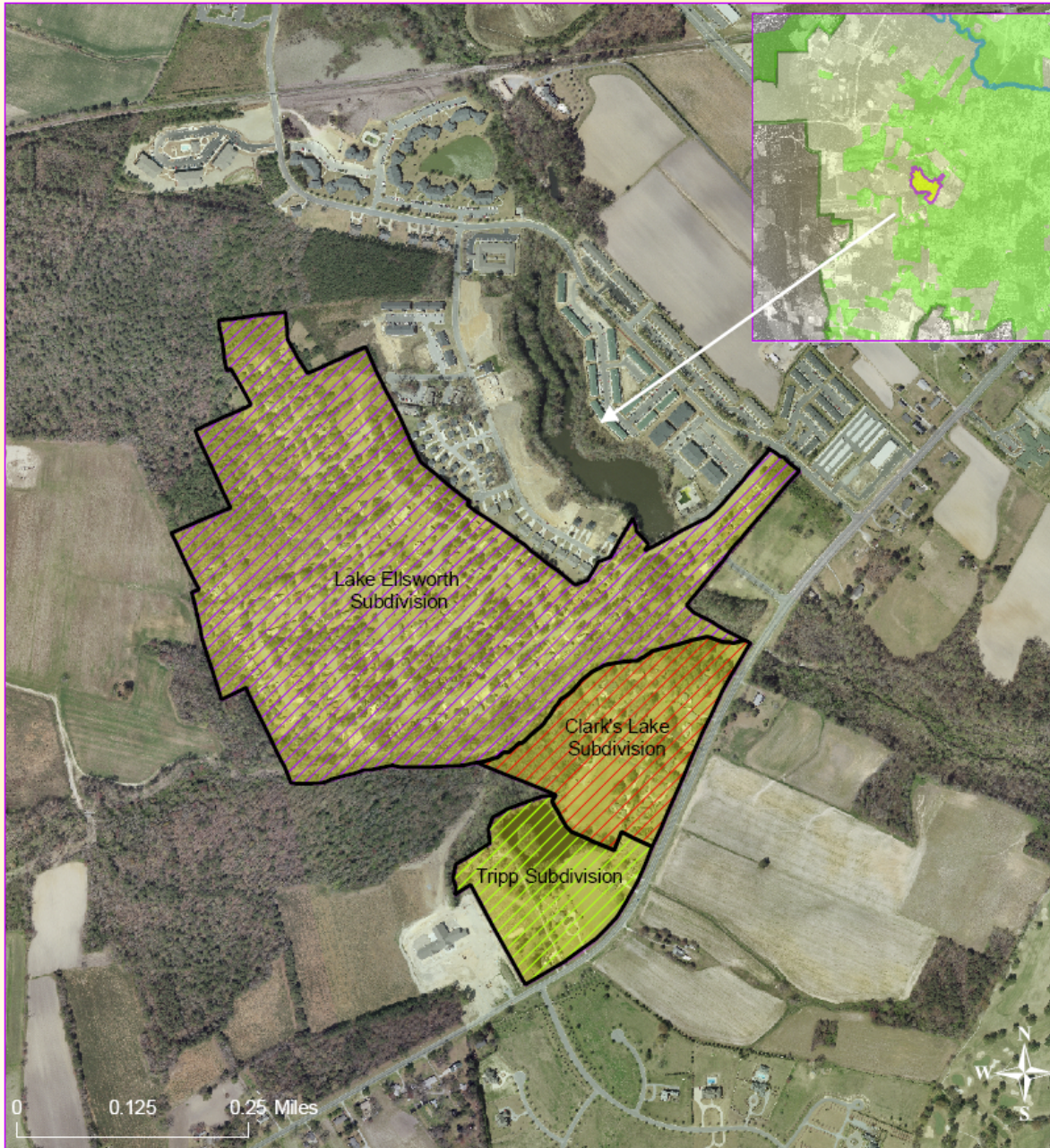




Lake Ellsworth, Clark's Lake and Tripp Subdivisions Neighborhood Report and Plan (07-02)



**Prepared by the Community Development Department
Adopted November 8, 2007**

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Greenville City Council and Administrative Staff

Mr. Don Parrott, Mayor
Ms. Mildred Council, Mayor Pro-Tem
Ms. Rose Glover
Mr. Larry Spell
Mr. Ray Craft
Mr. Chip Little
Ms. Pat Dunn

Mr. Wayne Bowers, City Manager
Mr. Thom Moton, Assistant City Manager
Ms. Wanda Elks, City Clerk
Mr. Dave Holec, City Attorney

Greenville Planning and Zoning Commission

Mr. Len Tozer, Chairman
Mr. Jim Moye, Vice Chairman
Ms. Shelley Basnight
Mr. Tim Randall
Mr. B. Porter Stokes
Mr. Bill Lehman
Mr. Dave Gordon
Mr. Bob Ramey
Mr. Don L. Baker
Mr. James L. Wilson
Mr. Godfrey B. Bell, Sr.

Community Development Department - Project Staff

Chantae M. Gooby, Planner, Project Coordinator
Patrick House, GIS Specialist
Harry V. Hamilton, Jr., Chief Planner
Merrill Flood, Director of Community Development

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Lake Ellsworth, Clark's Lake and Tripp Subdivisions Neighborhood Report and Plan (07-02) November 8, 2007

Report

1. Background/Introduction

In February 2004, the Greenville City Council established an ad hoc citizen Task Force on Preservation of Neighborhoods and Housing. This Task Force was charged with examining the conditions that exist in older, established neighborhoods, determining the impacts of rental properties, and recommending actions that would strengthen and enhance neighborhood vitality. The Task Force recommended 10 neighborhood improvement strategies, including strategy #9: "Develop and adopt Neighborhood Plans to guide public policy and investment decisions in older, established neighborhoods". These recommendations were submitted to and accepted by the Greenville City Council in December, 2004. The Task Force on Preservation of Neighborhoods and Housing Report to City Council, December 13, 2004 is available on-line at the city's web page, www.greenvillenc.gov/departments/communitydevelopment/plans. The Greenville City Council also has established as one of its 2006-2007 Goals, "Emphasize the importance of neighborhood stabilization and revitalization". In an effort to achieve this goal, comprehensive neighborhood plans will be prepared and presented to the Planning and Zoning Commission for review and recommendation, and to the City Council for adoption. The adopted plans will be in the form of an amendment to HORIZONS: Greenville's Community Plan.

2. Neighborhood Profile (see map 1)

The Lake Ellsworth, Clark's Lake and Tripp Subdivisions, hereafter referred to collectively as "the neighborhood", are located in the western area of the city, and more specifically, north of Dickinson Avenue, east of Allen Road, west of Spring Forest Road, and south of the Norfolk Southern Railroad. The neighborhood is located in Voting District # 1 and the majority of the neighborhood is located within the city limits. As designated in HORIZONS: Greenville's Community Plan, the neighborhood is located in Vision Area F. The neighborhood was platted in at least 12 sections in the period between 1970 and 2001, and collectively contains 173 residential lots and 14 vacant lots on 119 net acres (138 total acres). The neighborhood has 2.9 miles (15,157 linear feet) of paved public streets, excluding Dickinson Avenue, and 0.17 miles (940 linear feet) of unpaved public dedicated and unaccepted street (Tripp Lane).

In 1972, the neighborhood was included in the city's extra-territorial jurisdiction (ETJ). The Lake Ellsworth and Tripp Subdivisions were developed under the City's standards while the Clark's Lake Subdivision was developed under Pitt County's standards. In 2001, via an involuntary (standards and services) annexation, the Clark's Lake Subdivision was annexed into the city limits.

3. Index of Report Attachments

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Other Supplemental Attachments:

- Calls for Police Services and Code Enforcement Actions/Investigations
- Neighborhood Plan Development and Consideration Process Outline
- Issues for Consideration in the Development of Neighborhood Plans
- Citizens Survey Form and Results Spread Sheet (see doc. #)

4. Current Conditions

A. Natural Environment (see maps 2-6)

The neighborhood contains Green Mill Run, a major tributary of the Tar River, and a northern lateral stream that contains the water body referred to as Lake Ellsworth. Green Mill Run serves as an open space and vegetated corridor within the neighborhood. Lake Ellsworth, which is located just east of the neighborhood, is a perennial lake that is contained within the northern lateral of Green Mill Run. The spring and/or rain fed water body, referred to as Clark's Lake, located south of Green Mill Run is a closed system and does not include a regulated flood hazard area. Green Mill Run drains to the southeast.



Lake Ellsworth

There are several high areas in the neighborhood and all ultimately drain to Green Mill Run. The topography (NGVD) of the neighborhood ranges from a high of 76 feet to a low of 46 feet along Green Mill Run.

Green Mill Run contains a regulated flood hazard area including a mapped floodway and 100-year floodplain. See also Title 9, Chapter 6, Flood Damage Prevention, of the City Code.

There was one (1) residence impacted by Hurricane Floyd (1999) and purchased by the City via the Hazard Mitigation Grant Program (HMGP). The dwelling was demolished and the property (parcel # 28855) is to remain vacant under the HMGP guidelines. There were no other properties that reported (program) flooding-related damage from Hurricane Floyd, however there may have been other hurricane-related damage reported to private insurance.



City-owned Lot

Thirty-seven (37) lots are impacted by the floodway and/or 100-year floodplain.

Outside of the Green Mill Run corridor and its lateral stream system, the neighborhood has little natural growth tree cover. Most tree cover within the area has been as a result of independent residential lot landscaping. Except for the Green Mill Run corridor and its lateral stream, there is limited wildlife habitat remaining within the neighborhood.

Green Mill Run and its lateral streams are designated as greenway corridors on the official Greenway Master Plan (2004). There is a planned greenway trail along Green Mill Run that is proposed to connect to Allen Road, however no dedicated greenway easements exist at this time within the neighborhood to restrict encroachment or provide for public access. There are dedicated greenway easements along the Green Mill Run lateral stream, extending north from Ellsworth Drive to the western boundary of University Medical Park, Section 4. Dedicated greenway easements have also been obtained across the developed portions of the Saint Gabriel's Catholic Church property, and across the final platted sections of the Medford Point, Brook Hollow, and Cobblestone Subdivisions located east of Allen Road. Both greenways are planned as 10'-12' wide asphalt multi-purpose trails and are listed as Priority C, which indicates the intended completion of these greenways in the next 5-10 years.

With the exception of the Green Mill Run corridor, there are no known regulated wetlands located within the neighborhood. Lake Ellsworth, which is privately owned (multiple lot boundaries extend into the lake), is located to the northeast of the neighborhood, and is approximately 8 acres in size. Clark's Lake, (a lot - tax parcel 66678) which is also privately owned, is located within the neighborhood, and is approximately 3 acres in size. There is no easement or dedication granting the general public a right-of-access to and/or use of either lake.

B. Land Suitability (see maps 7-8)

With the exception of the city-owned HMGP (flood buy-out) vacant lot, on which redevelopment is prohibited, there is no known soil, water table, topological, or other environmental limitations that would prohibit continued residential use of the lots within the neighborhood.

Green Mill Run is classified as a regulated stream and is subject to the Tar-Pamlico Buffer Protection Rules and associated stream buffer setback requirements. Pursuant to the Tar-Pamlico buffer rules, no structures or other land-disturbing activity is permitted within 50 feet of the top of the stream bank. This stream buffer area coincides with the proposed greenway referenced under A., above.

Hydric soils (Bb, Ly and Ra) are mainly located along the Green Mill Run corridor. Remaining soils within the neighborhood include ExA, NrB, OcB, WaB, CrB, CrB2, and ExB. Neighborhood property soils are suitable for residential development.

C. Transportation (see maps 9-11)

Current ingress and egress to the Lake Ellsworth portion of the neighborhood are mainly served by Dickinson Avenue, Spring Forest Road and Dansey Road. Future access to Allen Road will be via Briarcliff Drive (see Medford Point Subdivision preliminary plat). Future street connection to Arlington Boulevard may be accomplished via extension of Gabriel Drive (see Lake Ellsworth Subdivision, Section 7). The lots in the Clark's Lake Subdivision have ingress and egress via Grace Avenue. There is a recorded 16-foot access easement to serve parcels

#34345 (Pate lot) and #47523 (Tract 9 - addition to Pate lot). All other lots within Tripp Subdivision have direct road frontage onto Dickinson Avenue.

Dickinson Avenue Extension, from Allen Road to Arlington Boulevard, is a state-maintained, existing major thoroughfare planned for a five (5) lane cross-section and four (4) travel lanes within a 100-foot right-of-way. Future planned improvements include curb and gutter, bike lanes, and sidewalks in both travel directions. The segment from Arlington Boulevard to Dansey Road is planned to be included on the GREAT transit system bus route.

Spring Forest Road is a city-maintained collector street that provides direct access to Dickinson Avenue, and indirect access to Stantonsburg Road, via an interconnected street system with University Medical Park.

Dansey Road is a city-maintained collector street that provides ingress and egress for the Lake Ellsworth Subdivision. Dansey Road is the primary entrance for the Lake Ellsworth portion of the neighborhood.

Grace Avenue is a city-maintained paved street that provides ingress and egress to Dickinson Avenue, and which intersects with Tripp Lane a privately maintained gravel street. There is a paved section (160± feet) of Tripp Lane at its intersection with Grace Avenue. At the time of involuntary annexation, Tripp Lane was designated by the city to remain as a privately maintained street due to its unimproved condition. Adjacent property owners are currently responsible for maintenance of Tripp Lane.

The extension of Briarcliff Drive will ultimately connect to Allen Road and is currently under construction as part of the Medford Point Subdivision. There is a street stub-out (Gabriel Drive) on the east side of Spring Forest Road, north of Spring Lake Apartments, to allow for a future street connection to Arlington Boulevard, however there are several undeveloped, intervening tracts. Per the subdivision regulations, an interconnected street system will be required at the time of development of the intervening property. There is also a street stub-out (Nantucket Road) on the west side of Spring Forest Road, south of the Norfolk Southern Railroad, that will connect with Ellsworth Drive at the time of development of the abutting property. These extensions will allow for additional egress and ingress for residents and services including Fire/Rescue, Police, and Sanitation.

Ellsworth Drive, Trey Drive and Briarcliff Drive are collector roads for the neighborhood. No neighborhood access points are signalized intersections.

In the Lake Ellsworth Subdivision, the posted public street speed limit is 25 miles per hour. There is no posted public street speed limit in the Clark's Lake Subdivision, therefore the maximum speed limit is 35 miles per hour in that area. Operation of an automobile on the private access drive in the Tripp Subdivision is subject to general motor vehicle laws.

All neighborhood streets within the Lake Ellsworth Subdivision are publicly dedicated, city-maintained streets with curb and gutter construction and a piped storm drainage system. On-street parking is permitted on all streets, however no through truck traffic, including overnight on-street truck parking, is permitted.

There are no sidewalks located within the neighborhood due to the lack of such requirement at the time of street construction. Sidewalks were required as a condition of subdivision plat

approval at the time of development of Lake Ellsworth, Section 7 (Spring Forest Road), and Medford Point (Briarcliff Drive). The Public Works Department has not made an evaluation of sidewalks to determine if additional sidewalks are needed in the neighborhood.

Multiple stop conditions throughout the neighborhood on Ellsworth Drive (1), Briarcliff Drive (2), and Courtney Place (2), help to discourage cut-through traffic and excessive speed on collector streets. There are no speed bumps within the neighborhood boundary.

There is one (1) GREAT transit system bus stop located within the neighborhood at the intersection of Spring Forest Road and Ellsworth Drive. The current GREAT bus stop does not include any pad, seat, or shelter.

Currently, a paving condition rating survey, including this area, is being conducted by the Public Works Department to determine if and when street resurfacing is needed.

D. Public Utilities: Water, Sanitary Sewer, Gas and Electric (see map 12)

Public utilities are provided and maintained by Greenville Utilities Commission (GUC).

All lots within the Lake Ellsworth and Clark's Lake Subdivisions currently have direct access to water, sanitary sewer, gas and electric services of the Greenville Utilities Commission (GUC). GUC has identified no significant infrastructure concerns, with regard to the aforementioned utilities, that will affect the current or future level of service. However, in the Tripp Subdivision, the out-of-city limits lots have been developed with on-site septic systems or are not developed at this time. The closest sanitary sewer is located at St. Gabriel's Church, which would require sewer extension, at the land owner's expense, and voluntary annexation to the city in order to receive service.

Electric, telephone, and cable TV service are via overhead lines supported by utility poles located within the public rights-of-way.

E. Storm Drainage: Public and Private Storm Water Drainage (see map 13)

The street drainage system and associated out of right-of-way drainage improvements, including subsurface systems and open channels, and the portions of Green Mill Run located within the city limits, are maintained by the City of Greenville Public Works Department. The Pitt County Drainage Authority maintains out-of-city open stream canals.

Per the current Stormwater Management and Control ordinance, street catch basins are designed for a 2-year storm and the subsurface stormwater system is designed for a 10-year storm.

During heavy rain storms, some lots that abut the Green Mill Run corridor, specifically at the confluence of the Lake Ellsworth lateral canal (south of the intersection of Ellsworth Drive and Trey Drive) experience temporary down-slope flooding.

Due to the limited size of its drainage area at most locations, Green Mill Run storm flow has not impacted any additional structures. Currently, there are no bank destabilization projects being undertaken by the city.

The neighborhood does not contain any private or common storm water detention facility, due to the age of the development.

The Public Works Department has identified no significant infrastructure concerns with regard to the public stormwater drainage system that would affect the current and future level of service of the vehicle travel-ways. All subsurface drainage improvements and open channels are adequate for the ordinance specified design storm.

F. Structures and Building Activity (see maps 8, 14, 15)

The neighborhood is comprised of developed and vacant residential lots. There is one (1) cemetery (separate lot – no parcel #) located in the Tripp Subdivision, and the water body referred to as Clark's Lake is an individual lot (tax parcel 66678) unto itself. There are no multi-family dwellings within the neighborhood boundary. Most homes were constructed between 1970 and 1980. The former Lake Ellsworth clubhouse and pool (parcel #58805) is privately owned and is located outside the recognized neighborhood boundary for purposes of this report.



Former Lake Ellsworth Clubhouse and Pool

In a 30-month period (1/1/05 - 6/30/07), there were nine (9) building permits issued within the neighborhood for repair, renovation, and expansion. The total recorded permit value of the improvements was \$72,780. In 2005, there was a permit issued for a new single-family residence in the Lake Ellsworth Subdivision. The total 30-month improvements, excluding new construction, were approximately 0.5 % of the total 2006 building tax value.

In 2006, the total building (excluding land) tax value in this neighborhood is \$17,522,106.00. The combined land and building (total) tax value in this neighborhood is \$21,196,726.00. At the current city tax rate (\$0.56 per \$100) the total property valuation results in \$118,702.00 annual revenue to the city. See Section L. Public Services for a general description of municipal services provided to the neighborhood.

Due to the period of construction, most neighborhood homes contain relatively modern conveniences and energy-efficient systems.

There are no dilapidated or abandoned structures (dwellings) located within the neighborhood at the time of this report.

G. Socioeconomic (see maps 16, 17)

Based on a comparison of physical addresses and mailing addresses, the subject area is approximately 86% owner-occupied and 14% rental property at the time of this report.

According to the U.S. Census Bureau, the 2005 adjusted median household income in Greenville is \$26,633. The median family income is \$45,254 and median non-family household income is \$17,988.

