

City Council Meeting

August 14, 2017



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Item 11

Presentations by Boards and
Commissions

A) Pitt-Greenville Airport Authority



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Pitt-Greenville
Airport Annual
Report to the
Greenville City
Council

August 14, 2017



- Economic impact
- Year in review
- Regulatory Challenges
- Financial Challenges
- Capital construction
- Upcoming year



Economic impact

- 70 based aircraft
- Tax value of \$40,000,000
- 9 businesses w/160 jobs and Payroll of \$5 million
- 2016 economic impact \$103 million
- Businesses with based aircraft include Grady-White Boats, Hyster-Yale/Nacco, Four Sons, FAC, Greenville Toyota, Overton's



Significant events last twelve months

- Hurricane Matthew
- Federal grants of \$3M (lights/signs/vault)
- Parking lot upgrade \$300K
- Additional airline service by Casino Express
- New Restaurant opening late August



Flood recovery

- 17 buildings damaged
- Repairs completed except for pavement damage
- Repair costs
 - Buildings – \$229,500
 - Insurance/FEMA
 - Pavement \$3.5 million
 - DOC grant for \$1.66M
 - DOT grant for \$1.1M



Law Enforcement Officer

- Partial TSA grant reimbursement
- LEO cost - FY17 \$140,800
- Federal grant \$80,600
- Local cost \$60,200
- Federal Grant program proposed to be eliminated in FFY18



Financial report

- Fiscal 2017
- Revenues \$3,059,216
- Expenses \$3,065,843
- Net loss \$6,626
- Estimated Actual loss \$140,626
- Cash balance \$3,965,256

Ten year net loss
approx. \$1,000,000



Capital Improvement Projects

TAXILANE REPAIRS \$3.5M



RUNWAY

RECONSTRUCTION \$10M



Future projects

SAVE THE SECONDARY
RUNWAY \$7M (2020)



REHABILITATION OF THE
GENERAL AVIATION RAMP
\$2M (2019)



Future projects

REPLACE THE ARFF TRUCK
\$700K (2019)



FINISH THE LAND ACQUISITION
AND OBSTRUCTION REMOVAL,
REPAIR THE PERIMETER FENCE,
CONSTRUCT A PERIMETER
ROAD, NEW TAXIWAYS \$8.6M



Commercial Air Service

JUNE 2, 2017
LAST RJ FOR THIS YEAR

NOW USING DASH-8, EXPECTED TO
BE REPLACED WITH RJ' S SPRING
2018



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AIRLINERS.NET

Leakage Study

700 people per day depart Greenville on commercial airline flights

- 80% use airports other than PGV
- 70% (almost 500 per day) drive to RDU
- Recruitment of 2nd airline continues
- SCASD grant



Building for the future

- Investing in infrastructure repairs
- Reaching operational break-even
- Diversifying our revenue sources
- Development of the 90-acre Commerce Technology Park



Questions?



Item 11

Presentations by Boards and
Commissions

B) Recreation and Parks Commission



Find yourself in good company®

Greenville Recreation & Parks Commission

Annual Report to City Council

August 14, 2017





South Greenville Dedication



Men's Basketball at South reenville



Robert Lee Cherry Fishing Pier



Shelter Roof Replacement – Before & After



Pickleball at Peppermint



Classroom Mural, River Park North



Augmented Sandbox

Love a Sea Turtle Camps



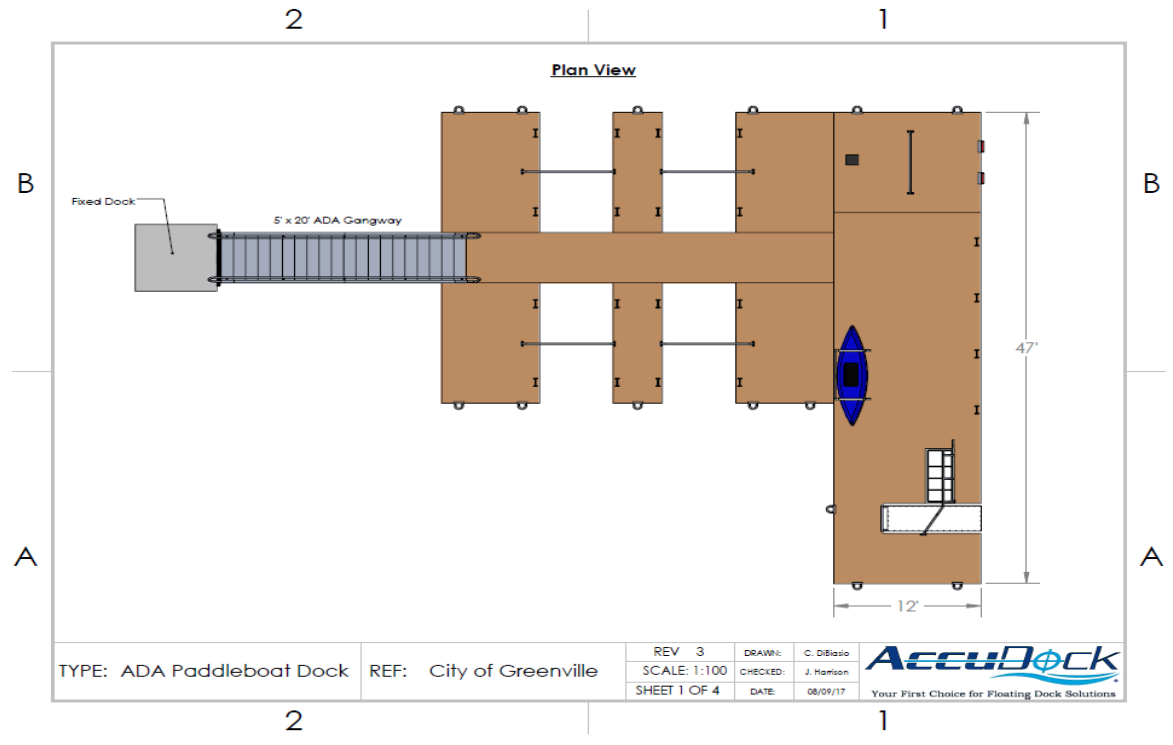
Love a Sea Turtle Camps





Bradford Creek

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RPN



Camping Platform



Camps



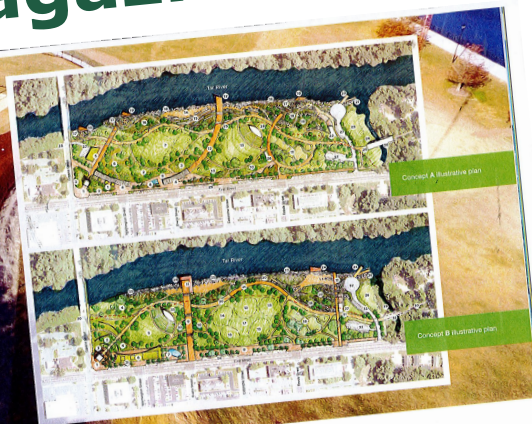
Glimpse Magazine

A Vision for Town Common

Town Common, Greenville's "Central Park," is probably the city's most well-known park space. Situated on more than 20 acres on the Tar River's south bank, this center-city public space is bordered on the south by Greenville's central business district.

Along with the continuing growth of Greenville's urban center, has come an increasing interest in green space and urban parks, as well as an appreciation for the ways they can benefit a city and its citizens. Today's public spaces are often embraced for their impact on how inviting and healthy a city is. As the revitalization of the urban center continues, inclusion of Town Common in the revitalization process is seen by many as a measure that makes perfect sense from the economic, environmental, aesthetic, and quality of life perspectives.

The park has existed since the 1960's, having been a residential and commercial neighborhood for decades prior to that. As "central parks" go, Town Common has been a "nice but not necessarily enticing" recreational space: trees, open space, a fishing pier, small amphitheater, a historical marker, the Veterans' Memorial, a commemorative sundial, a 1,500 foot riverside walkway along (but normally high above) the Tar River, and, since 2011, an eastward trail connection to Greensprings and then Elm Street Parks via the South Tar/Green Mill Run Greenways.



Though the river creates Town Common's northern boundary, river access is quite limited, as a retaining wall (bulkhead) runs nearly the entire length of the park. Access to the river is not currently feasible even along the bulkhead.

Constructed as part of the Shore Drive Project in 1968, the bulkhead is 1,570 feet long, supports the walkway, and is made up of rectangular steel sections with a vertical interlocking system resulting in a continuous wall. While its purpose was appropriate - to assure a separation of park and river, and minimize erosion of park soils into the Tar - it has made "human

Human/water interaction can be one of the foremost advantages of parkland bordering an ocean, lake, or river. But that's currently not the case at Town Common.

In 2009, the park's first master plan was developed, a process designed to imagine "what could be," to

envision how this magnificent piece of land might become an even more impactful asset, and therefore a better investment for the citizens of Greenville. During the plan's development, city staff heard, "What's wrong with it the way it is?" from one well-meaning citizen concerned that further development would ruin the area's natural aspects.

The answer to the citizen's question was simply this: It's not as good as it could be. For the most part, only its events attract significant numbers of repeat visitors. In general, it's been a place residents have proudly taken their out-of-town visitors only when an event – July 4th, PirateFest, Sunday in the Park – was occurring there.

And yet Greenville is so very fortunate to have such a quality piece of green real estate in the heart of the city AND on the banks of its river. Can the park become more attractive, functional, enticing, and visited, without losing its natural character?

www.greenvillenc.org/glimpse



Sunday in the Park

Sunday in the Park 2017 Sponsors

News Channel 12

Barbour Hendrick Honda

Fox East Carolina News

Pitt County Arts Council at Emerge

The Greenville Times

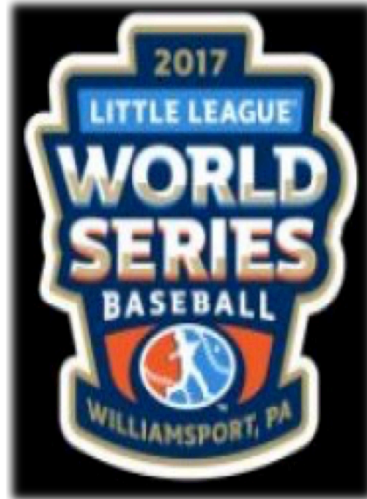
East Carolina Veterinary Service

Physicians East

Pirate Radio

Woodforest National Bank







***Coach Scottie Montgomery Addresses Crowd at
Jackie Robinson Baseball Banquet***

Paramobiles



Magnolia
ARTS CENTER
Celebrating 10 Years!





GIVE THE GIFT OF HANDMADE ART THIS HOLIDAY SEASON! GET YOUR HOLIDAY SHOPPING DONE EARLY AT THE 5TH ANNUAL JAYCEE PARK HOLIDAY ART SALE. THIS MULTI-ARTIST SALE FEATURES A WIDE VARIETY OF ONE-OF-A-KIND PIECES:

5TH ANNUAL
Holiday Art Sale *



- pottery
- illustrations
- knitting
- crochet
- paintings
- quilts
- baskets
- sculpture
- and more!

Saturday, November 4 • 10:00 AM–4:00 PM
Jaycee Park • 2000 Cedar Lane

ARTISTS: RESERVE A TABLE TO SELL YOUR ARTWORK! TABLE SPACES ARE AVAILABLE ON A FIRST-COME, FIRST-SERVE BASIS. TABLE FEE: \$30 DONATION TO THE JAYCEE PARK CENTER FOR ARTS & CRAFTS.

FOR MORE INFORMATION OR TO RESERVE YOUR TABLE, PLEASE CONTACT SARA CAROPRESO AT (252) 329-4546 OR SCAROPRESO@GREENVILLENC.GOV.


Arts & Crafts



Arts & Crafts

Carter Williams **ART SHOW FUNDRAISER**

**A fundraiser in support of Breast Cancer
research, education, community outreach,
and participating artists.**

Friday, October 13 • 5:00 PM–9:00 PM
Saturday, October 14 • 12:00 PM–6:00 PM

Jaycee Park Center for Arts & Crafts
2000 Cedar Lane • Greenville, NC

To donate artwork or for more information, please contact
Sara Caropreso at scaropreso@greenvillenc.gov or (252) 329-4546.



Learn one of the most exciting, safe, and fastest growing sports in the nation at a recreational and competitive level! Eight-week sessions for beginner, intermediate, and advanced classes.

193102.01	Tuesday	August 22–October 10	7:15 PM–9:00 PM
193101.02	Wednesday	August 23–October 11	7:15 PM–9:00 PM
193103.03	Friday	August 25–October 13	7:15 PM–9:00 PM

Fee: \$38 | Discounted Greenville Resident Fee: \$25

Youth Gymnastics

2017 Fall Sessions
At Elm Street Center

Youth Gymnastics

This beginner's level class teaches warm-up exercise, tumbling skills, floor exercise routines, and locomotive exercises.

Ages 3-4:	221002.01	September 11–October 25	Mondays & Wednesdays	4:00 PM–4:45 PM
	221002.02	September 11–October 25	Mondays & Wednesdays	5:00 PM–5:45 PM
Ages 5-7:	221002.03	September 11–October 25	Mondays & Wednesdays	6:00 PM–6:45 PM
	221002.04	September 12–October 26	Tuesdays & Thursdays	4:15 PM–5:15 PM

Fee: \$53; Discounted Greenville Residents: \$35.