The median 2006 tax value of homes (excluding lots) in the neighborhood is \$101,156. The median 2006 tax value of residential homes in Greenville is \$90,140 (including condominiums and townhouses) and \$117,120 (excluding condominiums and townhouses).

The neighborhood does not contain a mix of housing options, both price and unit type, for transitional housing purposes.

H. Health and Life Safety (see maps 4, 8, 18, 19, 20, 28)

There are multiple access points into the neighborhood, and the existing interconnected street system affords alternate access routes to the thoroughfare streets. Interconnected public streets also allow public service vehicles (police, fire, sanitation, etc.) alternate routes for ingress and egress into and through the neighborhood. As previously mentioned, Tripp Lane is a privately maintained street with a gravel travel-way. The lack of improvement and private maintenance could be problematic for fire suppression apparatus to adequately serve lots along this portion of street due to poor road conditions in inclement weather and overhanging trees. At the time of involuntary annexation, Tripp Lane did not meet City standards and was not accepted by the City for maintenance. Although the right-of-way has been dedicated to the public, the street was not accepted for city maintenance due to the substandard level of improvement.

There is a regulatory flood hazard area associated with Green Mill Run. As illustrated by the City's geographical information system (GIS) coverage for structures and the flood hazard area overlay, thirty-seven (37) dwellings are impacted by the 100-year floodplain. The minimum finished floor elevation requirement for new construction or expansion of a dwelling is base flood (100-year) elevation plus one (1) foot, or the 500-year flood elevation, whichever is greater. The minimum flood elevation varies depending on location along the watercourse. No dwellings are located within the floodway of Green Mill Run, wherein no fill or construction is permitted.

There were 152 calls for City police services in the neighborhood in the twelve (12) month period from 6/1/06 - 05/31/07. Personal and property crime recorded over the reporting period include: animal complaints, disturbing the peace, and domestic violence. There are no active Neighborhood Watch programs in the neighborhood.

There were 434 additional calls for City police services in the areas immediately adjacent to the neighborhood in the twelve (12) month period from 6/1/06 - 05/31/07. Personal and property crime recorded over the reporting period include: animal complaints, disturbing the peace, and domestic violence.

Fire suppression and rescue services for the neighborhood are primarily provided by City Fire/Rescue Station #2 (Arlington Boulevard) and City Fire/Rescue Station #5 (Greenville Boulevard), as needed. Station #2 is separated from the neighborhood by at-grade railroad crossings at Arlington Boulevard, Spring Forest Road and Allen Road, which may delay emergency response at certain times. Station #5 (dispatched in conjunction with Station #2 response) is not encumbered by any railroad crossing. The Fire/Rescue Department provides Paramedic Service which is a higher level of service compared to basic Emergency Medical Technician (EMT) Service. There are currently three (3) points of emergency access, plus an additional approved access points via the Briarcliff Drive extension. An approved extension of Ellsworth Drive to Nantucket Road (Bent Creek Subdivision), and the anticipated extension of Gabriel Drive (Lake Ellsworth, Sec. 7) to Arlington Boulevard, will afford additional alternative routes for service delivery. Fire hydrants are located throughout the neighborhood. Recommended hydrant to single-family dwelling separation is 400 or fewer feet, per the GUC design manual. All dwellings are located within the recommended hydrant to dwelling radius. Water pressure and fire flow meets or exceeds the requirements of the city and fire apparatus access roads comply with NC and local Fire Code requirements. The emergency response travel time and distance from the service delivery stations to the furthestmost point in the subdivision is in accordance with recommended standards. As previously noted, Tripp Lane's road surface and overhanging trees could be problematic for fire suppression apparatus to serve dwellings abutting that street. In addition, tall trees and low hanging tree branches within the Clark's Lake Subdivision in general may hinder smoke detection, and may be problematic for ladder trucks. The close proximity of some trees to the dwellings increases exposure during fires.



Unimproved Section of Tripp Avenue

There are no known hazardous waste/materials (surface and/or underground) sites in the neighborhood. Some of the homes currently utilize, or may have on-site (unsecured) abandoned, underground fuel oil storage tanks that may pose a risk of groundwater contamination.

The city conducts periodic mosquito pest control spraying in the neighborhood. There are no known conditions of rodent infestation associated with any flood hazard area, overgrown lot, standing water, or abandoned structure/vehicle.

Overhead street lights are maintained by GUC on standard (wood) transmission line poles. Currently, there are no plans to place utility lines underground. Changes or additions of street lights are performed by GUC at the City Engineer's request. Street light placement is done in accordance with applicable neighborhood GUC lighting manual standards. Based on the type, power, and location of the current street lights there are no substandard (under-lighted) areas in the neighborhood.

At the time of this report a significant number of dwellings within the neighborhood did not display code compliant address numbers on the dwelling structure. Minimum size house numbers are: single-family and duplex dwellings - four (4) inches high and multi-family dwellings - six (6) inches high. Many dwellings are currently reliant on street-side mail box address numbers, curb painted address numbers, and yard sign address numbers in lieu of having address numbers affixed to the dwelling structure. All dwelling units are coded to the 911 emergency response system.

I. Quality of Life (see maps 8, 21, 22, 23)

The neighborhood does not currently have an organized and active property or homeowners' association.



View of typical streetscape in Lake Ellsworth Subdivision

The aesthetic quality of public views and the overall general streetscape is good due to well-kept lawns, mature tree cover, paved and adequate driveways, uniformity of dwelling orientation and setbacks, minimal use of on-street parking, and the low-maintenance brick/vinyl exteriors of most dwellings. There is an unlit identification sign for the Lake Ellsworth Subdivision located at the intersection of Dansey Road and Dickinson Avenue including decorative landscaping. There are no other neighborhood identifiers, such as entrance markers or signage at the other neighborhood street access points, public art or public/common property landscape improvements within the neighborhood that further define community character, identity and sense of place. Electric and other copper wire services are via overhead utility lines, and lack of pedestrian level street lighting negatively impacts the visual quality of the neighborhood.



Lake Ellsworth Subdivision Entrance Sign

There are no roadsides in or around the neighborhood that are maintained under the Adopt-A-Street program.

The neighborhood does not contain any recognized or designated historic structures or mapped archaeological sites.

There are no public or common leisure, educational or recreational opportunities within the bounds of the neighborhood or within reasonable walking distance. The closest public leisure, educational, or recreational opportunities are the Guy Smith Park/Stadium and the city pool, which are located 1.7 street miles from the neighborhood center point, the intersection of Courtney Place and Phillips Road. Hillsdale Park, located east of Memorial Drive within Hillsdale Subdivision, is located 1.5 street miles from the neighborhood center point. Andrew A. Best Park, located south of Greenville Boulevard within Oakdale Subdivision, is located 2.5 street miles from the neighborhood center point. There is no public elementary, middle or high school within a reasonable ambulatory distance that could potentially offer open space/outdoor play equipment opportunities. There is no bookmobile service provided to this neighborhood. The Saint Gabriel's Catholic Church property, which contains over 85 acres, is located immediately west of the Tripp Subdivision portion of the neighborhood. The Church provides a pastoral and open space setting; however the church property is not available for public access and passive recreation.

With the exception of the Clark's Lake (water-body) lot and the city-owned (flood by-out) lot in Lake Ellsworth Subdivision, all lots are suitable for residential development, provided however on-site septic system approval will be required for Tripp Subdivision lots absent public sanitary sewer extension.

The neighborhood may be moderately impacted by its proximity to the Norfolk Southern Railroad (1,400 feet at the closest point), and dwellings located adjacent to Dickinson Avenue may experience moderate to significant external road noise from high-speed traffic on Dickinson Avenue. According to available Police Department records, the total number of residential noise violation complaints within the neighborhood received and/or enforcement actions taken within the past twelve (12) months was three (3), and no citations were issued. However, in the multi-family developments to the east, the total number of residential noise violation complaints

received and/or enforcement actions taken within the past twelve (12) months were thirty-six (36), and no citations were issued.

The closest and largest retail service node is located within one and one-quarter (1-1/4) miles, north of Stantonsburg Road at the Stanton Square Shopping Center. In addition to this retail service node, Buyer's Market and Arlington Crossing Shopping Centers offer a variety of commercial service establishments, including food stores, drug stores and restaurants, within a one and one-quarter (1-1/4) mile radius of the neighborhood center point. A future intermediate retail service node is also anticipated on an equal distant 18-acre CG (General Commercial) tract located at the intersection of Williams Road and Greenville Boulevard. A future regional retail service node is also anticipated on the fifty (50) acres of CG zoned property located at the intersection of Stantonsburg Road and Allen Road (adjacent to the NW Loop – US 264 interchange). Pedestrian/bike access to grocery and necessity goods is not convenient due to distance and lack of sidewalks and bike lanes on thoroughfare streets.

There is a neighborhood focus area located at the intersection of Spring Forest Road and Dickinson Avenue. This focus area is currently developed as a commercial/office strip center (Lake Ellsworth Commercial/Office Condominiums), and a mini-storage warehouse facility, that does not provide desirable necessity retail and personal services for neighborhood residents.

The neighborhood center point is also located within a one and one-half (1-1/2) mile radius of the Pitt County Memorial Hospital (PCMH) employment center. Spring Forest Road, Allen Road and Arlington Boulevard provide indirect access to the PCMH and ECU medical campus. Pedestrian and bike access to the core medical facilities are limited due to distance, lack of sidewalks on thoroughfare streets, and intervening multi-lane roadways. The neighborhood center point is located within one (1) mile of all offices/services located within University Medical Park where direct access is via neighborhood collector streets.

J. Code Compliance (Code Enforcement unless otherwise noted) (see maps 24, 25)

In the 30-month period, 1/1/05 - 6/30/07, there were 47 code enforcement-related staff investigations and/or actions in the neighborhood, and there were zero (0) citations issued during that period. Code enforcement or police investigations/actions were as follows:

Animal complaints (stray, domestic animals and nuisance wildlife): **27**

Parking on unimproved surfaces: **0**

Weeded lots: **3**

Disturbing the peace: **3**

Public nuisances (other): **10**

Litter/rubbish: **0**

Abandoned/junked vehicles: **3**

Residential occupancy (3 unrelated rule): **0**

Minimum housing code: **0**

Parking violation: **2**

Zoning and land use: **0**

Total citations from all categories issued over the report period: **0**

K. Current and/or Pending Planned Public Improvements

There are no current and/or pending planned public improvement projects within the neighborhood at the time of this report.

The Greenville Urban Area Thoroughfare Plan proposes the widening of Dickinson Avenue Extension.

L. Public Services

The neighborhood, except for five (5) tracts located in the Tripp Subdivision, is located within the Greenville city limits (see map 1). Tripp Subdivision is located within the City's extraterritorial planning and zoning jurisdiction (ETJ) wherein all city zoning, land use, building, subdivision and development regulations equally apply.

The City and GUC currently provide the following services to the in-city portions of the neighborhood:

- General government, vested in a city council of six (6) members (5 district and 1 at-large) and a mayor elected from the qualified voters. The neighborhood is located in voting district 1.
- Sanitation services including residential (curbside/rear yard) garbage, bulk refuse and yard debris disposal and recycling are provided on a weekly schedule. Vector (malaria/rodent) control and seasonal leaf collection also are provided.
- Street maintenance and traffic services including repair and reconstruction of street travel-ways and street drainage facilities located within the right-of-way of public streets.
- Public drainage system construction and maintenance.
- Fire suppression and life rescue, including paramedic service and transport on a 24-hour basis.
- Police services for the protection of life and property including traffic control and crime investigation on a 24-hour basis.
- Recreation and Parks services including passive open spaces, active recreation facilities and parks.
- Library services and branch facilities.
- Utilities including water, sanitary sewer, gas and electric service, streetlights and stormwater.

Building inspection, minimum housing code, zoning and subdivision regulations and related enforcement services are provided both within the city limits and the ETJ area. Nuisance abatement codes apply only within the city limits.

Cable television and telephone service lines are constructed and maintained by Suddenlink and Embarq, respectively.

M. Information Technology

Internet service is available via phone line and cable (copper wire) connection. Fiber optic and public access wireless internet service is not currently available in the neighborhood.

N. Future Land Use Plan Map Recommendations (HORIZONS) (see map 26)

The Future Land Use Plan Map recommends medium density residential for neighborhood properties. The medium density zoning range includes the R9S, R9, R6S, and R6A districts. The Lake Ellsworth Subdivision was rezoned from R6 to R6S in September, 2006 as part of the Task Force on Preservation of Neighborhoods and Housing recommendations. The current R6S zone is restricted to single-family dwellings only.

The remaining subdivisions (Grace and Tripp) are currently zoned RA20, which is considered low density residential.

The Future Land Use Plan Map recommendations for adjoining and area properties support a sustainable environment for the neighborhood. The Future Land Use Plan Map recommends the general category of “office/institutional/multi-family” along the northern right-of-way of Dickinson Avenue, south of Spring Forest Road, and north of Green Mill Run. Currently, the vacant property located along Dickinson Avenue, between Spring Forest Road and Dansey Road, is zoned CH (Heavy Commercial), (see map # 27). The subject area was indicated as being zoned for commercial development on the 1976 - 1981 series zoning map. The CH district allows a variety of higher intensity uses, such as a fast food restaurant, convenience store, and auto sales lot which are considered to be incompatible and inappropriate at the entrance of a neighborhood. The development of the motel on the CG (General Commercial) lot located at the western intersection of Dansey Road and Dickinson Avenue is an example of undesirable higher intensity commercial development at the entrance of a neighborhood. The current Comprehensive Plan recommends the use of buffers and lower intensity zoning, such as O (Office), at neighborhood entrances in lieu of commercial development.



View of CH-zoned property at entrance to Lake Ellsworth Subdivision

O. Zoning Classification(s) (see map 27)

The Lake Ellsworth Subdivision portion of the neighborhood was rezoned from RA20 (single-family/duplex) and R6 (single-family/duplex/multi-family) to R6S (single-family only) as part of the Task Force on Preservation of Neighborhoods and Housing Strategy # 6: “Identify neighborhoods that are predominantly single-family in character, but are zoned in a manner that

would permit intrusion of duplex and multi-family uses. Rezone such neighborhoods to prohibit further intrusion.”

The goal of the single-family zoning is to provide an added measure of neighborhood stability and to demonstrate the city’s commitment to single-family neighborhood preservation as part of a comprehensive housing revitalization strategy. The prior RA20 zoning allowed single-family and duplex dwellings and the R6 zoning allowed single-family and duplex dwellings, and multifamily development. The Tripp Subdivision and Clark’s Lake Subdivision portion of the neighborhood is currently zoned RA20. Absent private covenants restricting development, duplex and mobile homes may be located in the RA20 sections per special use permit approval of the Board of Adjustment. To date, the Board of Adjustment has not considered any special use requests for either a duplex or mobile home permit on neighborhood properties.

The current zoning map designations for adjoining and area properties support a sustainable environment for the neighborhood, with the exception of the commercial zoned lot(s) at the intersection of Dickinson Avenue and Dansey Road. The Comprehensive Plan’s Future Land Use Plan Map and contextual recommendations support office development options at this neighborhood entrance in lieu of commercial development.

Select R6S Zoning Standards (minimums per Title 9, Chapter 4, Article F of the City Code)

Lot size: 6,000 square feet

Front setback: 25 feet

Side setback: 8 feet

Rear setback: 15 feet

Accessory structure setbacks: 15 feet or less in height - 5 foot rear yard setback;
15 feet or more in height - 15 foot rear yard setback;
10 foot separation between accessory structure and dwelling; or
5 foot separation with 1 hour fire rated assembly

Carports (open and unenclosed): 5 foot side setback

Select RA20 Zoning Standards (minimums per Title 9, Chapter 4, Article F of the City Code)

Lot size: 10,000 square feet (with public water – including both water service and wastewater)

Front setback: 30 feet

Side setback: 10 feet

Rear setback: 20 feet

Accessory structure setbacks: 15 feet or less in height - 5 foot rear yard setback;
15 feet or more in height - 15 foot rear yard setback;
10 foot separation between accessory structure and dwelling; or
5 foot separation with 1 hour fire rated assembly

Carports (open and unenclosed): 5 foot side setback

5. Current Condition Assessment based in part on Citizens' Input compiled from the mailed/internet survey (6 below), comments received during the neighborhood information meeting (9 below), and Staff Analysis.

The purpose of the current condition assessment is to the identifying neighborhood strengths and weaknesses and for prioritization of remedial action plans and improvements.

- Scale:**
- 1 = Severe negative neighborhood-wide impact requiring immediate remedial action.
 - 2 = Substantial negative neighborhood-wide impact requiring the immediate development and implementation of a remedial action plan.
 - 3 = Moderate negative neighborhood-wide or localized impact requiring the development and implementation of a remedial action plan.
 - 4 = Positive neighborhood-wide attribute, condition or factor that promotes and/or facilitates sustainability, no remedial action necessary.
 - 5 = Optimal neighborhood-wide attribute, condition or factor that promotes and/or facilitates sustainability, no remedial action necessary.

- A. Natural Environment - 4
- B. Land Suitability - 4
- C. Transportation - 3
- D. Public Utilities - 4
- E. Storm Drainage - 3
- F. Structures and Building Activity - 3
- G. Socioeconomic - 3
- H. Health and Safety - 2
- I. Quality of Life - 2
- J. Code Compliance - 3
- K. Current and/or Planned Public Improvements - 3
- L. Public Services - 4
- M. Information Technology - 3
- N. Future Land Use Plan Map - 4
- O. Zoning - 2

Identified Areas for Consideration of Neighborhood Improvement:

C. Transportation – 3

- Dickinson Avenue thoroughfare plan improvements
- Vehicle speeds on neighborhood streets
- Sidewalks on one side of all neighborhood collector streets
- Pedestrian access to public transportation, including upgraded bus stop facilities
- Traffic light at Dickinson Avenue and Spring Forest Road

E. Storm Drainage - 3

- Localized street intersection flooding

F. Structures and Building Activities - 3

- Aging housing stock, and lack of reinvestment and improvement resulting in competitive disadvantage for continued owner occupancy

G. Socioeconomic - 3

- Comprehensive reinvestment in and continued improvement of the housing stock

H. Health and Safety - 2

- Unsecured underground fuel oil tanks
- Dilapidated dock on Lake Ellsworth
- Street condition of Tripp Lane
- Crime related to gang activity
- Traffic light at Dickinson Avenue and Spring Forest Road
- Posted street addresses
- Close proximity of trees to dwellings
- Overhanging trees on Tripp Lane

I. Quality of Life - 2

- Neighborhood identifiers, entrance signs, etc.
- Overhead utility lines and services
- Street lighting
- Pedestrian/bike (sidewalk/bike lane) access to services and parks
- Lack of recreational opportunities (all subdivisions) within reasonable distance and/or existed at the time of the original Lake Ellsworth Subdivision
- Removal of debris and vegetation to view Lake Ellsworth
- Lack of Neighborhood Association, Neighborhood Watch, and Adopt-A-Street
- Crime related to gang activity

J. Code Compliance -3 (CDD Code Enforcement Division unless otherwise noted)

- Minimum housing code
- Abandoned/junked vehicles
- Parking on unimproved surfaces
- Weeded lots
- Public nuisances
- Residential noise violations
- Animal complaints (Police)
- Disturbing the peace (Police)
- Litter/rubbish

K. Current and/or Planned Public Improvements- 3

- Development of a Sidewalk Plan
- Completion of Thoroughfare Plan improvements

M. Information Technology- 3

- Fiber optic services
- Wireless internet

O. Zoning- 2

- Commercially (CH) zoned vacant lot at entrance to Lake Ellsworth Subdivision
- RA20 zoning of Clark's Lake and Tripp Subdivisions

6. Survey Results Summary

Household surveys were mailed to property owners and residents, utilizing tax parcel information, requesting their opinion of current neighborhood conditions. Below is the average score of those responses. In total, 52 surveys were returned (52-owner, 0-renter) representing 28% of the properties within the neighborhood. See the Supplemental Information section for complete survey results.

5 - very satisfied 4 - satisfied 3 - unsatisfied 2 - no interest 1 - N/A or unable to answer

- 4 - Convenience to retail shopping
- 4 - Convenience to personal services (daycare, etc.)
- 3 - Convenience to place of employment
- 4 - Accessibility to and from the neighborhood (turning movements and wait times)
- 4 - Neighborhood appearance (curb appeal, style and character of homes)
- 4 - Neighborhood identification (sense of place)
- 3 - Neighborhood organization (home owners' association effectiveness)
- 3 - Number of rental properties (percent of rental dwellings)
- 3 - Condition of rental properties
- 3 - Sidewalks and pedestrian friendly street crossings
- 4 - Security of investment (anticipated or realized appreciation in home value)
- 4 - Personal safety (personal and property crime)
- 4 - External noise (road noise, adjacent incompatible use)
- 4 - Internal noise (frequent amplified sound and other noise emanating from neighborhood dwellings or adjacent properties)
- 4 - Streetscape appearance (shoulder maintenance, litter and trash)
- 4 - Neighborhood lighting quality (street lights, property/building lighting)
- 4 - Outdoor environmental quality (natural settings, open spaces)
- 3 - Recreational opportunities within or in convenient walking distance of the neighborhood (accessibility to parks, play grounds)
- 4 - Convenient and accessible on-street parking
- 4 - Street drainage conditions (neighborhood streets and neighborhood entrances)
- 4 - Residential lot drainage conditions (your dwelling)
- 4 - Neighborhood public street condition and maintenance
- 2 - Private parking lot condition and maintenance (for apartments, etc.)
- 2 - Convenient access to public (GREAT) transit system stops
- 2 - Convenient access to ECU STUDENT transit system stops

Note – The primary area of neighborhood respondent concerns are neighborhood association, number and condition of rental properties, sidewalks and pedestrian friendly street crossings, recreational opportunities within or in convenient walking distance.

Does your neighborhood have an organized and active Neighborhood Association?

100% - No
0 % -Yes

Do you regularly attend meetings of the neighborhood association?

100 % - No

0 % -Yes

How many years have you lived in this neighborhood? (52 homeowner respondents)

25% - over 25 years (13 homes)

21% - 1 to 5 years (11 homes)

19% - 5 to10 years (10 homes)

17% - 15 to 20 years (9 homes)

14% - 20 to 25 years (7homes)

2% - 10 to 15 years (1 home)

2% - no answer

0% - less than 1 year (0 homes)

15 years on average

Note - Overall, survey responses would indicate that a significant number of homes may, in the near future, be available for owner occupant or rental occupancy due to demographic shift.

My previous address located outside this neighborhood was:

Based on respondents that answered they lived in the neighborhood no more than five (5) years.

32% - a Greenville in-city neighborhood

29% - a State other than North Carolina

17% - a Pitt County out-of-city area (rural subdivision or stand alone rural lot)

8% - a County in North Carolina other than Pitt County

6% - a Winterville in-city neighborhood

2% - a Country other than the United States

2% - a Pitt County city other than Greenville or Winterville

4% - no answer

Do you plan on moving out of your current neighborhood in the next 1 to 3 years?

75% - No

25% - Yes

If yes, check all that apply (consideration or reasons for moving):

49 - Employment opportunity in another area

2 - Security issues (personal or property crime)

2 - Quality of life issues (quiet enjoyment, recreational, open spaces, etc...)

1 - Other: Neighborhood Composition Change

0 - Physical condition of current dwelling

0 - Need larger dwelling (bedrooms, bathrooms, yard area, etc.)

0 - Prefer a smaller dwelling/yard (less space, less maintenance)

0 - School system issues

0 - Retirement

Do you have any of these problems [structural, mechanical, electrical, plumbing, etc.] at your current dwelling?

Of the homeowner surveys received, 20 surveys indicated some type of problem. Surveys cited poor yard drainage. The responses and windshield survey by staff would indicate that the housing stock is in good physical condition however, due to the period of construction, many houses are in need of upgrades and improvements.

Frequent poor yard drainage: 11
Plumbing system problems: 6
Foundation or structural problems: 6
Leaking Roof: 4
Heating and cooling: 3
Electrical system problems: 3
Insects: 2
Mold: 0
Energy efficiency: 0

Do you view your current neighborhood as:

46% - declining
35% - stable
10% - some improvement
4% - excellent
4% - substantial improvement

Please check the appropriate age range for the person(s) completing this survey.

24 - 60 and over
18 - 45 – 60 years old
4 - 25 – 45 years old
1 - Under 18 years old
0 - 18 – 25 years old
5 - No answer

Which of the following best describes your household?

Family = 2 or more adults living together (married couple, roommates, etc...)

22 - Family with no children in the household
11 - Family with an older child(ren) (14 – 18 years old)
8 - Single occupant (an adult living alone)
6 - Family with a young child(ren) (infant – 13 years old)
5 - No answer

7. HORIZONS: Greenville's Community Plan (2004) Recommendations: (see also map 27)

Vision area

The neighborhood is located in Vision Area F, West.

The following are Management Actions for Vision Area F, which are related to this specific neighborhood:

- F1. Protect the rural character of US 13 (Dickinson Avenue Extension) east of Allen Road to Arlington Boulevard.
- F5. Develop a greenway along Green Mill Run, Harris Mill Run, and Forbes Run.
- F8. Develop sidewalks along Arlington Boulevard, Memorial Drive and Dickinson Avenue.

Other Contextual Recommendations (objectives, policy statements and implementation strategies specific to this neighborhood)

Completed to date: None

Pending: None

8. City Council Goals (2006-2007)

Completed to Date

- 6. Goal: Emphasize the Importance of Neighborhood Stabilization and Revitalization
 - A. Objective: Preserve/prevent deterioration of single-family neighborhoods for more sustainable communities
 - Action Item # 6: Rezone remaining predominantly single-family use neighborhoods to an "S district" classification (see TFPNH recommendation # 6)

Pending

- 6. Goal: Emphasize the Importance of Neighborhood Stabilization and Revitalization
 - A. Objective: Preserve/prevent deterioration of single-family neighborhoods for more sustainable communities
 - Action Item # 7: Develop and adopt neighborhood plans to guide policy and investment decisions in older, established single-family neighborhoods (see TFPNH recommendation # 9)
- 6. Goal: Emphasize the Importance of Neighborhood Stabilization and Revitalization

A. Objective: Setup pilot program in T.R.U.N.A. and all areas of the City to increase homeownership

Action Item# 1: Create economic incentives to encourage reinvestment in established single-family neighborhoods

Action Item # 2: Develop and empower neighborhood associations, including financial assistance to train leaders and build organizational capacity (see TFPNH recommendation # 8)

E. Objective: Expand loan program for conversion of rental property

Action Item # 1: Convert rental properties to owner-occupied housing; develop a citywide down payment assistance program to assist 20 homebuyers over the next two years

8. Goal: Provide a Safe Community

A. Objective: Create and implement community policing policies that increase public contact and improve the perception of the Police Department

Action Item # 1: Allocate resources to best provide community policing based on calls for service analysis completed in 2005

9. Public comments received during the public information meeting held at St. Gabriel's Catholic Church on August 29, 2007

- Discussion of localized rear yard flooding at the confluence of Green Mill Run and the Lake Ellsworth lateral stream in the vicinity of the motel fronting Dansey Road
- Lake Ellsworth drainage condition, maintenance of drainage facilities
- Mosquitoes
- Interconnectivity to Medford Point Subdivision (i) need to discourage high speed cut-through traffic and (ii) alternate access to Allen Road is beneficial
- Speed control (traffic calming) throughout the neighborhood, especially Ellsworth Drive
- Need of a traffic light at Spring Forest Road and Dickinson Avenue Extension
- Removal of debris and vegetation to allow view Lake Ellsworth
- Restrictive covenants (still in force?)
- Lack on Neighborhood Association
- More police patrols (i.e., drug use in streets)
- Minor street flooding at Phillips Road and Courtney Place
- Zoning options and processes for the entrance to Lake Ellsworth Subdivision (Dansey Road)
- Future multi-family housing along Allen Road and Multi-family next to Lake Ellsworth Subdivision
- Crime related to gang activity
- Dilapidated dock on Lake Ellsworth
- Identity of neighborhood
- Lack of recreational facilities and clubhouse as existed at the time of original subdivision
- Neighborhood Watch Program
- On-street parking of trucks

- No lights for Lake Ellsworth Subdivision Entrance sign (referred to neighborhood grant)
- Tripp Lane street condition and desire for improvement
- Yard trash/garbage collection –scheduled pickup times
- Animal control – dogs not on leashes
- Citizen Police Academy
- Parking on grass
- Option for home businesses
- Code Enforcement – abandoned vehicles and nuisance abatement procedures

Neighborhood Plan for Lake Ellsworth, Clark's Lake and Tripp Subdivisions

Goals:

To create, maintain and enhance a sustainable neighborhood.

Objectives:

To identify by analysis and citizen input, the strengths and weaknesses of neighborhood issues affecting sustainability and to create broad support for recommended improvement strategies.

Policy Implementation and Improvement Strategies:

The City Council and City Staff will take such actions as necessary for the support and implementation of the neighborhood plan as follows:

- City Council will amend HORIZONS: Greenville's Community Plan to incorporate the Lake Ellsworth, Clark's Lake and Tripp Subdivisions Report and Plan by reference.
- City Staff will conduct a periodic review of the neighborhood report and plan, and the adopted implementation and improvement strategies to evaluate plan progress toward the goal of continued neighborhood sustainability.
- Completion of current City Council Goals (2006 - 2007) and future goals, as may be adopted, in accordance with established schedules.
- City Council will consider creating a Rental Registration Program as recommended by the Task Force on Preservation of Neighborhoods and Housing and per City Council 2006-2007 Goals and Objectives.
- City Staff will investigate options for neighborhood identification signage to be located at neighborhood entrances including easement acquisition and/or in right-of-way location.
- City Staff will increase neighborhood-wide code enforcement efforts through the allocation of additional resources and staff directed patrols.
- City Staff will develop a sidewalk improvement plan for City Council consideration.
- City Staff will prepare cost estimates and project schedules for the Capital Improvement and Implementation Strategies included in this plan.
- City Council will utilize this plan to guide public policy and investment decisions within the Lake Ellsworth, Clark's Lake and Tripp Neighborhood.

Capital Improvement and Implementation Strategies:

The City Council and City Staff will take such actions as necessary for the support and implementation of the neighborhood plan as follows:

- The City will investigate the creation of a home improvement matching grant fund for older site-built single-family owner-occupied dwellings (example - not less than 30-years old) to be awarded on an annual basis, to encourage qualified home improvement/upgrades that will increase the tax value and marketability of older dwellings. Such grant to be secured by an owner occupancy condition (Deed of Trust) for a determined period.
- The City will include the unimproved sections of Tripp Lane in the City's existing street improvement program, and the City will install pavement and related drainage facilities as necessary within the dedicated right-of-way in accordance with established street improvement program priority, as funding is available. Funding and/or reimbursement sources for this project may include: annual city budget, capital improvement program, State shared revenue, and/or abutting property owner assessment.
- The City will provide grants, in accordance with current program/policy, to the neighborhood homeowners associations for design and construction of neighborhood (subdivision) entrance signs.
- The City will install appropriate GREAT system bus stop improvements at locations as determined necessary and appropriate by the Public Works Department.
- The City will install sidewalks per an adopted sidewalk improvement plan.
- The City will consult with the NC Department of Transportation to determine the feasibility of NC DOT installation of a traffic light at the intersection of Spring Forest Road and Dickinson Avenue, or other neighborhood entrance street as may be determined appropriate by the City and NC DOT.
- The City will assess street drainage facilities, including travel-way locations reported to be affected by occasional flooding, such as the Phillips Road and Courtney Place, and will install improvements as determined to be necessary by the City Engineer.
- The City will evaluate junked/disabled vehicle policies, specifically in reference to allowance of covered vehicles in the rear yard, and amend the current policy as determined appropriate.
- The City will consider amendment of the public nuisance regulations to allow trimming of vegetation and/or removal of vegetation from private property where vegetation impedes public safety vehicle ingress and egress in designated apparatus access areas.
- The City will inform and educate residents of potentially hazardous conditions due to the proximity of site vegetation to dwellings in cases where such vegetation may atypically increase exposure during fires. The property owner and/or occupant is responsible for

determining the risk of exposure to fire or other hazards and for taking corrective actions concerning the preservation of life and property.

- The City will encourage additional neighborhood volunteer participation in the Adopt-A-Street program.
- The City will consider the initiation of zoning map amendment(s) for neighborhood and adjacent area properties that are included in a zoning district that is inconsistent with Comprehensive Plan and/or Future Land Use Plan Map recommendations.
- The City will assist neighborhood residents in the establishment of a homeowners' association.
- The City will assist neighborhood and area residents in the establishment of a Neighborhood Watch Program.
- The City will evaluate passenger vehicle speeds on neighborhood streets and shall install additional traffic calming devices as determined to be necessary by the City Engineer.
- The City will conduct an inspection and environmental assessment of underground fuel oil storage tanks, and will require compliance with applicable requirements. Abandoned underground fuel storage tanks shall be secured to reduce groundwater contamination.
- The City will notify property owners of address number display requirements.
- The City will update the GIS-GPS coverage for storm water improvements throughout and adjacent to the neighborhood.
- The City will request and encourage GUC to update the GIS-GPS coverage for all public utilities, including water, sanitary sewer, gas and electric lines, and street lights throughout and adjacent to the neighborhood.

Supplemental Information

Police calls for service from January 1, 2005 – June 30, 2007 for the neighborhood and the adjacent multi-family development to the east.

Type	Within in the Neighborhood		Multi-family to the east	
	Number of Calls	Citations/Arrests	Number of Calls	Citations/Arrests
Alarm - Commercial	2	0	18	0
Alarm - Residential	19	0	24	0
Animal Complaint	27	0	33	3-citations; 2-warnings
Arrest	1	0	2	0
Assault- Female	2	0	4	0
Assault - Simple	0	0	3	0
Assault - Aggravated	2	0	0	0
Assault Inflict Serious	0	0	1	0
Auto Accident Injury	1	1-citation	1	1-arrest
Auto Accident Personal Prop. Damage	1	0	3	3-citations; 2-arrests
Auto Larceny, Stolen Vehicle	1	0	6	0
Breaking and Entering - Residential	2	0	7	0
Breaking and Entering - Commercial	0	0	1	0
Burglary - 1st Degree	0	0	1	0
Damage Personal Property	2	0	9	0
Damage Real Property	1	0	1	0
Directed Patrol	28	0	69	1-arrest
Dispute	6	0	32	1-arrest
Disturbance	0	0	2	0
Disturbing the Peace	3	0	34	0
Domestic Violence	4	1-arrest	8	0
Fight	0	0	2	0
Gun Shots	0	0	3	0
Hit and Run	0	0	3	0
Indecent Exposure	0	0	1	0
Juvenile Complaint	2	0	11	0
Keep Check	9	0	12	0
Larceny	3	0	21	0
Larceny from Vehicle	1	0	8	0
Man Down	0	0	1	0

Man with Weapon	0	0	5	0
Missing Person	7	0	2	0
Panic Alarm - Commercial	0	0	2	0
Panic Alarm - Residential	2	0	2	0
Parking Violation	2	0	35	3-citations
Request Officer	8	0	1	1-arrest
Shoot in Occupied Dwelling	0	0	14	0
Suspicious Activity	2	0	20	0
Suspicious Person	2	0	11	0
Suspicious Vehicle	8	0	13	0
Trespassing	4	0	4	0
Violation of Controlled Substance	0	0	4	1-arrest
TOTAL	152	2	434	16

Neighborhood Plan Development and Consideration Process Outline

1. Identification of neighborhood boundaries.
2. City departments meeting to compile current condition assessment and assemble facts, statistics and past and pending actions.
3. Mail surveys to each property owner (tax listing) and household (street address) if different, and advise the owner/occupants of a scheduled neighborhood meeting (time - place TBA), and schedule of the Planning and Zoning Commission meeting.
4. Activate the on-line (city web page) survey option for the particular neighborhood.
5. Compile survey responses received prior to neighborhood meeting and create a data spread sheet for distribution to city departments.
6. Conduct neighborhood information meeting to present current condition assessment and receive input from neighborhood resident/owners, and advise persons of the scheduled Planning and Zoning Commission meeting.
7. Staff to compile public comments collected from the neighborhood input meeting.
8. Staff to prepare a draft comprehensive neighborhood plan report for presentation to the Planning and Zoning Commission including goals, objectives, and implementation strategies.
9. Advertise Planning and Zoning Commission meeting (newspaper).
10. Planning and Zoning Commission to hold a public meeting to consider the draft neighborhood plan report and plan recommendations at which time the report and plan may be recommended for adoption, or continued for further study prior to recommendation; forward recommendation to City Council.
11. Advertise City Council meeting item as a proposed amendment to the comprehensive plan – HORIZONS: Greenville's Community Plan (newspaper).
12. City Council to hold a public hearing to consider adoption of the neighborhood plan report and amendment to the comprehensive plan
13. City Council to consider plan project/improvement funding at the time of annual budget or capital improvement plan adoption.
14. Neighborhood Plan projects to be completed in accordance with program schedule and funding availability.