Register at any Greenville Recreation and Parks facility or online at greenvillenc.gov. For more information, please call (252) 329-4269.



WELCOME BACK

COOKOUT

FOR INDIVIDUALS
WITH DISABILITIES

This is a free event that gives participants a chance to learn about Specialized Recreation programs while enjoying food and games.

Please RSVP to Brent Harpe at bharpe@greenvillenc.gov or (252) 329-4541 by August 19, 2017.

SATURDAY, AUGUST 26
10:00 AM–2:00 PM
DREW STEELE CENTER

 **Greenville**
NORTH CAROLINA
RECREATION AND PARKS

For more information, please call (252) 329-4541 or visit greenvillenc.gov.



Exceptional Community Football League

A coed flag football program sponsored by the Carolina Panthers for individuals with disabilities.

September 9–October 28
10:00 AM–12:00 PM

Registration and participation is FREE!

ADULT BASKETBALL LEAGUE



The adult basketball league will play 10 regular season games and a post season tournament. Games will be played Monday–Thursday nights at Eppes Recreation Center and South Greenville Gym beginning Tuesday, January 2.

Registration begins September 11, 2017
and ends December 14, 2017.

Team fee: \$390
Additional player fee: \$20 city resident
\$30 non-resident

For more information or to register, please
contact Sophie Duncan at (252) 329-4267
or by email at sduncan@greenvillenc.gov.

Greenville GIVES

December 1, 2017 • 5:30 PM–7:00 PM
Five Points Plaza • Uptown Greenville

Please join Uptown Greenville and the City of Greenville for our annual tree lighting ceremony and donation collection to benefit those in need in the Greenville area! Enjoy crafts and activities for the entire family, free treats from local businesses, free horse-driven carriage and Jolly Trolley rides, wonderful performances from local talent, and a holiday market. Listen along as Greenville's Mayor reads "Twas the Night Before Christmas," and see everyone's favorite special guests Mr. and Mrs. Claus!




CARROLL DASHIELL
BARBECUE FESTIVAL

THE CARROLL DASHIELL
GREENVILLE GROOVES
MUSIC FESTIVAL

BAR-B-GROOVES

FEATURING: CARROLL DASHIELL
MOTOWN R&B CLASSIC SHOW

AFRICAN AMERICAN MUSIC FESTIVAL
BBQ CONTEST ★ KIDS ACTIVITIES ★ GROG

JUNE 17, 2017
12:00 PM–6:00 PM
TOWN COMMON ★ 100 E 1ST ST

Thank You.

Item 11

Presentations by Boards and
Commissions

C) Redevelopment Commission



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Redevelopment Commission Update

August 14, 2017

List of Recent RDC Projects

1. Imperial Site
2. Uptown Theatre
3. Go Science / A Time for Science
4. NCDOT Easement
5. 604 Clark Street
6. West 5th Street Parcel # 06420
7. Merchants Lot
8. Small Business Plan Competition
 - History/Data
 - FY 2017–18 Grant Recipients
9. Revitalization Grant
 - Hodges Alley
 - Uptown Banners & Signs

Imperial Site

- \$400K EPA Brownfields Grant
- Cardno/Dunklee & Dunham Managing Consultant
- 2 Underground Storage Tanks & Contaminated Soil Removed
- HEPACO completed on-site cleanup
- Remaining grant funds used for partnership with DFI for Public-Private-Partnership to Develop the Imperial Site
- Grant Closed end of September 2016



Uptown Theatre

- Purchased for \$281K in 2008
- Architectural Study – recommended theatre/multi-use performing arts venue in 2010
- Request for Interest (RFI) in 2013
- Community Smith/Lincoln Theatre Proposal in 2014
- Community Smith Purchased Theatre in December 2016 for \$20K
- Operating by March 2018 at latest
- Must Remain a Theatre for 10 Years



- Owner investing \$1M+ into Building
- RDC Invested \$300K (stabilization & parking lot)
- Construction starts August-September 2017
- City will pursue Historic Landmark Designation

GO Science / A Time for Science

- RDC Purchased Property at 729 Dickinson Ave in 2010 for \$378K using 2004 Center City General Obligation Bond Funds
- 2-Year Lease in 2013 (\$1 per year)
- Roger Conner, Director resigned in November 2016 – Emily Jarvis Hired as New Director
- Month-to-Month after 1st lease expired from October 2015 - April 2017
- New 2-Year Lease Approved in April 2017 with Benchmarks that include Fundraising, Attendance, Participation, and CPA statements.
- Merger between Go Science & A Time for Science January 2017
- Fundraising - \$1M Private Donations will trigger conveyance of property



NCDOT Easement

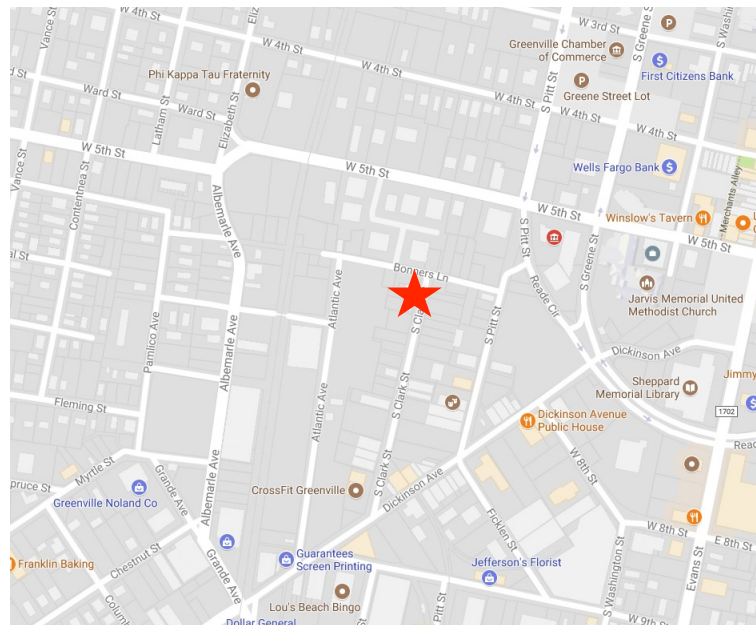
- Easement for Road Frontage - Go Science (729 Dickinson Ave)
- NCDOT to pay City \$3,950
- Easement for TIP U-5606 roadway improvements to being in 2018
- Construction Begins in 2018
- Reade Circle to Memorial Drive
 - *Repair: drainage, replacement of materials under pavement, repave roadway, realign intersections*
- Reade Circle to 14th Street
 - *Repair: drainage, replacement of materials under pavement, repave roadway, realign intersections*
 - *Enhanced Streetscape Improvements to include sidewalks, brick crosswalks, and landscaping (City to pay \$1M + for streetscape improvements)*