Issues for Consideration in the Development of Neighborhood Plans

Community Development Department

Land Suitability

- Topography
- Soils
- Watershed protection
- Buffers

Comprehensive Land Use Plan

- Vision Area designation
- Current HORIZONS Plan contextual recommendations
- Current Future Land Use Plan Map recommendations

Structures and Building Activity

- Dwelling types and condition
- Improvement permit records

Socioeconomic

- Demographics
- Dwelling Occupancy
- Median home value
- Home improvements
- Retail trade service areas
- Employment areas

Quality of Life

- Community character and identity
- Unifying and complementary elements
- Aesthetics
- History and heritage
- Open spaces
- Noise pollution
- Minimum housing code compliance and enforcement
- Nuisance abatement code compliance and enforcement
- Walkability
- Private development identification signage
- Neighborhood property owners association
- Access to commercial, services and employment nodes

Code Compliance

- Building
- Residential Occupancy
- Minimum housing
- Abandoned/junk vehicles
- Public nuisance
- Weeded lots
- Zoning and land use
- Garbage and trash, etc. collection standards

Information Technology

- Cable TV
- Telephone
- Fiber optic

Cultural Resources

- Library services, etc.
- Civic and private art resources
- Cultural /historical resources and landmarks

Public Works Department

Natural Environment

- Flood hazard areas
- Stream channels and bodies water
- Street trees
- Wildlife habitat
- Environmental hazards and limitations
- Mosquito control

Transportation

- Traffic circulation
- Connectivity of streets
- GREAT bus stops/routes existing
- ECU bus stops/routes existing
- Sidewalks and bike lanes
- Thoroughfare and street construction/improvement plans
- On-street parking
- Street identification, and regulatory signage
- Speed limits within neighborhood
- Traffic control and traffic calming

Storm Drainage

- Stormwater management systems
- Road flooding conditions
- Lot flooding conditions
- Stream bank stabilization
- Riparian buffers
- Storm water detention
- Storm water utility program improvements

Service Delivery

- Garbage collection
- Mosquito control
- Trash collection
- Yard debris collection
- Recycling

Other

- Adopt-A-Street program

Greenville Utilities Commission

Public Utilities

- Water system
- Sanitary sewer system
- Gas system
- Electric distribution system
- Street lights

Police Department

Health & Safety

- Crime control and calls for service with number of citations issued
- Animal control and calls for service with number of citations issued
- Police presence and programs
- Neighborhood watch program

Quality of Life

- Residential noise violations with number of citations issued

Fire/Rescue Department

Health & Safety

- Fire/Rescue service delivery station(s) and response time
- Fire/Rescue apparatus access roads
- Hydrant location and dwelling separation
- Chemical hazards

Recreation and Parks Department

Quality of Life

- Public recreational and open space improvements and facilities
- Public recreation programs
- Accessibility of public green spaces
- Condition of public green spaces
- Usability of public green spaces
- Private recreation and open space

Adopted Plans Affecting Neighborhoods – All Departments

- HORIZONS, Greenville's Community Plan (2004)
- West Greenville Revitalization Plan (2005)
- Center City-West Greenville Streetscape Master Plan (2006)
- Recreation and Parks Comprehensive Master Plan (2000) [in process of being updated]
- Greenville Urban Area Thoroughfare Plan (2004)
- Transportation Improvement Program (2006)
- Greenway Master Plan (2004)
- Hazard Mitigation Plan (2004)
- ECU Campus Master Plan (2000)

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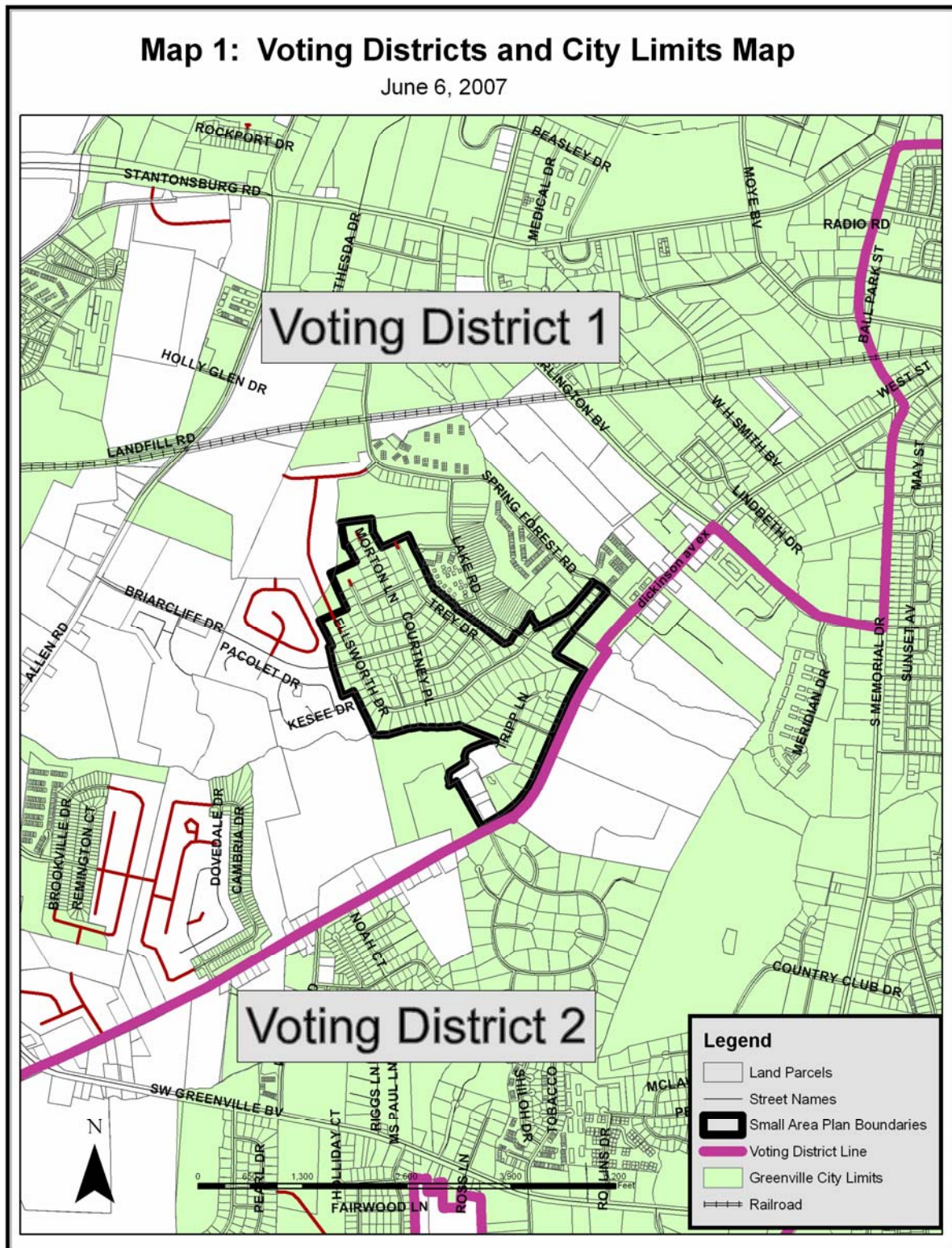
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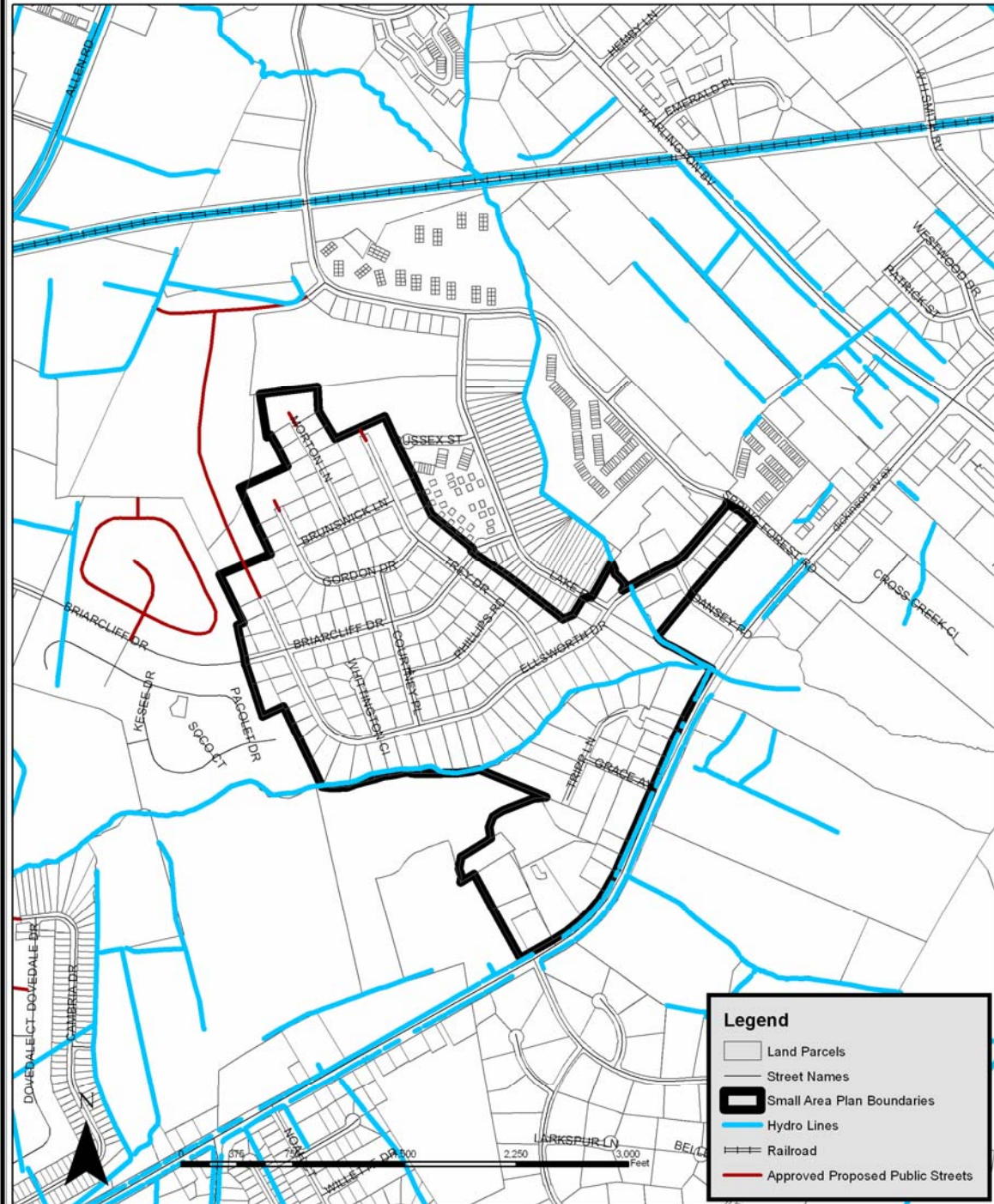


Attachments



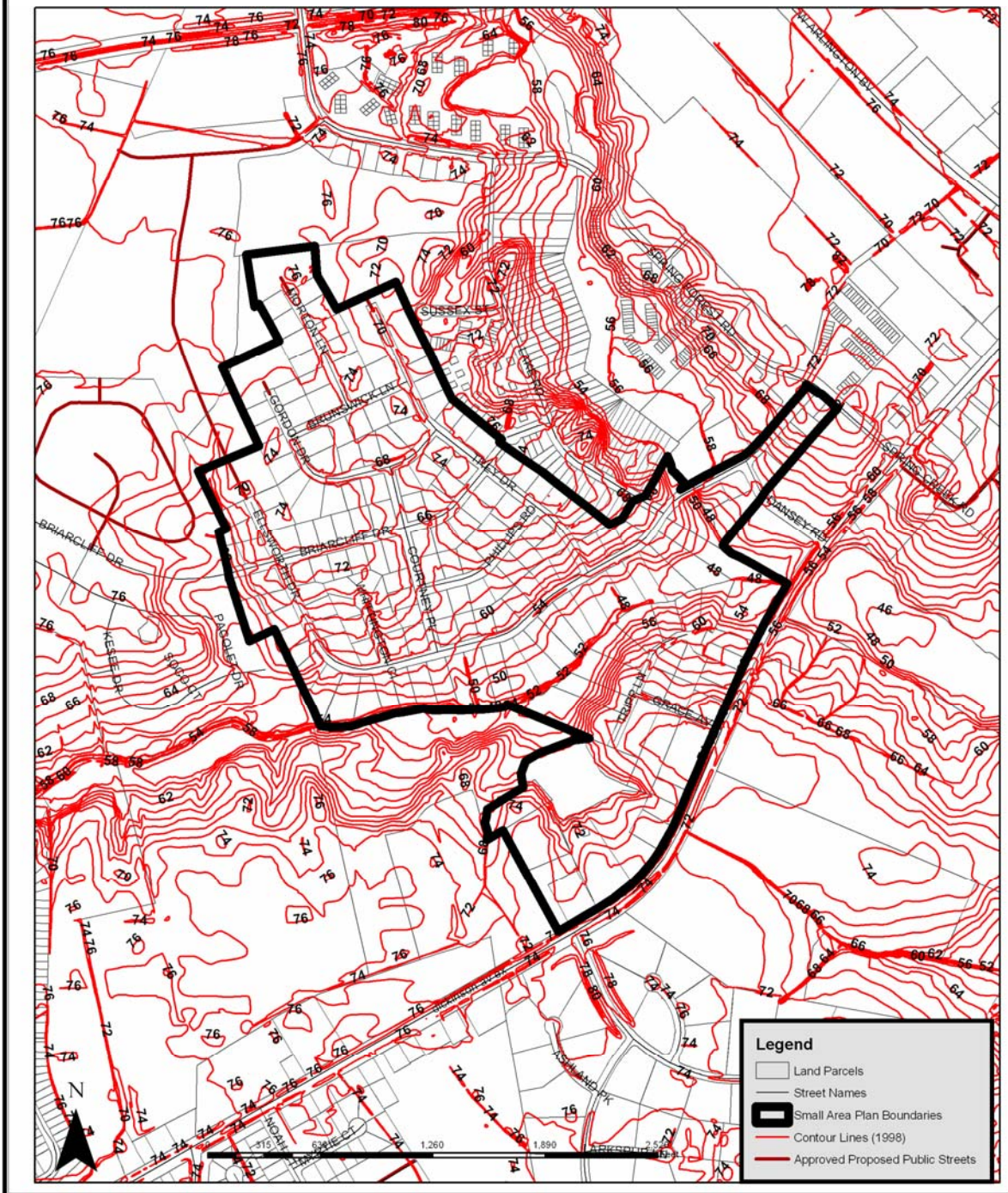
Map 2: Streams and Open Ditches Map

June 6, 2007



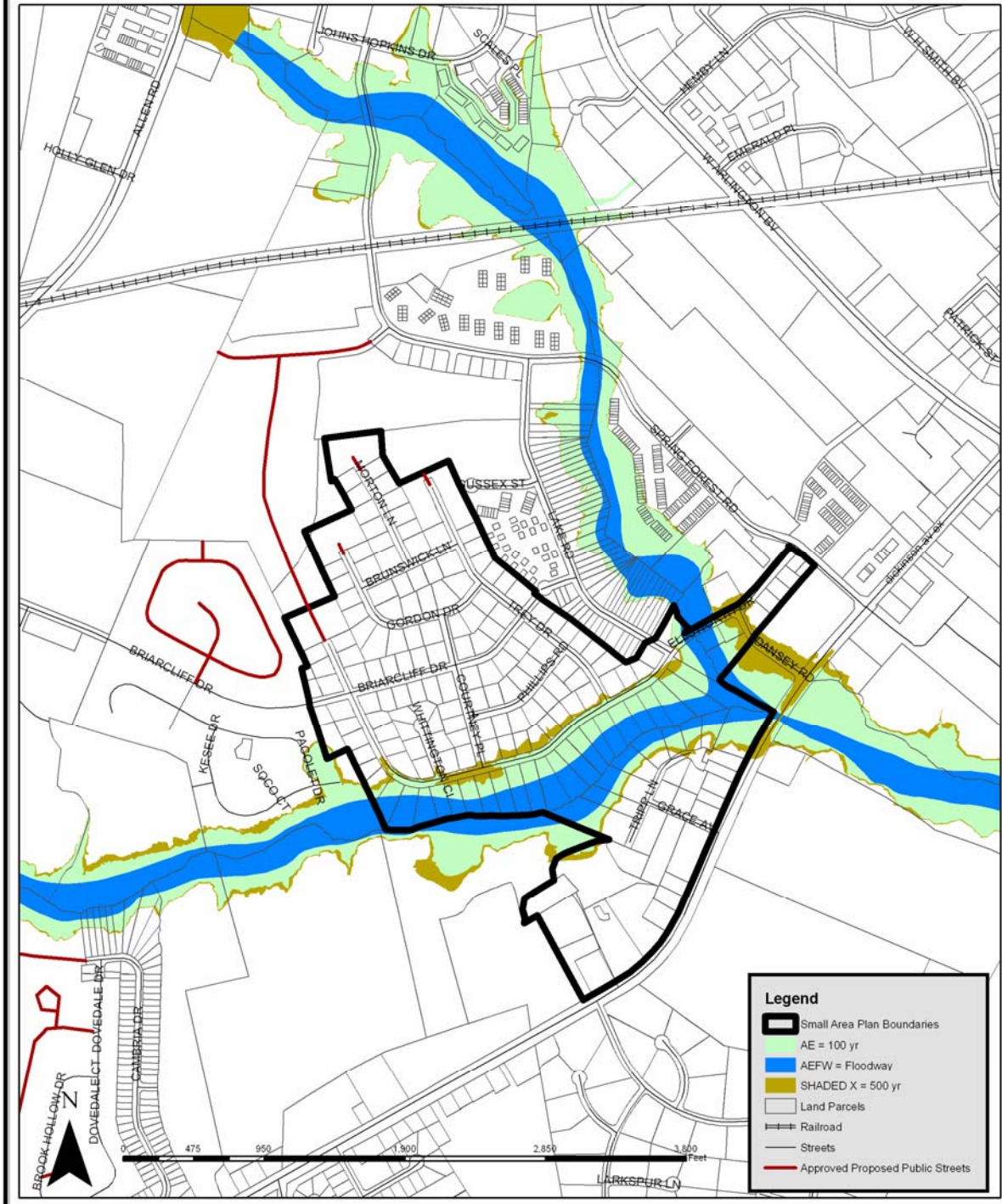
Map 3: Topography Map

June 6, 2007



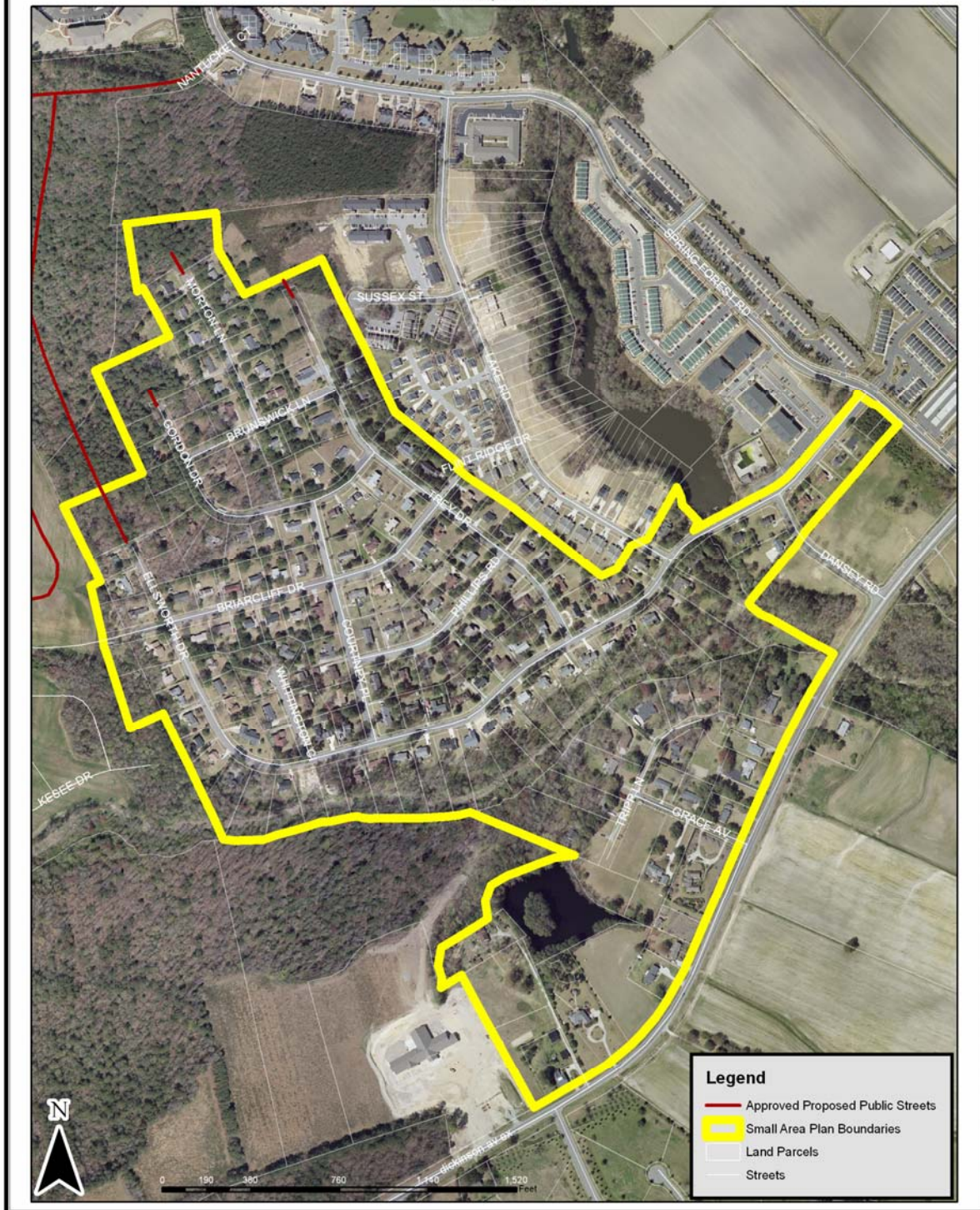
Map 4: Flood Hazard Map

June 6, 2007



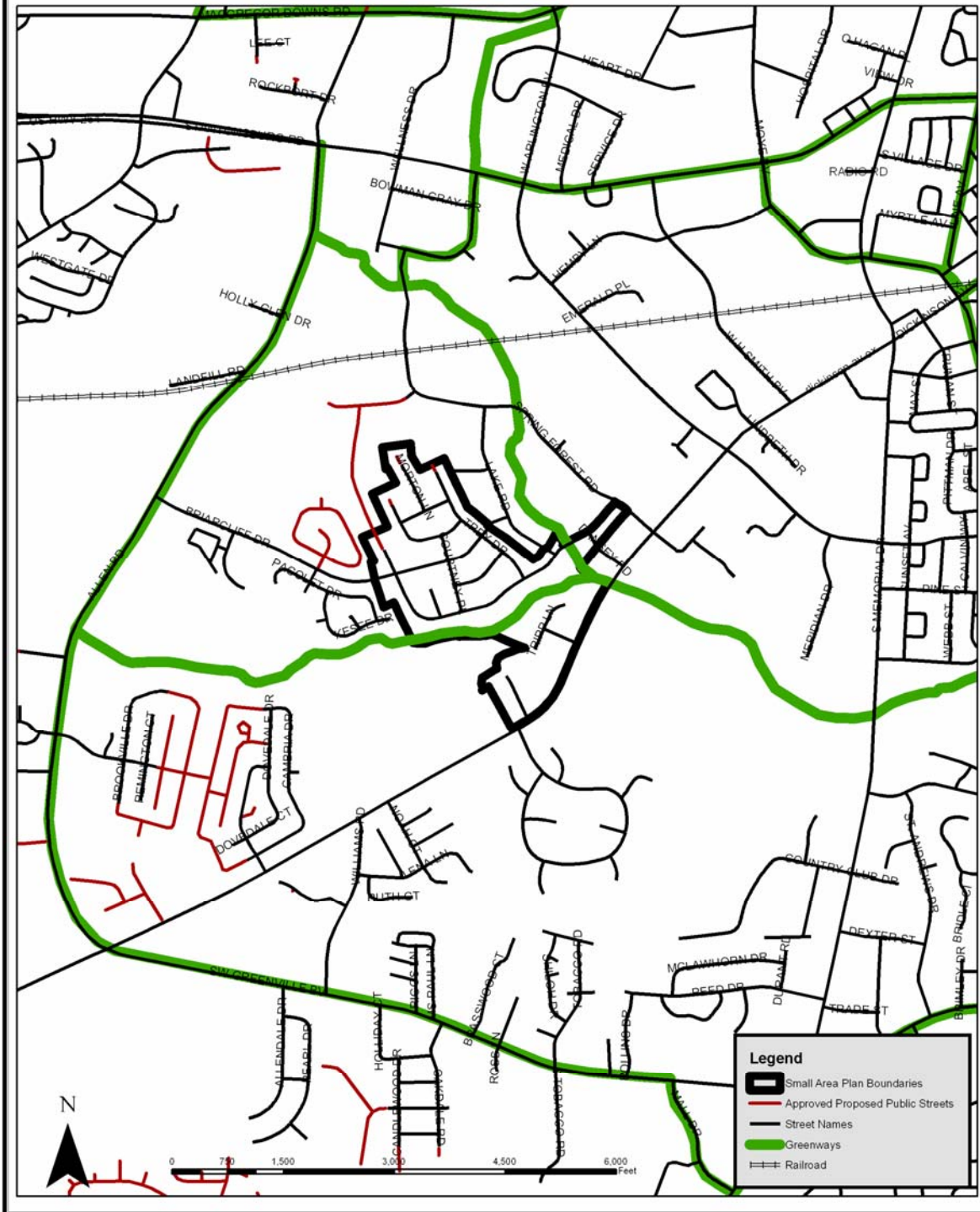
Map 5: Aerial Photo Map (2004)

June 6, 2007



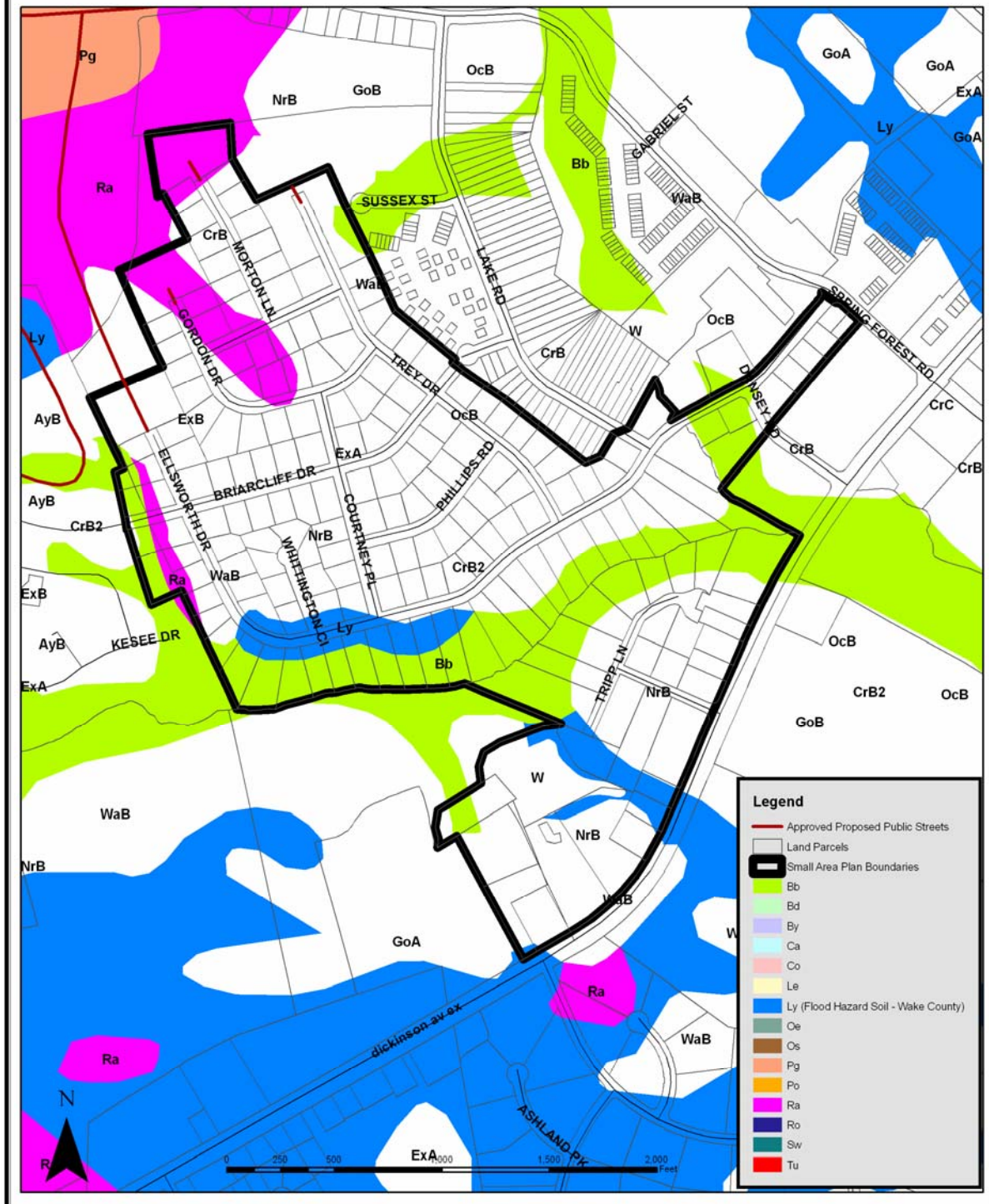
Map 6: Greenway Plan Map

June 6, 2007



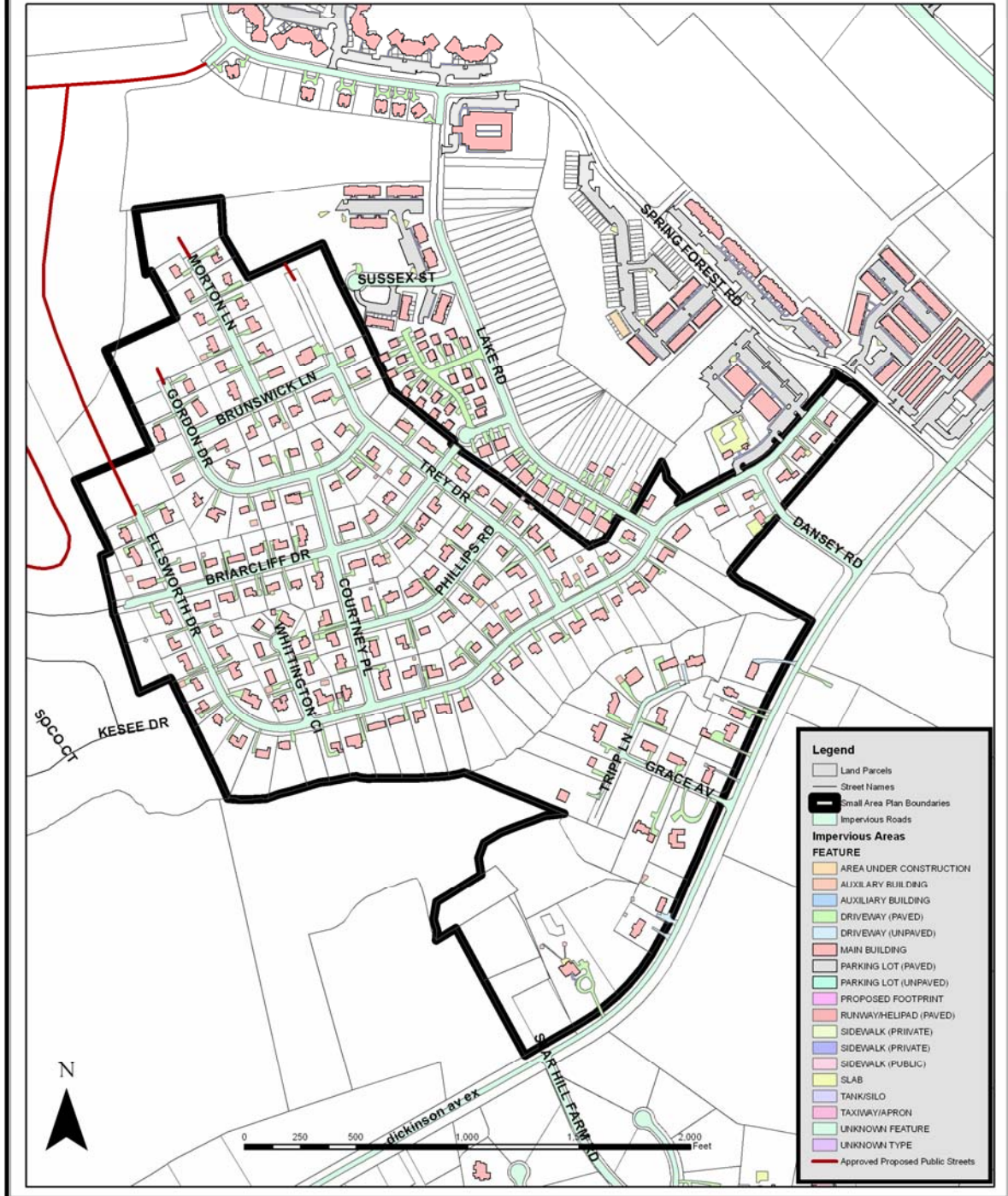
Map 7: Hydric Soils Map

June 6, 2007



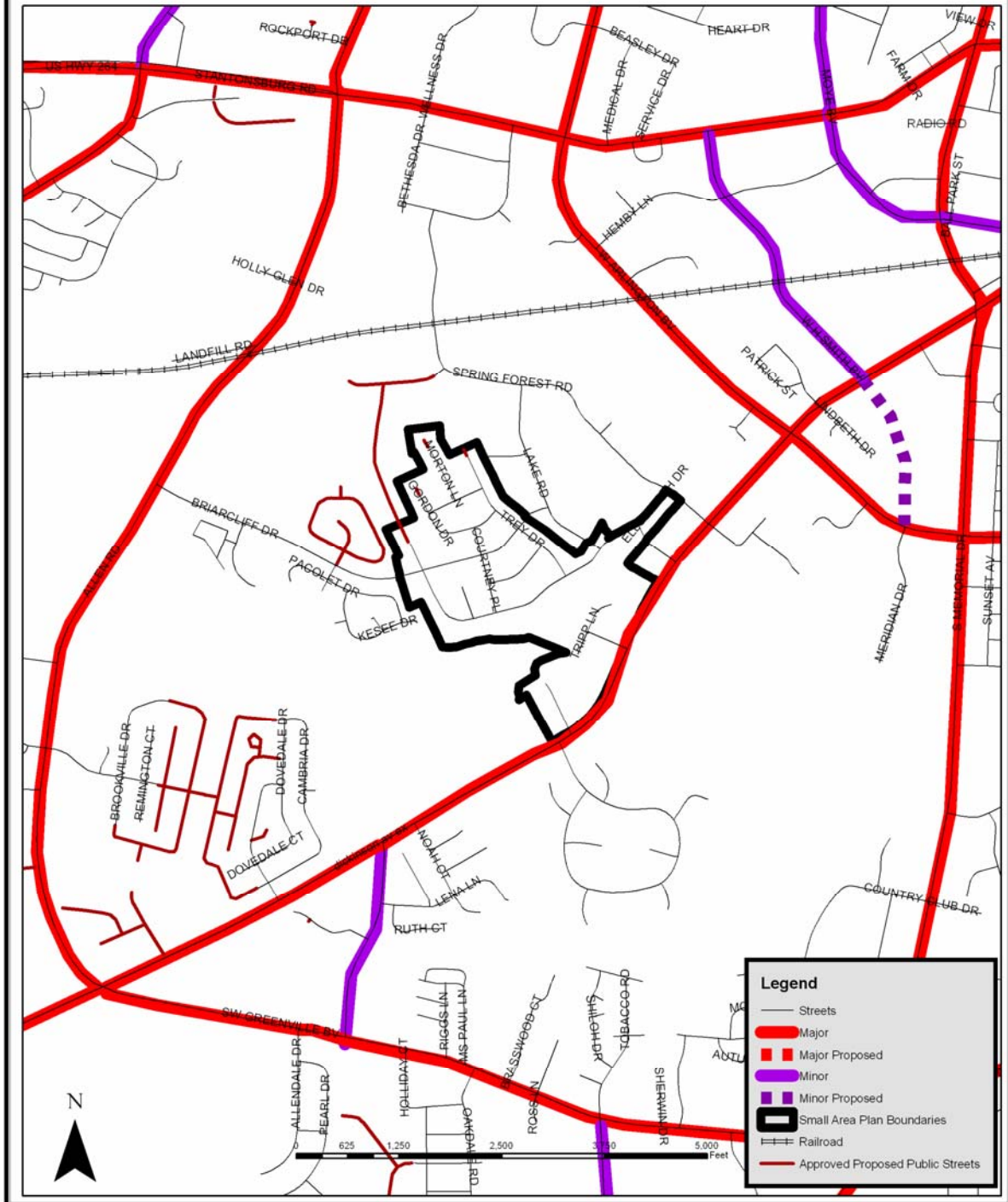
Map 8: Impervious Surfaces Map (1998)