Conveyance of Property

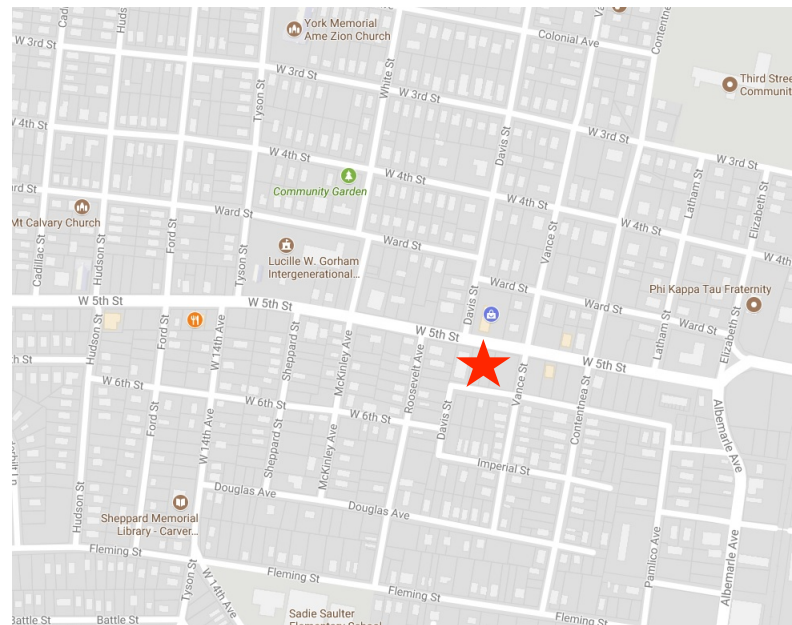
604 Clark Street

- Purchased in February 2017 for University Edge Development (Sidewalk Development) off site parking (200 spaces)
- 1 of 17 lots currently under contract with DFI for Development



(West 5th Street)

- Property Conveyed in May of 2017 to Community Development Corporation (CDC) for \$1
- Property on West 5th Street CDC owns 3 nearby parcels



Merchants Parking Lot

- Parking Lot Improvements Due to Uptown Theatre Renovation
- East Group retained for Parking Lot Study - \$13K, Total of 4 Stakeholder Meetings
- Parking Lot to accommodate Uptown Theatre's operational function (tour buses, trucks) and approximately 20 parking spaces (12 leased to nearby merchants)
- Public Parking to be Eliminated in Lot



Merchant Public Parking Lot Study: PROGRAMING DIAGRAM "A"

draft February 2017



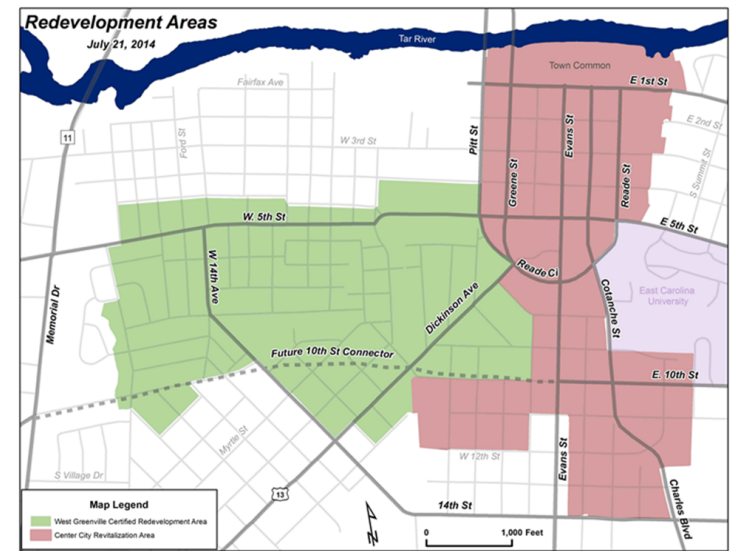
Merchant Public Parking Lot Study: PROGRAMING DIAGRAM "B"

draft February 2017

Small Business Plan Competition

(History/Data)

- 32 Businesses Awarded (2008-2016)
- \$555K Award Total
- 78% of Recipients Still in Business
- 102 New Full-Time Jobs
- 227 New Part-Time Jobs



FY 2017 Small Business Plan Competition

Melt LLC (815 A Dickinson Ave)

- West Greenville
- Awarded \$15K
- Opened in 2014 - Relocated to existing location in Summer/Fall 2016



Blackbeard Coffee Roasters (203 E 5th St)

- Center City
- Awarded \$15K
- Grand Opening September 1, 2017



FY 2018 Small Business Plan Competition

Art & Sole

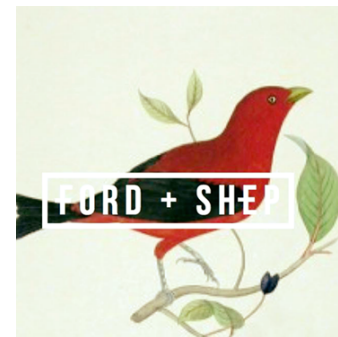
- 505 S. Evans St.
- Center City
- Awarded \$10K

Whirligig Stage

- 628 Pitt St.
- West Greenville
- Awarded \$20K

Ford & Shep

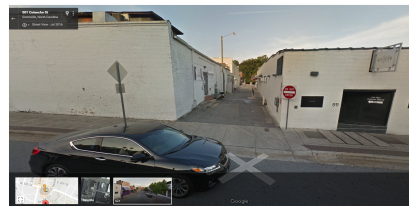
- 718-720 Dickinson Ave
- West Greenville
- Awarded \$10K



Revitalization Grant Recommendations

Hodges Alley Improvements

- Alter to Pedestrian Only
- Beautify:
 - ✓ *Permeable Brick Pavers (Drainage)*
 - ✓ *Plants*
 - ✓ *Lawn Furniture*
- \$60K Budget
- Revitalization Funds Must Be Spent by March 2018



Uptown Banners & Sign Poles



- Banners Identifying Tar River, Uptown District, & Dickinson Avenue
- Flag Style Banners to be Located on Greene & Pitt Street Bridges
- 60 New Banners
- Total Cost - \$10,189



- Black Unified Sign Poles
- Total Cost - \$31,651

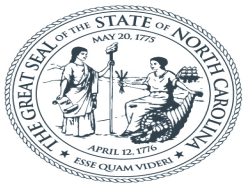
Questions?