June 6, 2007



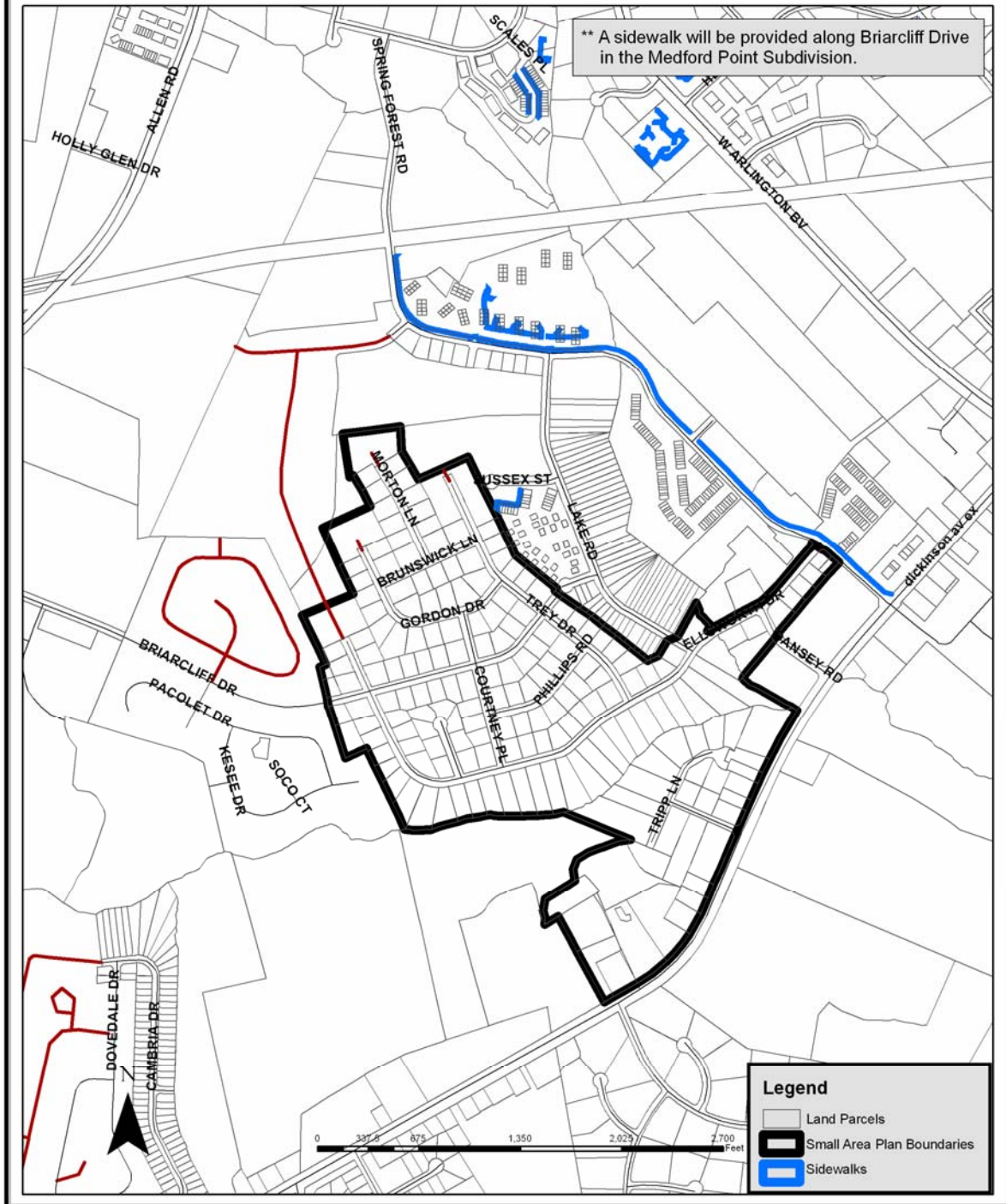
Map 9: Thoroughfare Plan Map

June 6, 2007



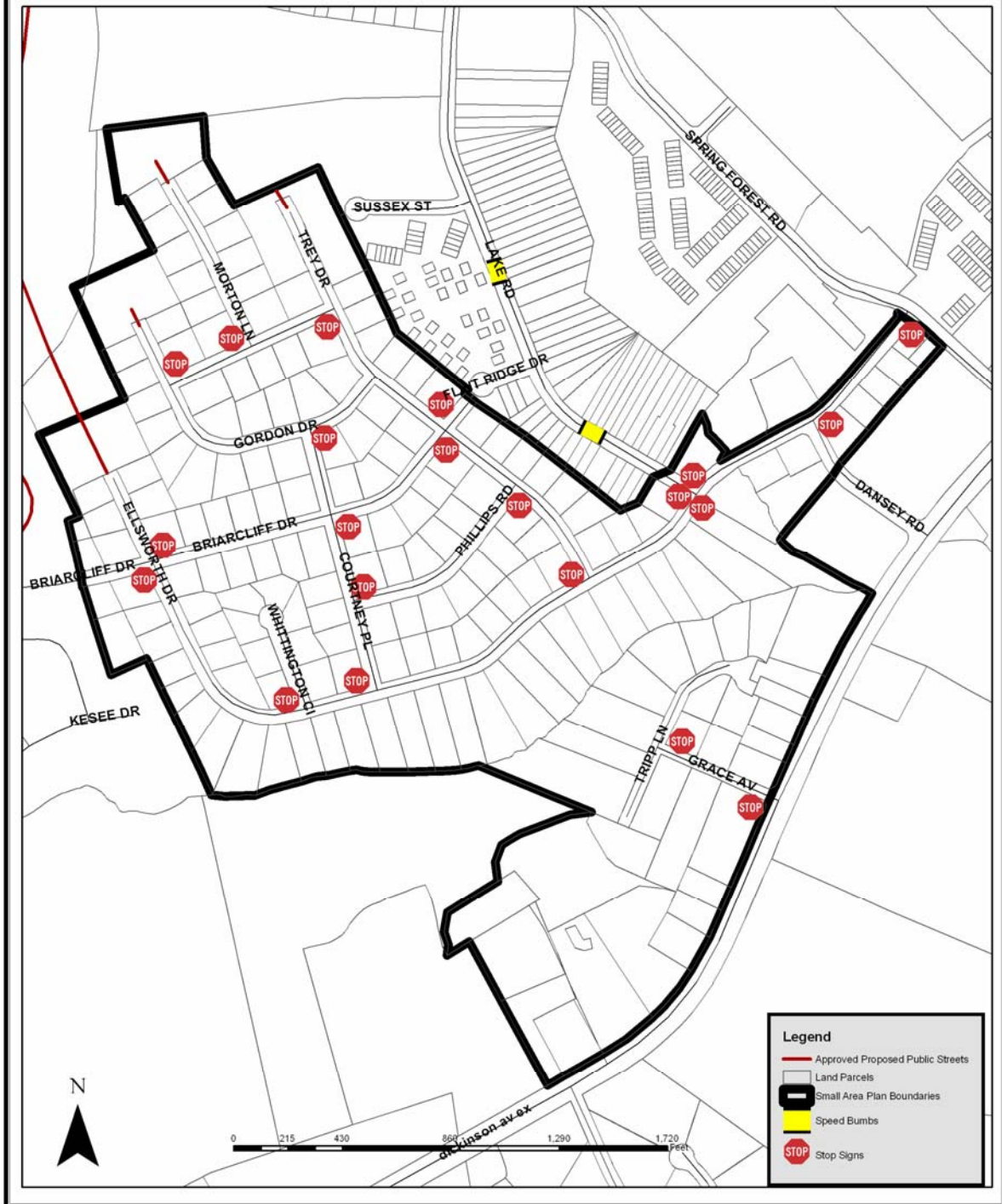
Map 10: Existing Sidewalks Map

June 6, 2007



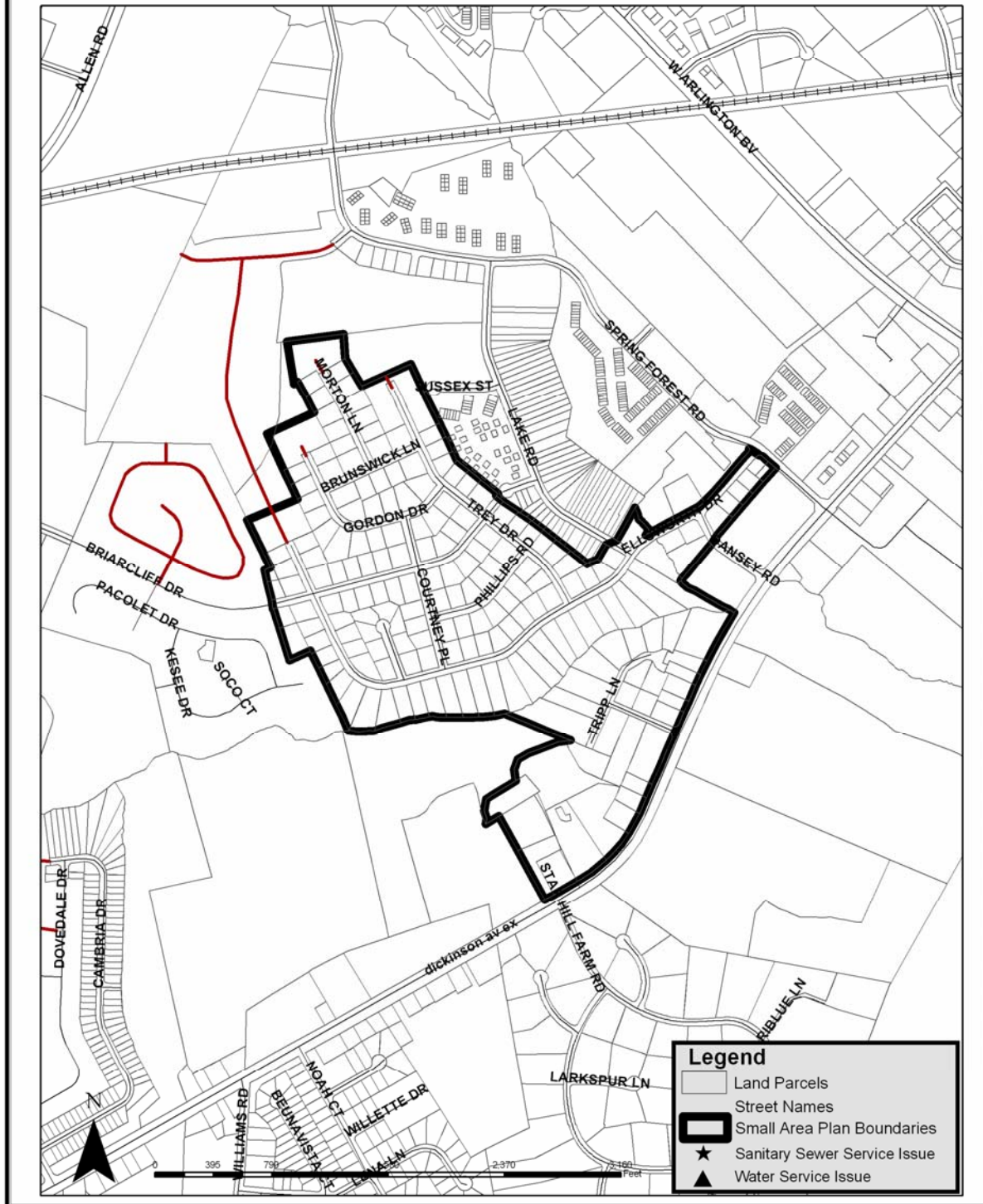
Map 11: Traffic Calming Map

June 6, 2007



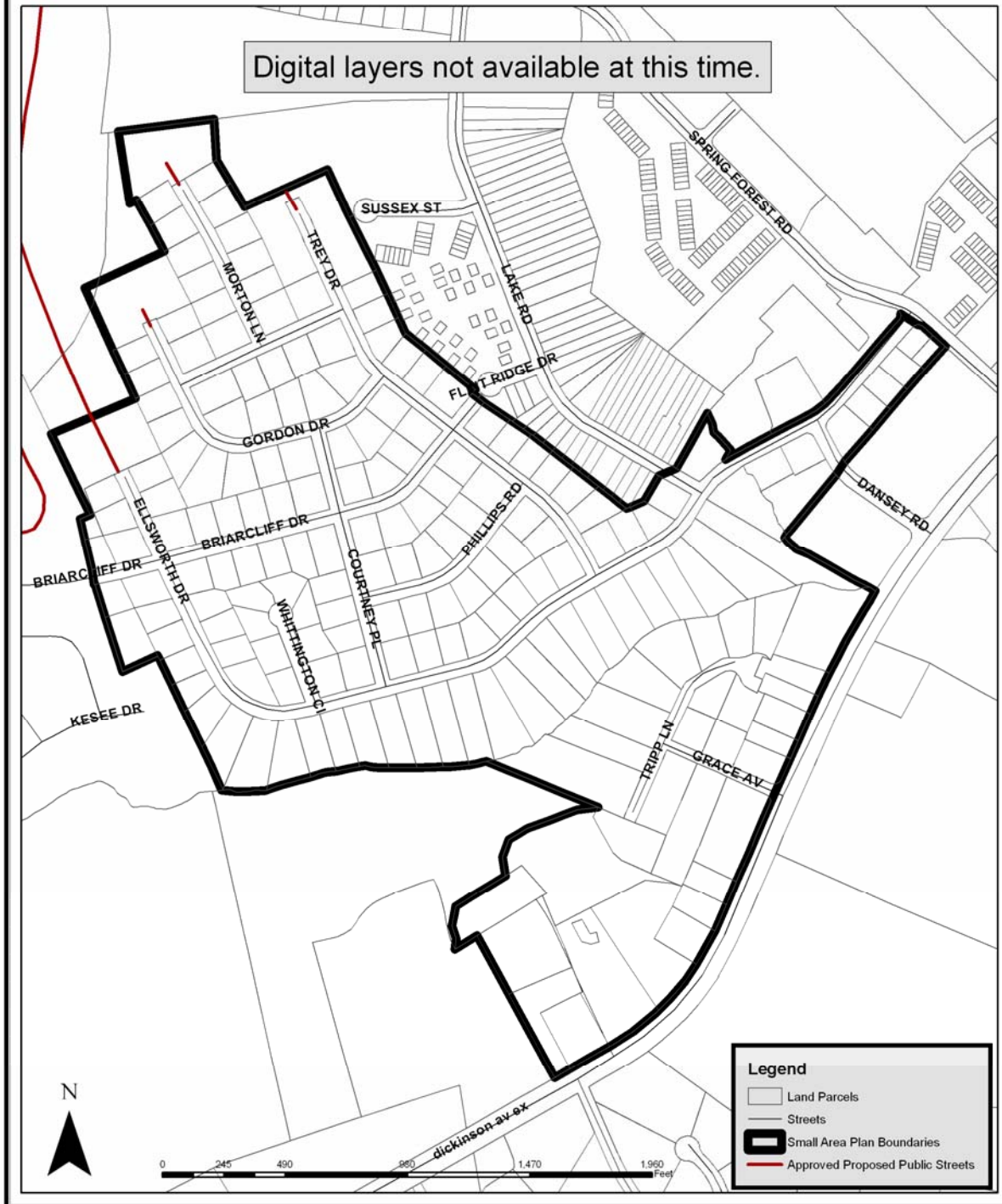
Map 12: Water and Sanitary Sewer Service Issue (public) Map

June 6, 2007



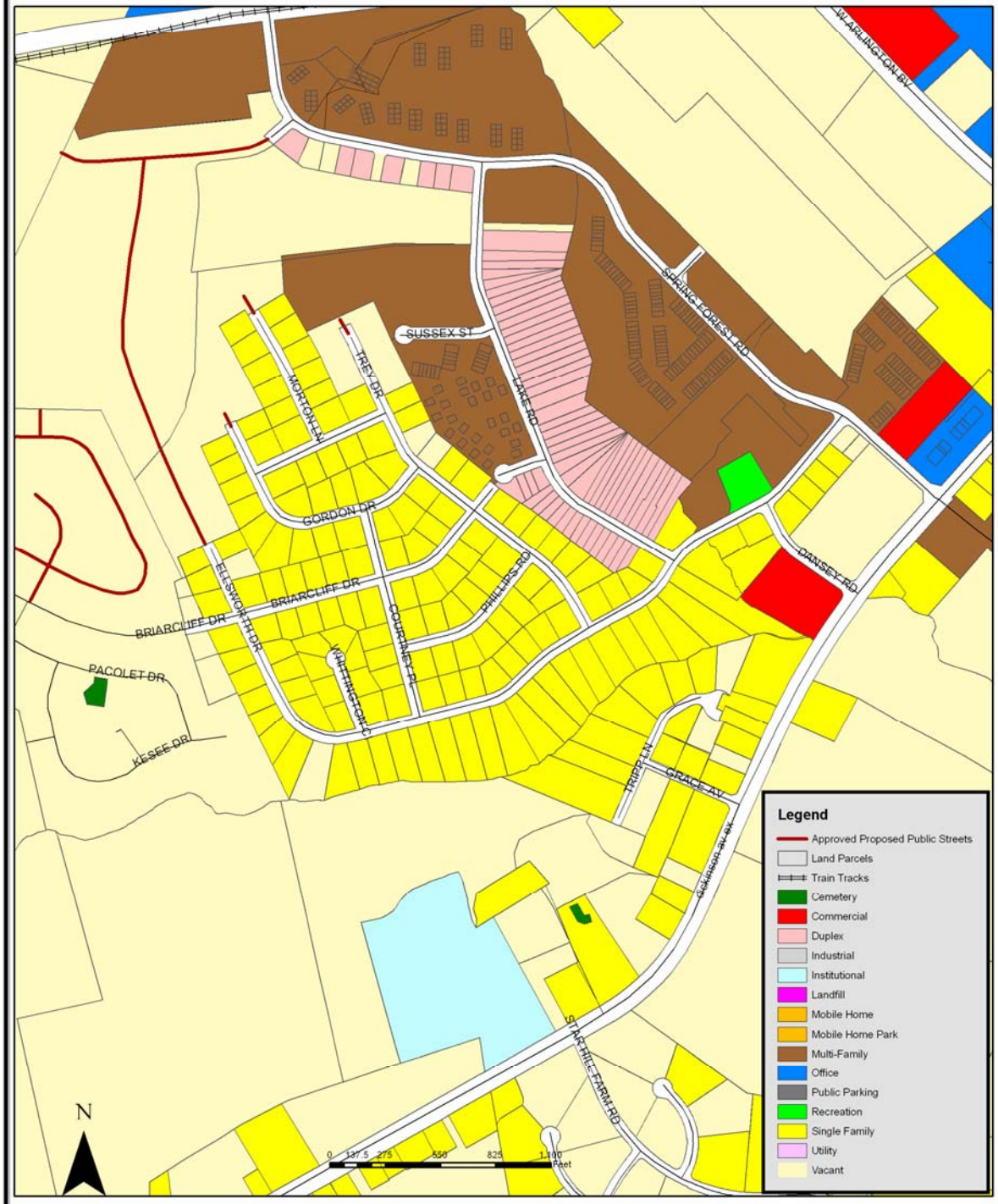
Map 13: Drainage System Map (public)