Item 12

Update by the North Carolina
Department of Transportation on
Fire Tower Road and Portertown
Road Projects U-5870 and U5785



Find yourself in good company®



NORTH CAROLINA
Department of Transportation



U-5870 / U5785 Firetower Rd and Portertown Rd from NC33 (10th Street) to NC43 (Charles Blvd)

Bill Kincannon, PE.
Division 2 Project Development Engineer

August 14, 2017

Project need:

- Improve traffic operations
- Reduce crashes
- Enhance connectivity
- Greenville Urban Area MPO Comprehensive Transportation Plan Major Thoroughfare

- Begin Right of Way Acquisition June 2018 \$7,029,000
- Begin Utility Relocation Late 2018 \$843,000
- Begin Construction 2019 \$22,116,000
- Total Estimated Cost \$29,988,000



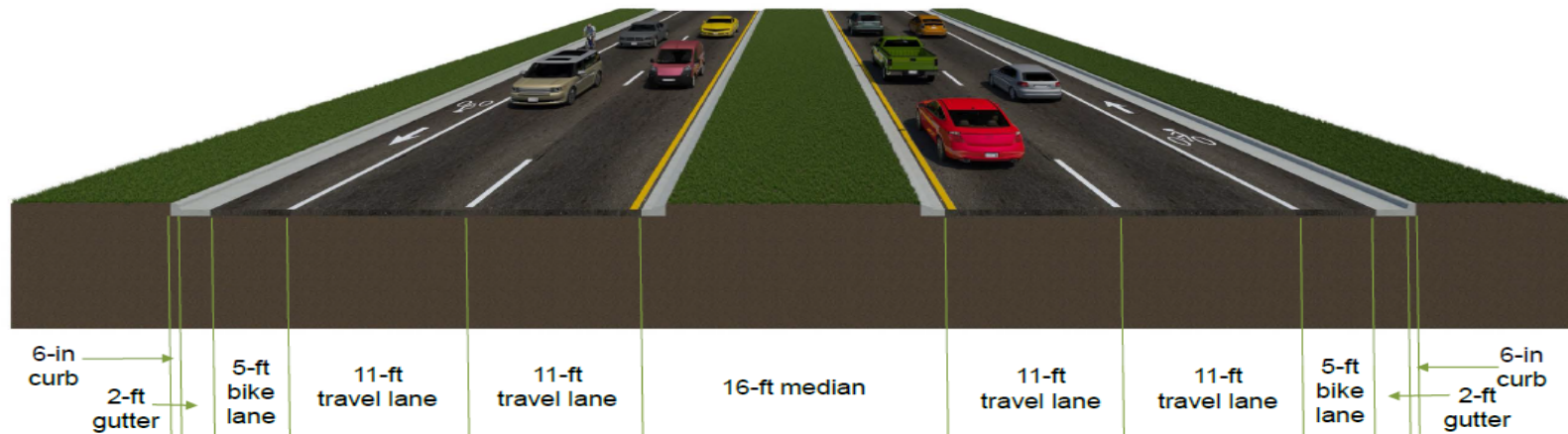
INITIAL PROJECT STUDY AREA

EXTENDED PROJECT STUDY AREA

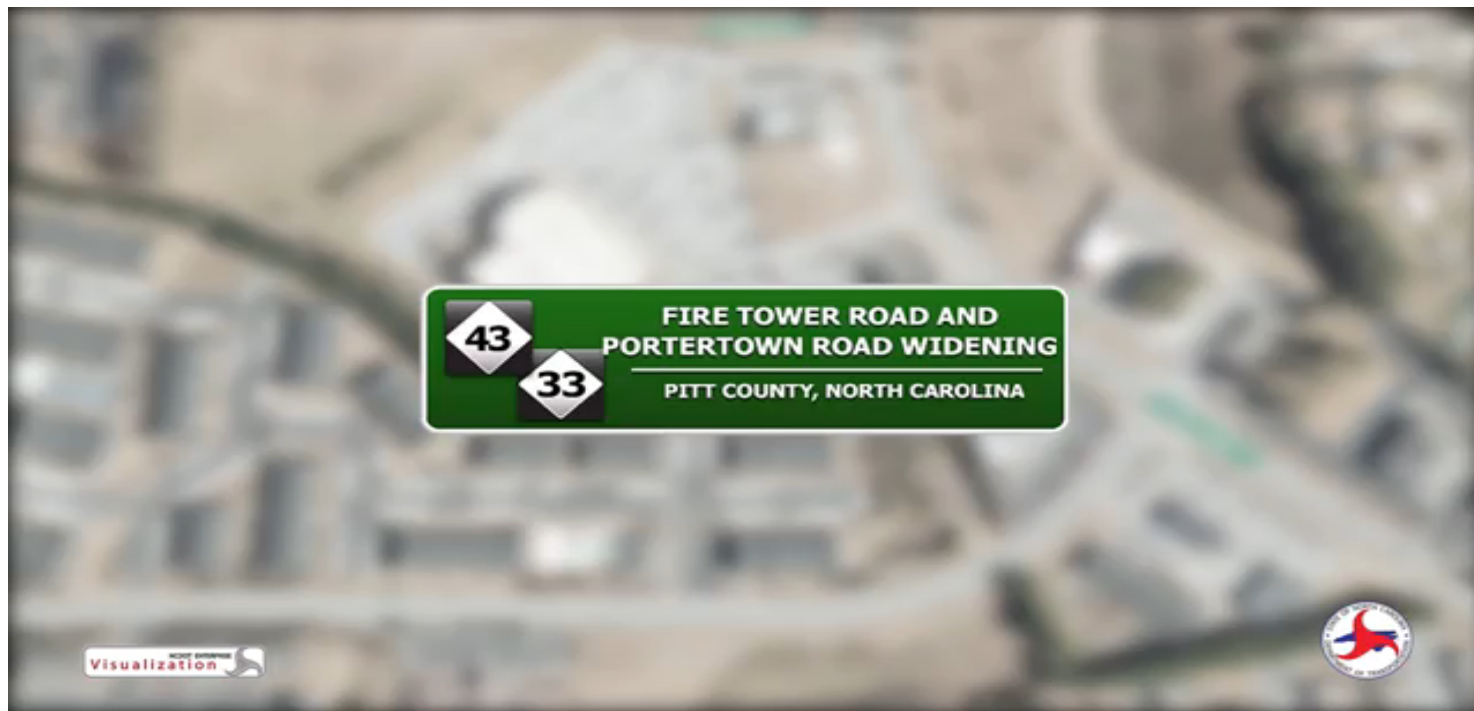


Typical Section

- Four travel lanes and a 16' median needed to accommodate anticipated traffic
- Five-foot bicycle lanes are recommended to safely accommodate bicycle traffic
- The curb and gutter facility minimizes impacts to homes, businesses, and utility



Flyover Visualization



Crashes within Project

Crash Type	# Crashes – Fire Tower Rd	# Crashes – Portertown Rd	Combined Total	Percent of Combined Total
Angle crashes	16	4	20	5%
Fixed object crashes	7	7	14	4%
Head on crashes	3	2	5	1%
Left turn crashes	56	32	88	23%
Run off road crashes	9	26	35	9%
Pedestrian crashes	2	1	3	1%
Rear end crashes	151	22	173	46%
Right turn crashes	12	2	14	4%
Sideswipe crashes	8	6	14	4%
Other	9	5	14	4%
TOTAL	273	107	380	100%
<i>Crash rate (total crashes per 100M vehicle miles)</i>	589.57	370.38		

2012-2014 statewide crash rate for two-lane undivided urban primary routes = 230.18 crashes per 100M vehicle miles

Problems Outside Current Project

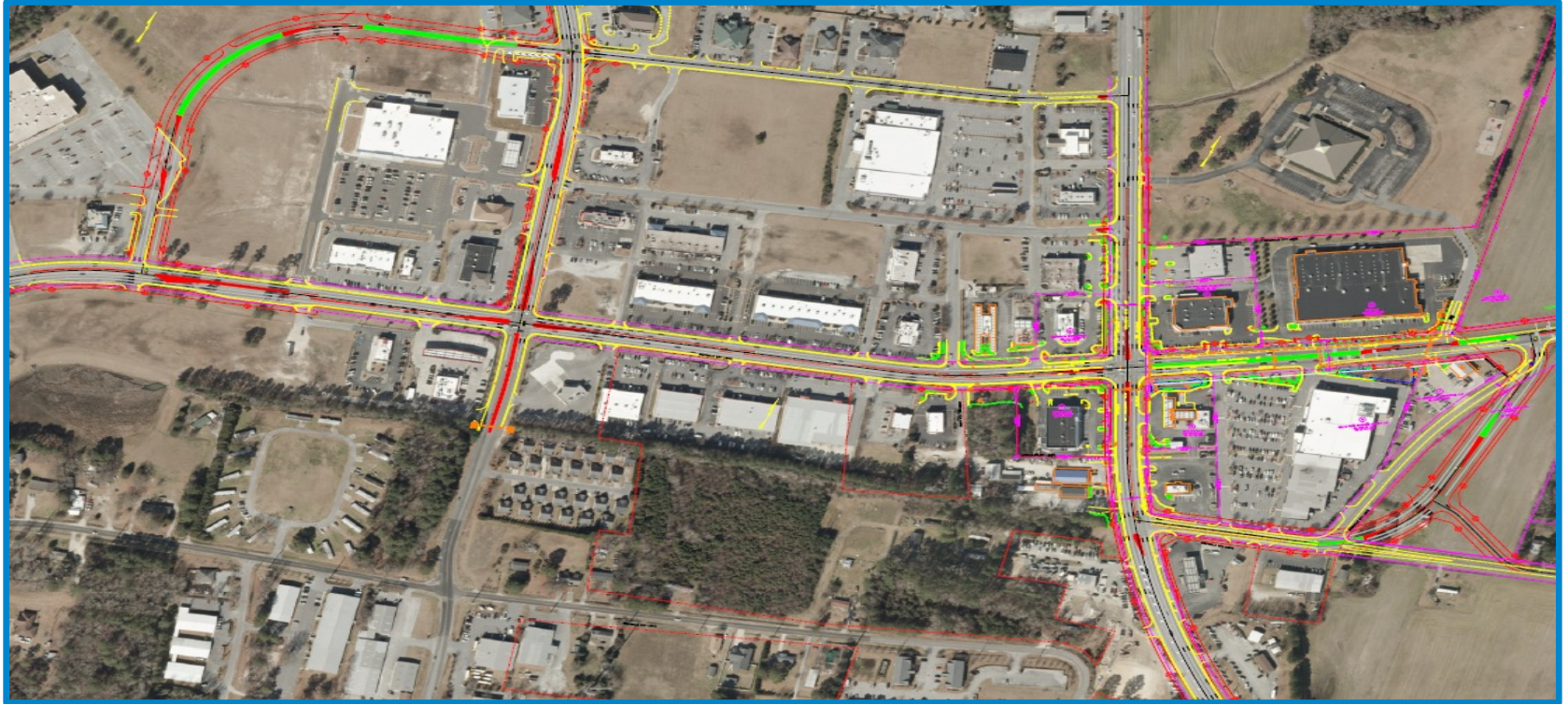
- Firetower Road intersections with NC43 and Arlington frequently do not function acceptably, with near total gridlock at peak hours.
- Firetower just east of Charles currently has about 22,000 average daily traffic, and is expected to have about 33,000 in 2040 design year.
- Crashes at Arlington/Fire Tower and Crashes at Charles/Fire Tower are predominately left turns
- *End result of no corrective action may be an area so congested it is avoided by all but commuters travelling straight through – with difficult access to area restaurants, shopping, and other businesses*

Signal Delays - Firetower Rd & Charles Blvd

Intersection	Approach	Lane Group	Delay (sec)		LOS	
			AM	PM	AM	PM
SR 1708 (E Fire Tower Road) at NC 43 (Charles Street)	Overall		169.9	242.4	F	F
	NC 43 Southbound	LT	198.2	446.0	F	F
		TH	263.5	235.7	F	F
		TH/RT	281.6	216.2	F	F
	E Firetower Road Westbound	LT	120.8	217.3	F	F
		TH	87.8	117.5	F	F
		TH/RT	93.3	108.8	F	F
	NC 43 Northbound	LT	225.7	346.9	F	F
		TH	211.1	451.9	F	F
		TH/RT	194.6	530.7	F	F
	E Firetower Road Eastbound	LT	255.0	313.7	F	F
		TH	260.7	278.3	F	F
TH/RT		190.1	245.3	F	F	