June 6, 2007



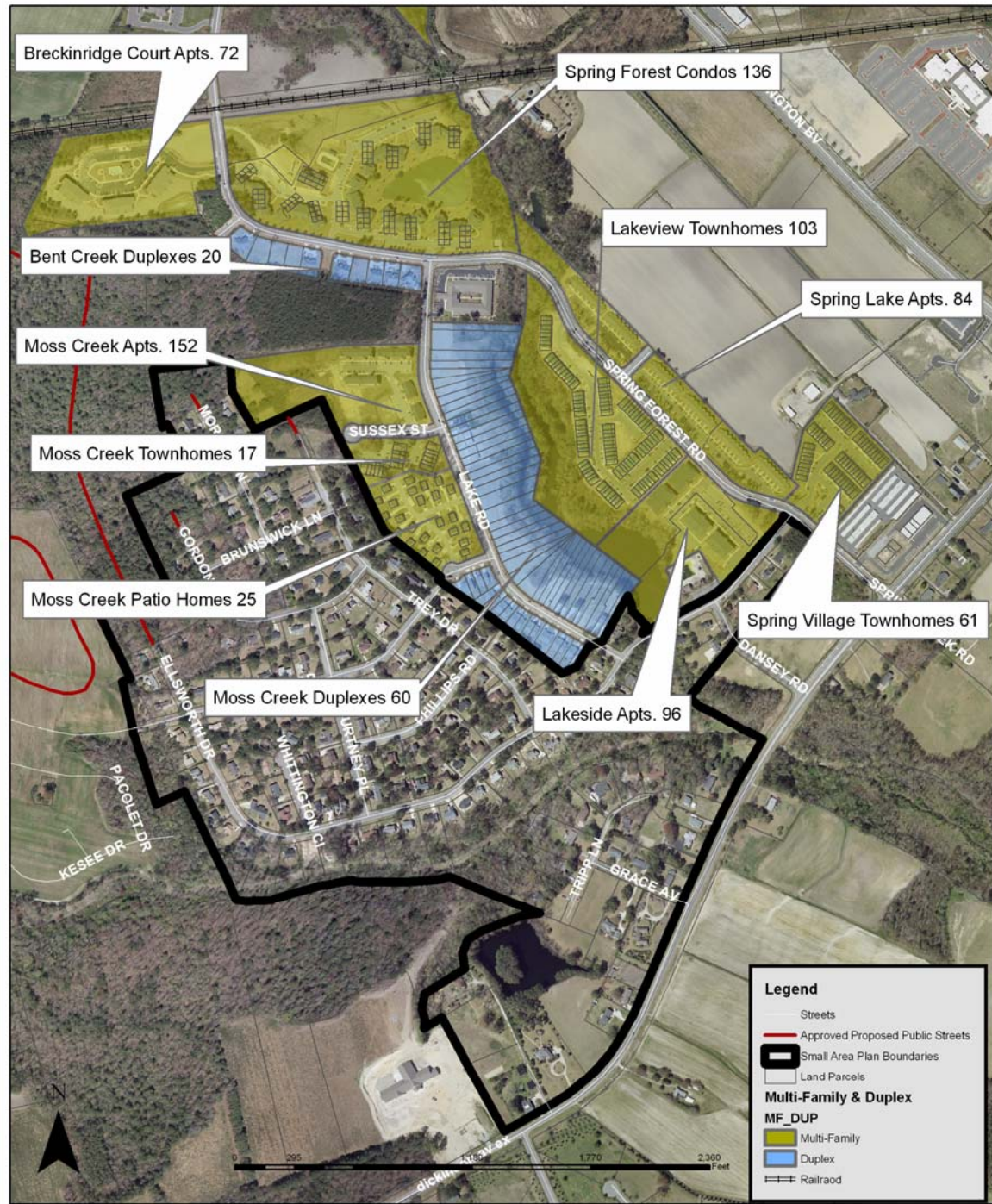
Map 14: Existing Land Uses

June 6, 2007



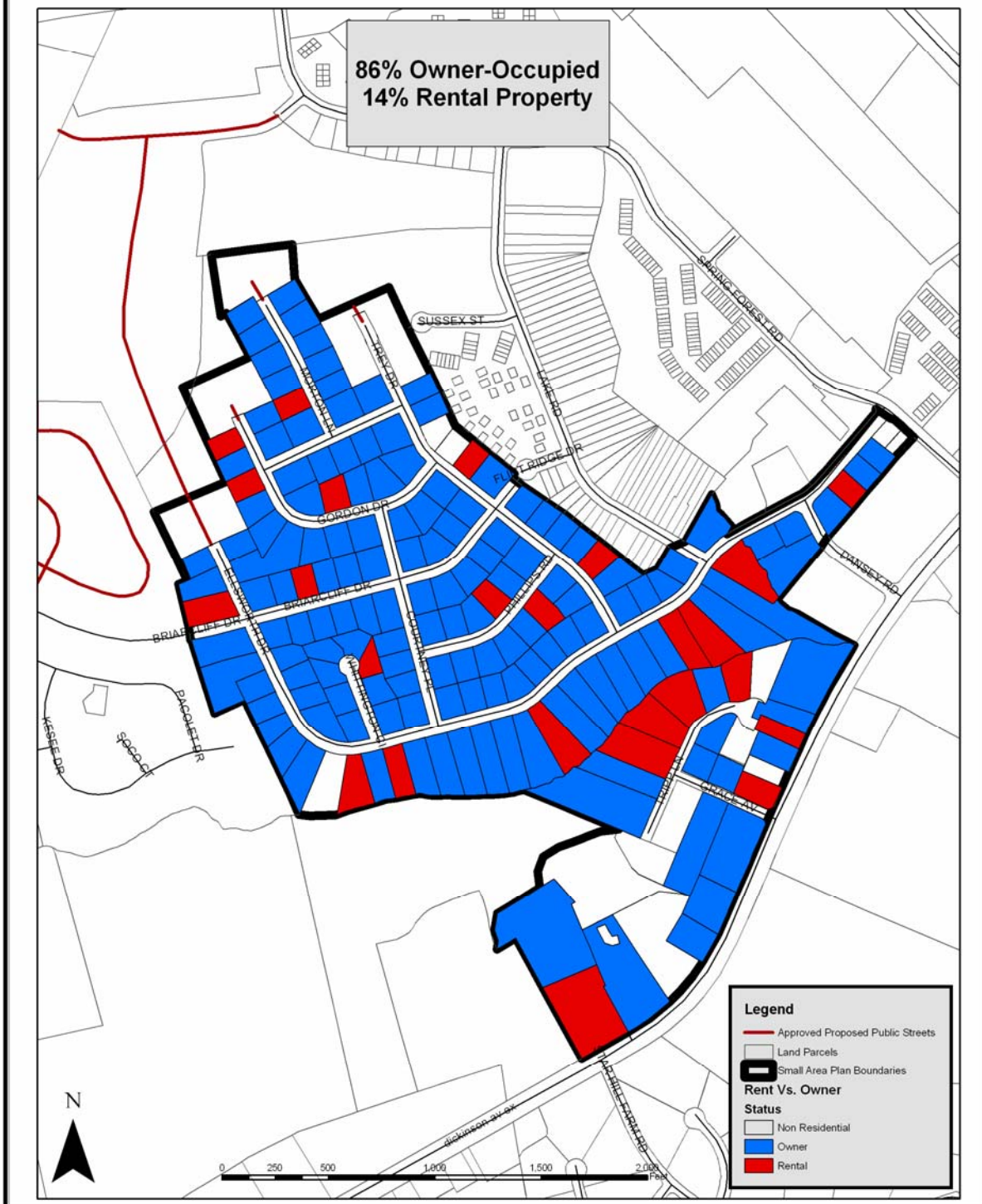
Map 15: Multi-Family and Duplex Developments Map

June 6, 2007



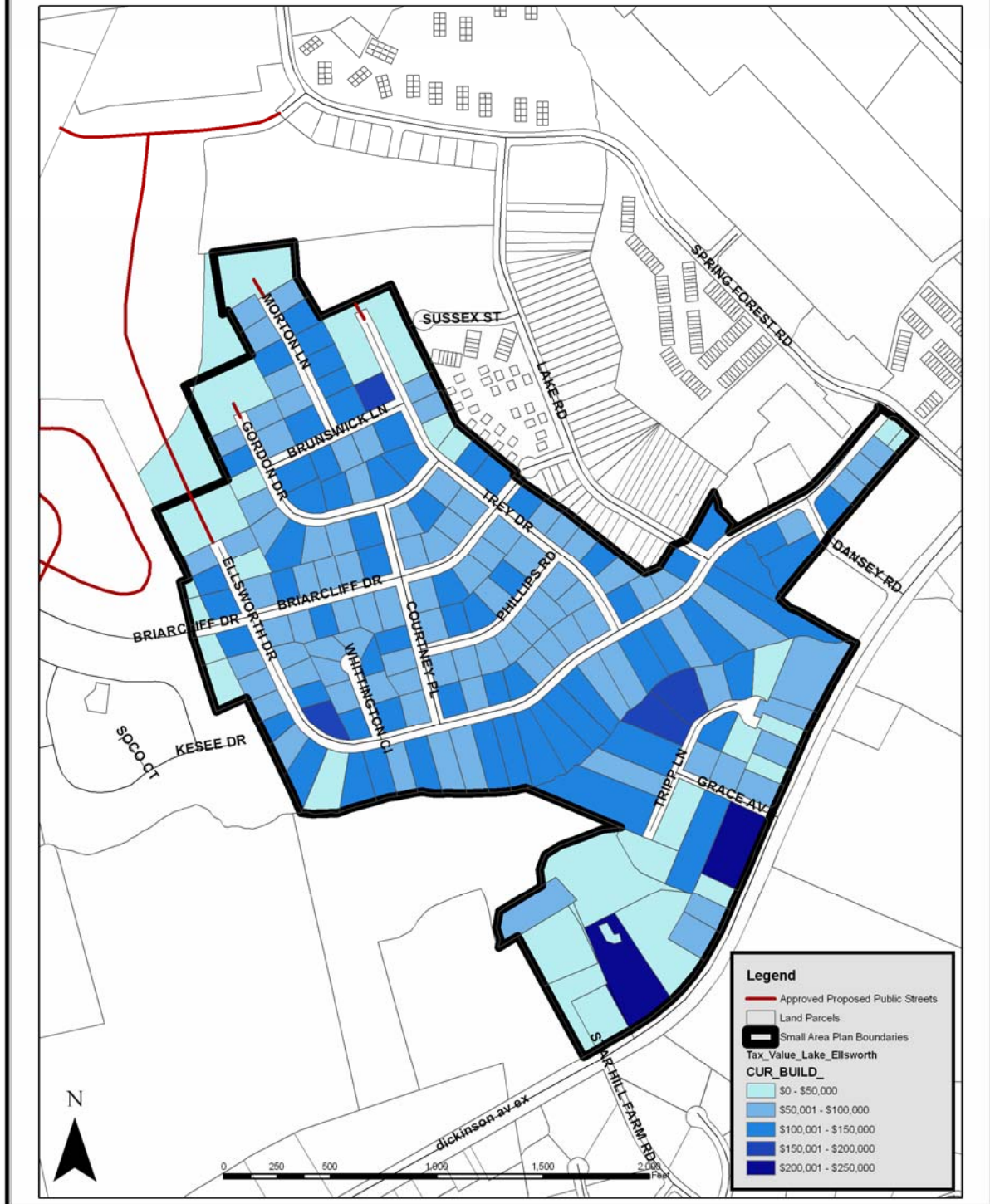
Map 16: Owner Units Versus Rental Units Map

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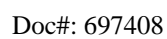


Map 17: Building Tax Value Map (excluding land value)