AM & PM Level of Service F in 2040 Design Year

Alternative Development Area



Timeline of Alternative Development

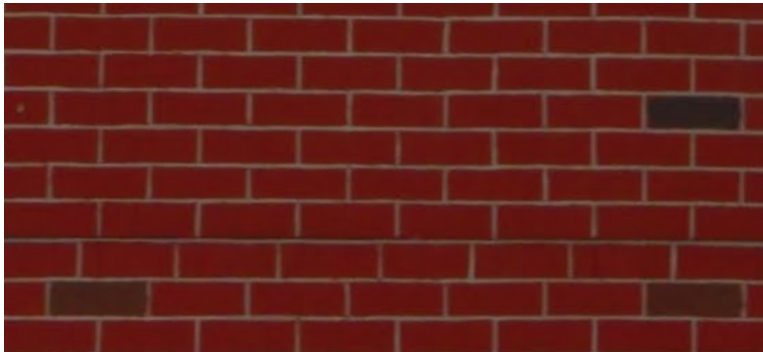
- Initial study – April & May 2016
 - Review of proposed project design showed significant increase in failure for Firetower and intersections at Arlington and Charles
 - Third Party Consultant brought in for initial congestion mgt study
 - Project Design Firm assigned to develop alternatives
- City of Greenville presentation February 2017
 - City Council approved of study for alternative methods
- Alternative presentations
 - Proposed Alternatives Meetings with Property Owners/Developers May/June 2017
 - Area Business Community Presentation held June 22, 2017

Noise Wall Discussion

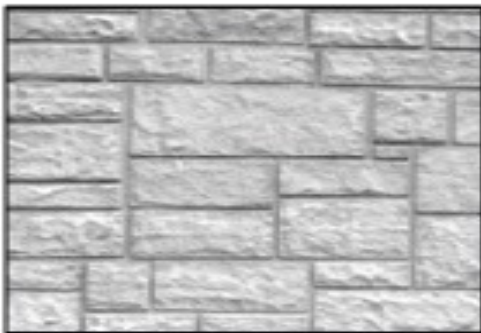
Noise abatement measures were determined to be preliminarily feasible and reasonable in six locations:

- North side of Firetower Rd, behind Cleere Court residences.
6' high & 690' long
- North side of Firetower, near Mary Beth. 12' high & 973' long
- South side of Portertown near Sassafras Ct. 6' high & 1110' long
- North side of Portertown Rd Near Elkin Ridge and Ashley Way
6' high & 480' long
- North side of Portertown Road, behind the townhomes on the west side of Elkin Ridge Drive. 8' high & 220' long

Noise Wall Discussion



Standard Noise Wall Textures and Colors



1. Ashlar Stone



2. Dry Stack Stone

30032	30040	30045	30049	30051
30055	30059	30061	30062	30070
30075	30076	30080	30091	30095
30097	30099	30100	30108	30109
30111	30116	30117	30119	30122
30129	30130	30131	30132	30138
30199	30205	30211	30219	30227
30231	30232	30257	30260	30265
30277	30279	30313	30315	30316
30324	30371	30372	30400	30450
30475				



3. Standard Brick



4. Old Brick

3000	3001	3005	3001	3000
3003	3010	3013	3017	3014
3007	3010	3010	3012	3010
3010	3011	3010	3011	3010
3020	3020	3030	3030	3030
3031	3030	3030	3030	3037
3030	3032	3035	3036	3040
3040	3040	3041	3042	3040
3043	3042	3042	3043	3045
3049	3051	3052	3055	3055
3055	3055	3052	3058	3062

https://www.ncdot.gov/projects/FireTowerPortertownWidening/ NCDOT: Fire Tower Road a...

File Edit View Favorites Tools Help

Suggested Sites Web Slice Gallery http--www.ncdot.org-ser...

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NCDOT NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.

Business DMV Newsroom Programs Projects Travel & Maps

Home » Projects » High Profile Projects & Studies » Fire Tower Road and Portertown Road Widening

Fire Tower Road and Portertown Road Widening

Status LOW-RANGE STUDIES IN DEVELOPMENT UNDER CONSTRUCTION COMPLETE



Project Overview and Purpose

The N.C. Department of Transportation proposes widening Fire Tower Road – from Charles Boulevard (N.C. 43) to Portertown Road – and Portertown Road – from Fire Tower Road to 10th Street (N.C. 33) – in Greenville to improve traffic flow and reduce congestion as well as to reduce crashes and enhance connectivity.

For funding purposes, the overall project is made up of two projects:

- Project U-5785, which involves widening a 0.6-mile stretch of Fire Tower Road from Charles Boulevard to 14th Street
- Project U-5870, which involves widening Fire Tower Road to Portertown Road and then widening Portertown Road to 10th Street, a distance of 2.2 miles.


Project Highlights

Proposed work involves widening Fire Tower Road – from Charles Boulevard to Portertown Road – and Portertown Road – from Fire Tower Road to 10th Street from two to four lanes and installing a raised median.

Other work includes:

- Bicycle and pedestrian improvements
- Widening the existing roundabout at Fire Tower and Portertown roads from one circulating lane to two circulating lanes
- Building a roundabout with two circulating lanes at the intersection of Portertown and Eastern Pines roads
- Upgrading the Carolina Coastal Railroad crossing on Portertown Road with new gates and signals
- Reconfiguring the existing bridge over Hardee Creek for eastbound traffic and adding a second bridge for westbound traffic

Project Map




Study Area Map (2 MB)

Project Fact Facts

- County: Pitt
- Type of Project: Widening
- STIP Number: U-5870, U-5785
- Estimated Cost: \$23.8 million (U-5870); \$6.2 million (U-5785)
- Property Acquisition Start: 2017
- Start Date: 2019

Video



July 2017 Project Visualization

On this page

- [Project Overview and Purpose](#)
- [Project Highlights](#)
- [Project History](#)
- [Public Involvement](#)
- [Project Timeline](#)
- [Project Documents](#)
- [Contact Information](#)
- [Resources for Local Property Owners](#)

January 2017: Response to Written Public Comments

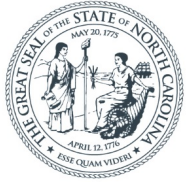
ABP 75

Item 13

Update by the North Carolina
Department of Transportation for
the Allen Road Widening and
Upgrade Project No. U-5875



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NORTH CAROLINA Department of Transportation



U-5875 Allen Road Widening

Bill Kincannon, PE

Division 2 Project Development Engineer

August 14, 2017



U-5875 Allen Road Widening

Why is this project needed?

The proposed project is needed to increase capacity and improve mobility along Allen Road between Dickinson Avenue Extension and Stantonsburg Road.

This will be accomplished through the addition of new travel lanes and installation of access control measures on Allen Road as well as intersection improvements at Dickinson Avenue Extension and Stantonsburg Road.