June 6, 2007

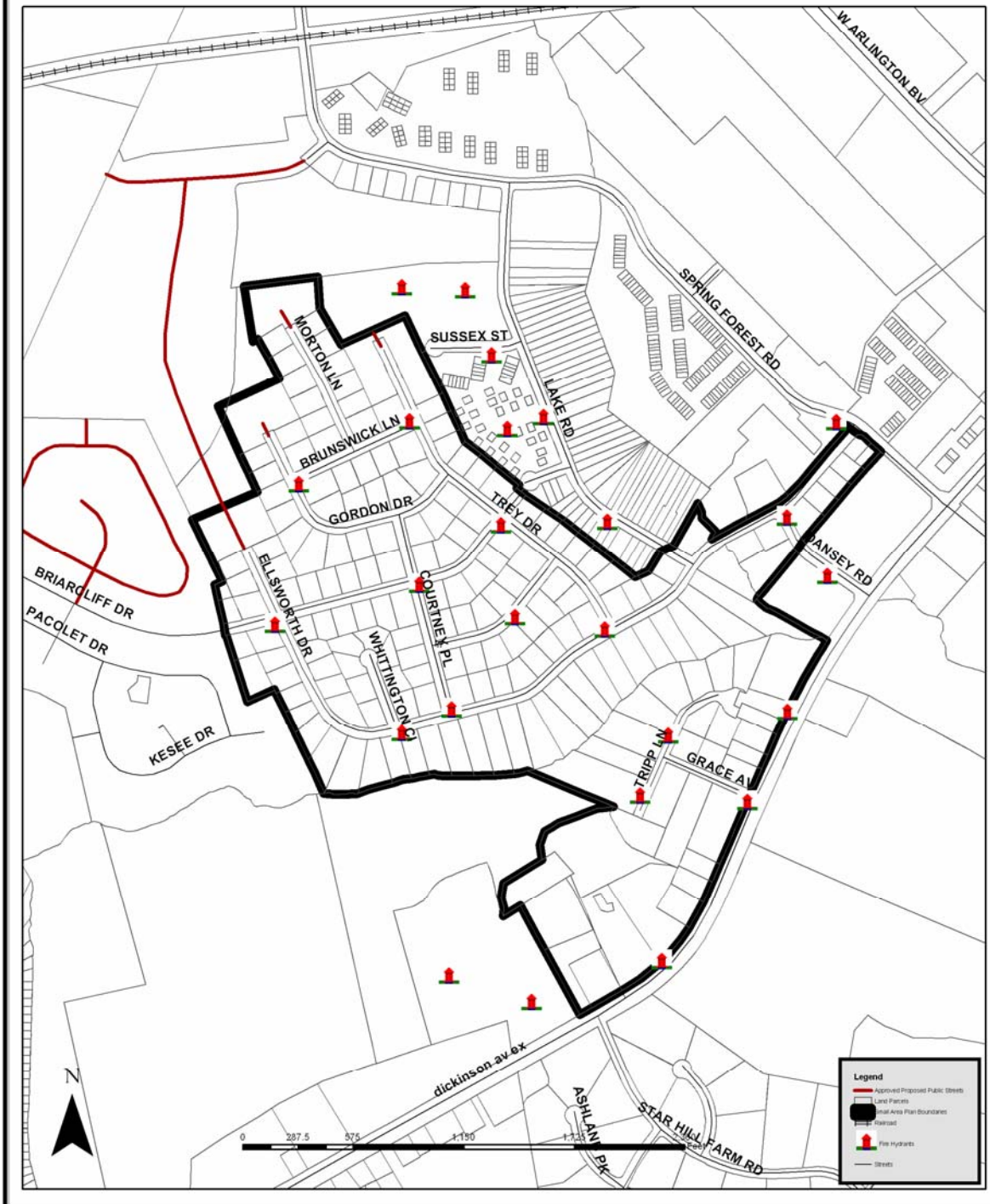


June 6, 2007



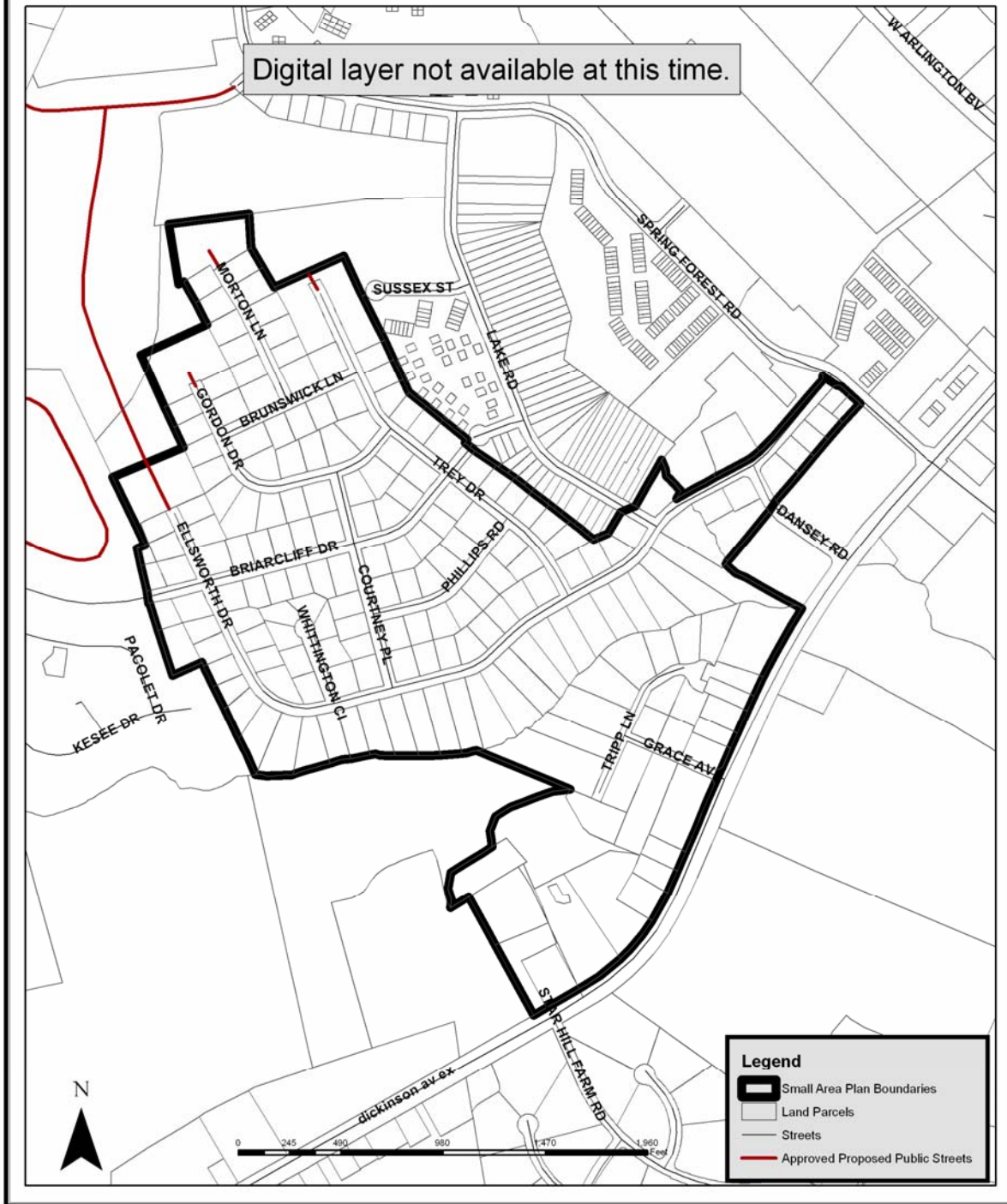
Map 19: Fire Hydrant Location Map

June 6, 2007



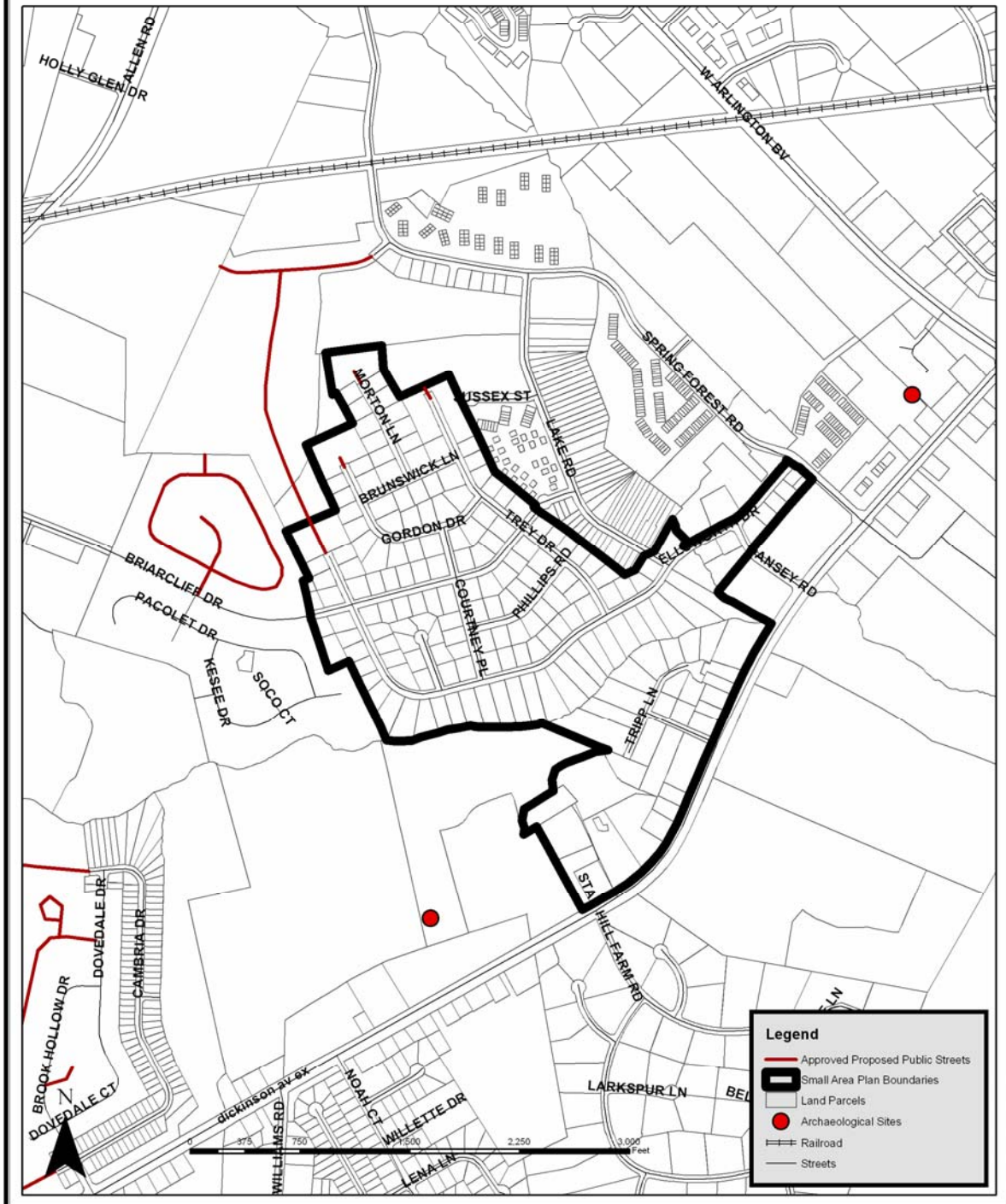
Map 20: Street Light Location Map

June 6, 2007



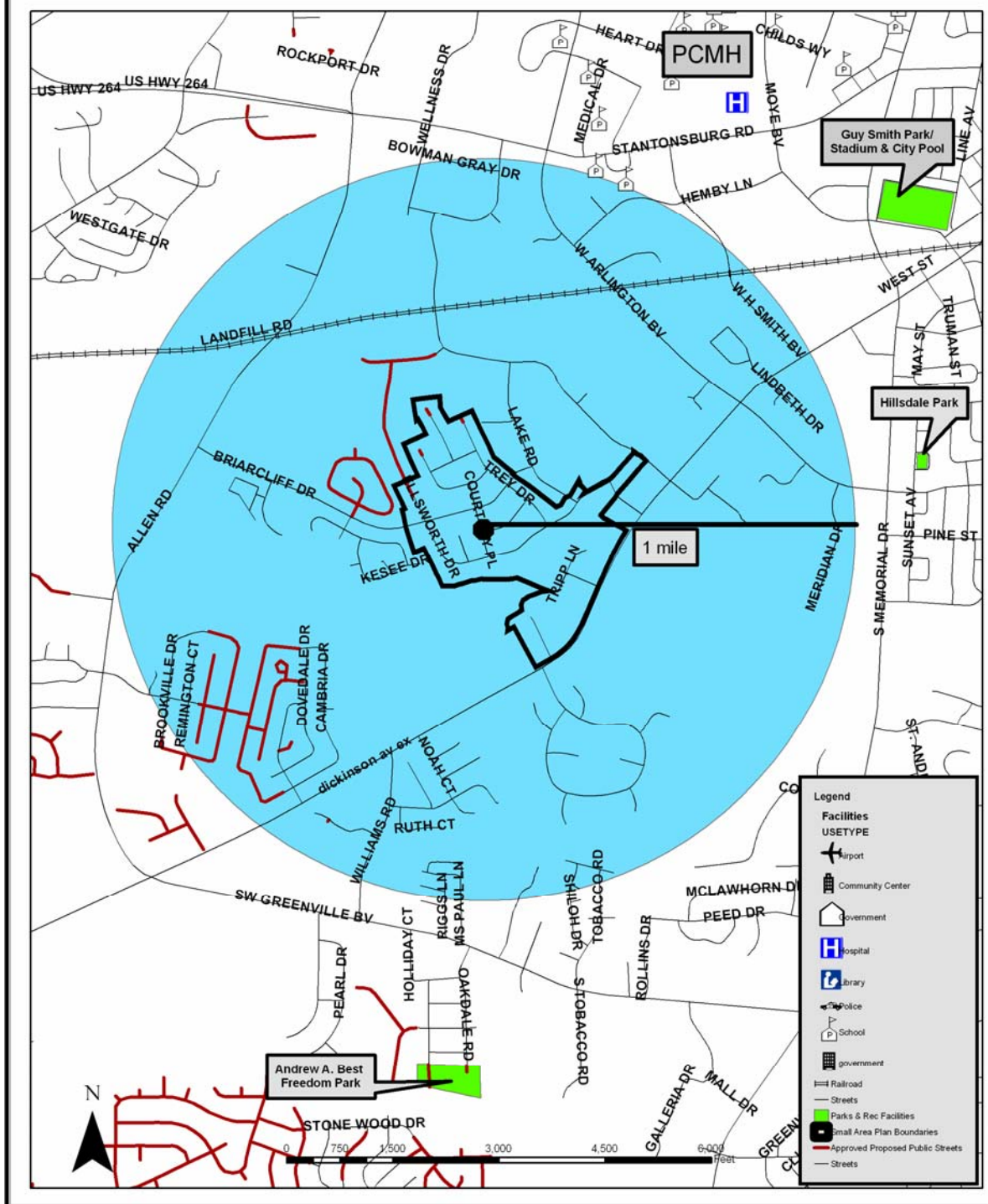
Map 21: Cultural Resources Map

June 6, 2007

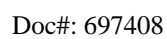


Map 22: Recreation and Parks and Government Facilities Map

June 6, 2007

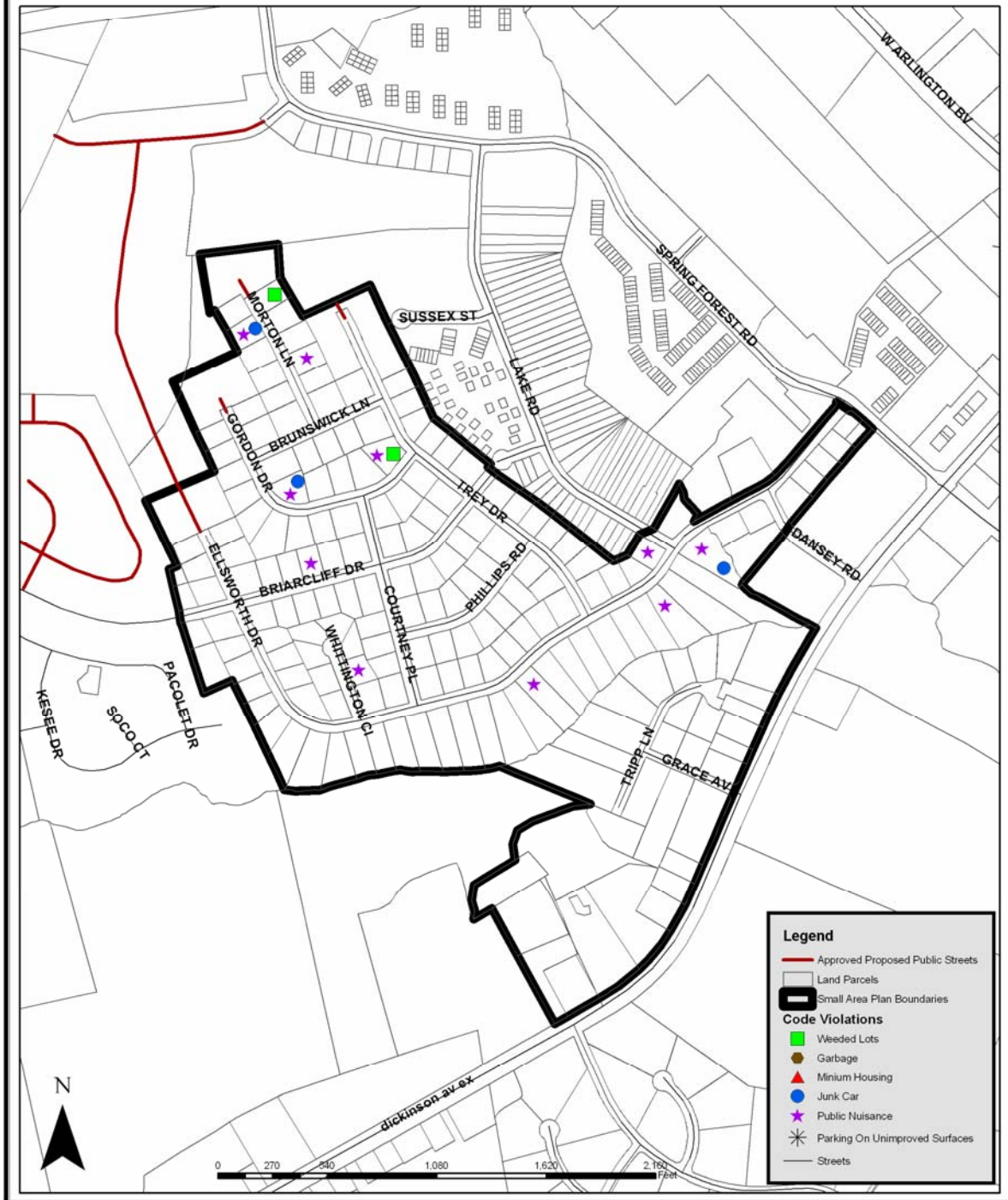


June 6, 2007



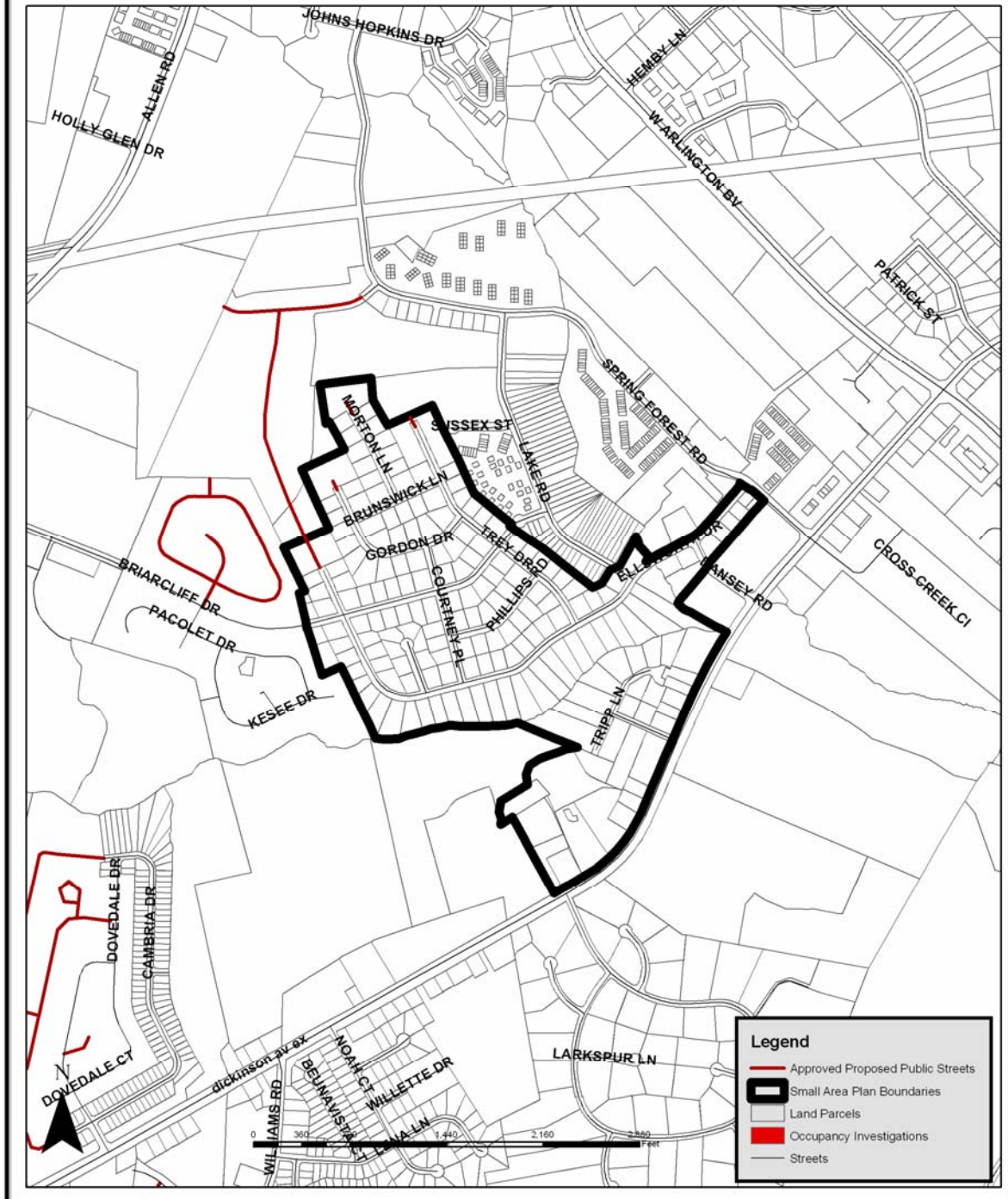
Map 24: Code Enforcement Investigations Map

June 6, 2007



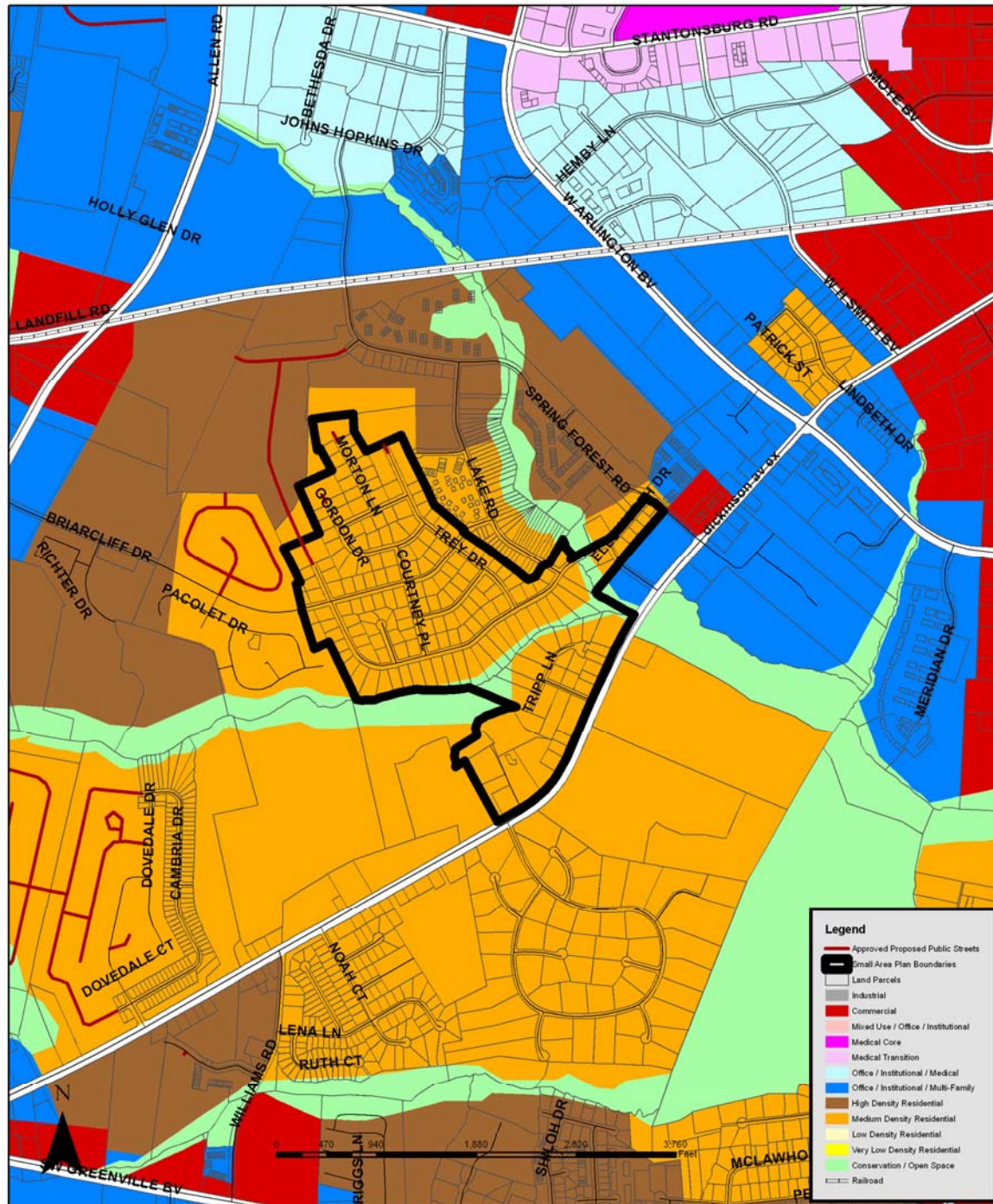
Map 25: Occupancy Investigation Map

January 1, 2005 - June 30, 2007



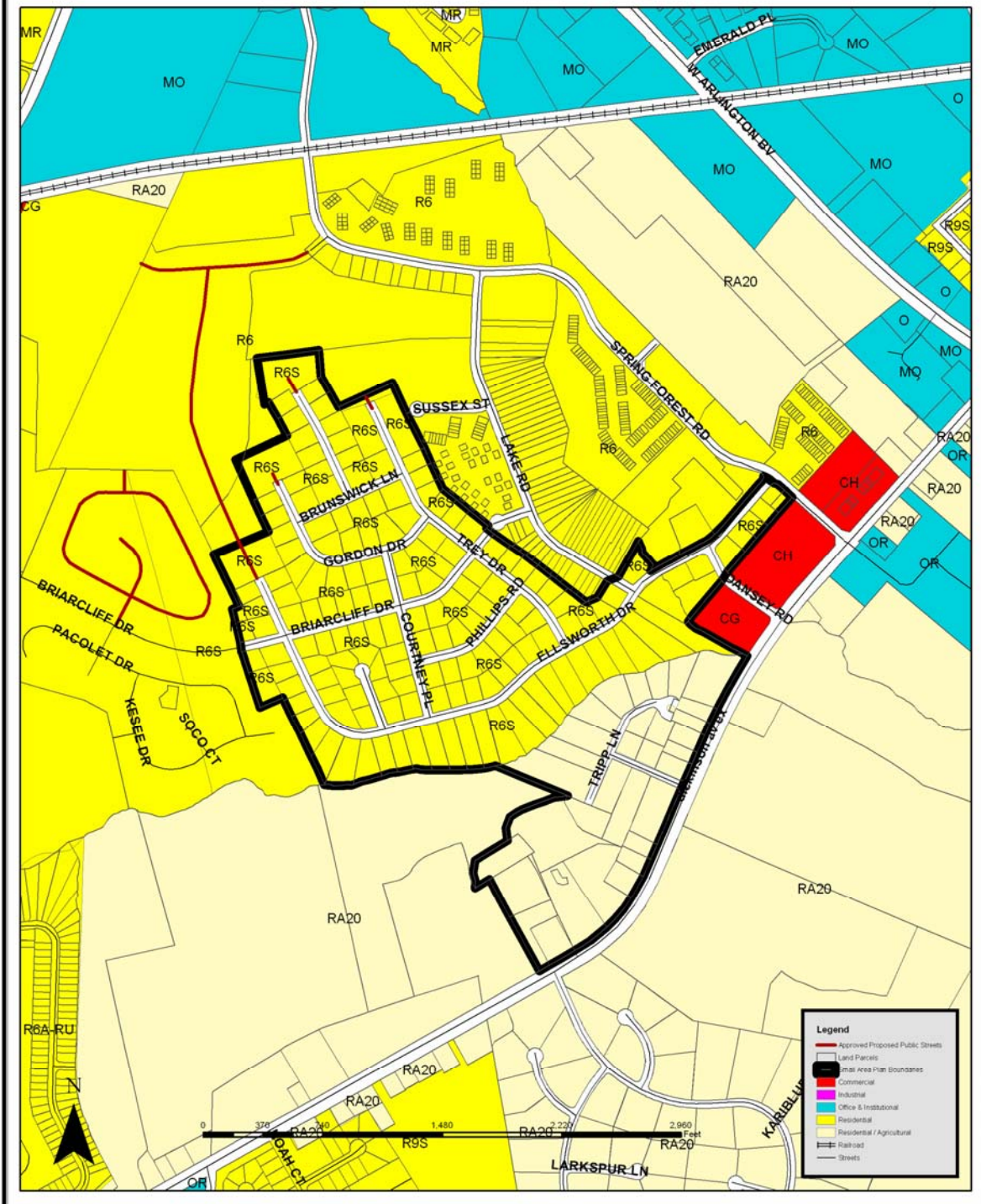
Map 26: Future Land Use Plan Map (Horizons)

June 6, 2007



Map 27: Current Zoning Patterns

June 6, 2007



Map 28: Street Address (House Number)

June 6, 2007