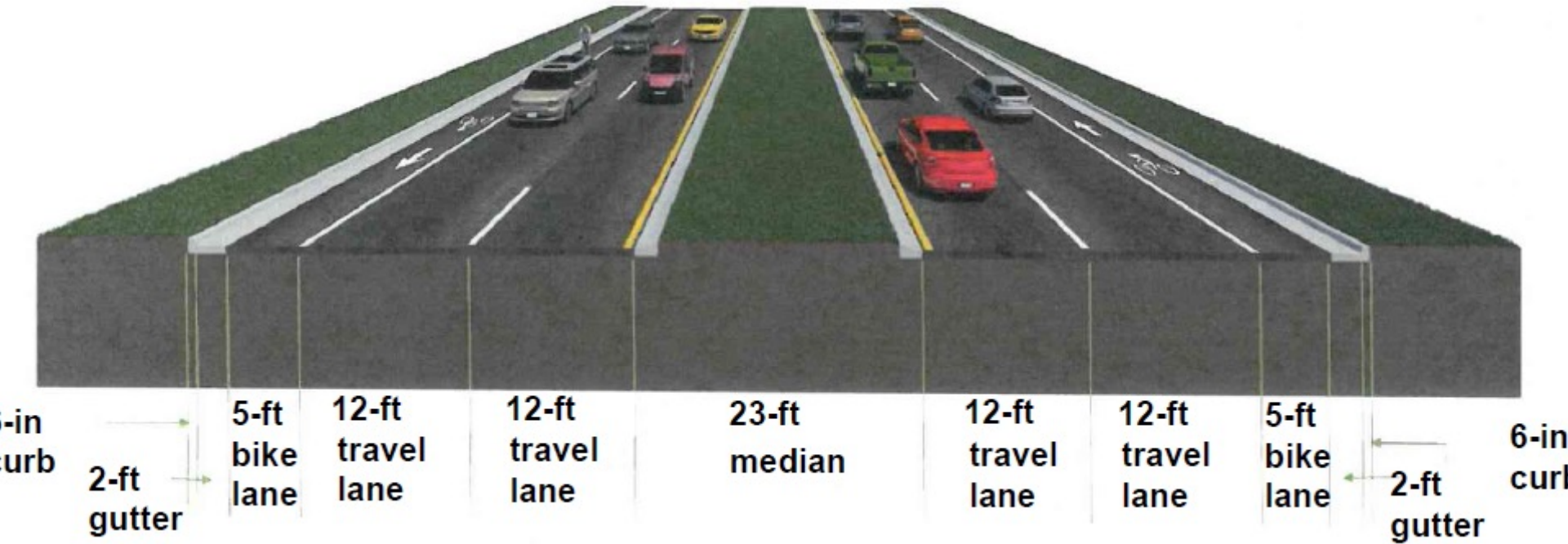


U-5875 Project Highlights

- Scope:
 - Widen Allen Road to multi-lanes
 - Add bike lanes
 - Add a raised median
 - Study potential to add sidewalks
- Funding:
 - State Funding
 - \$ 19.43 million with \$2.9 Million Estimated Right of Way costs
- Alternatives:
 - Alternative 1 – widen mostly to the east, hold ROW to west in most areas
 - Alternative 2 – widen mostly to the west, hold ROW to east in most areas
- Impacts:
 - 43 Parcels partially impacted (4.57 Acres). No Relocations Anticipated
- Schedule:
 - Next Public Meeting March 2018 at Lake Forest Elementary
 - ROW 2019
 - Construction anticipated to begin 2021, anticipated completion in 2023



Typical Roadway Section





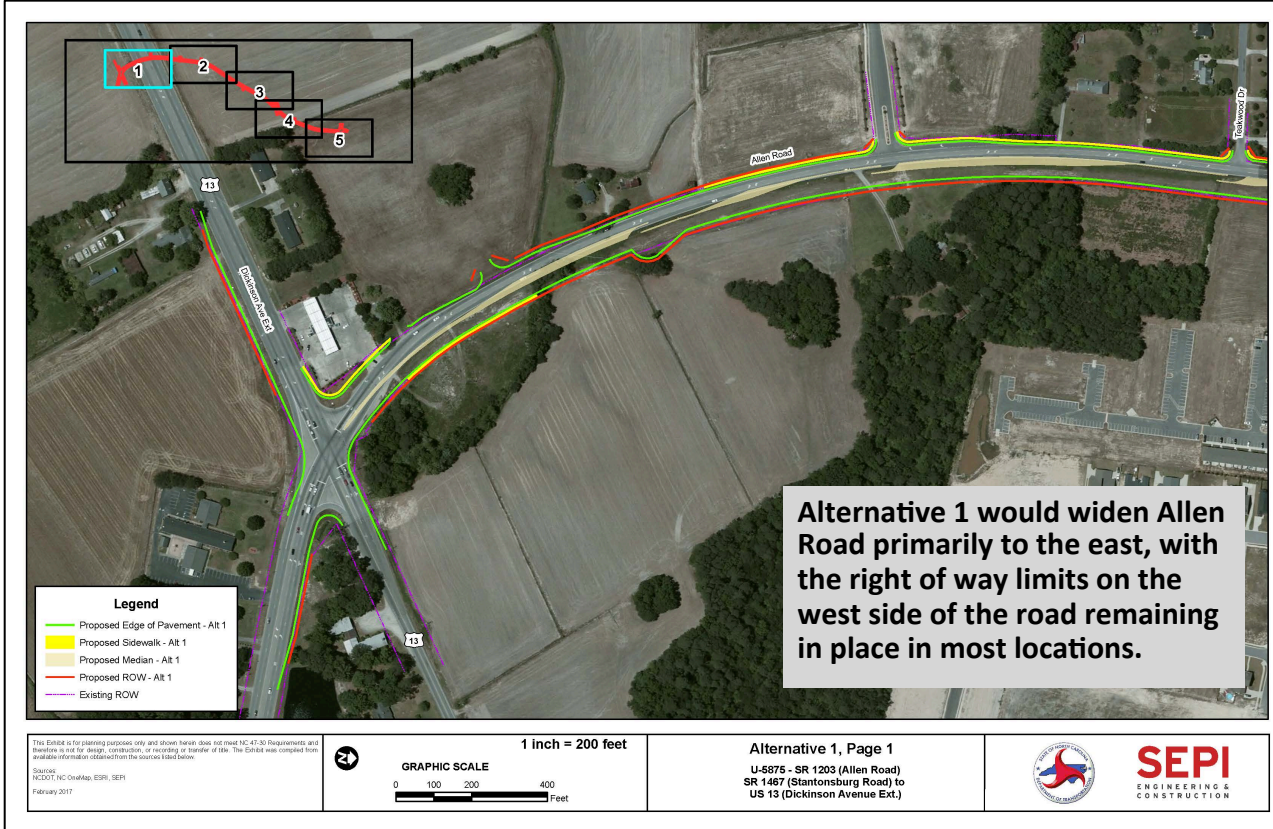
Flyover Visualization



Allen Road Widen to Multi-Lanes (STIP No. U-5875)

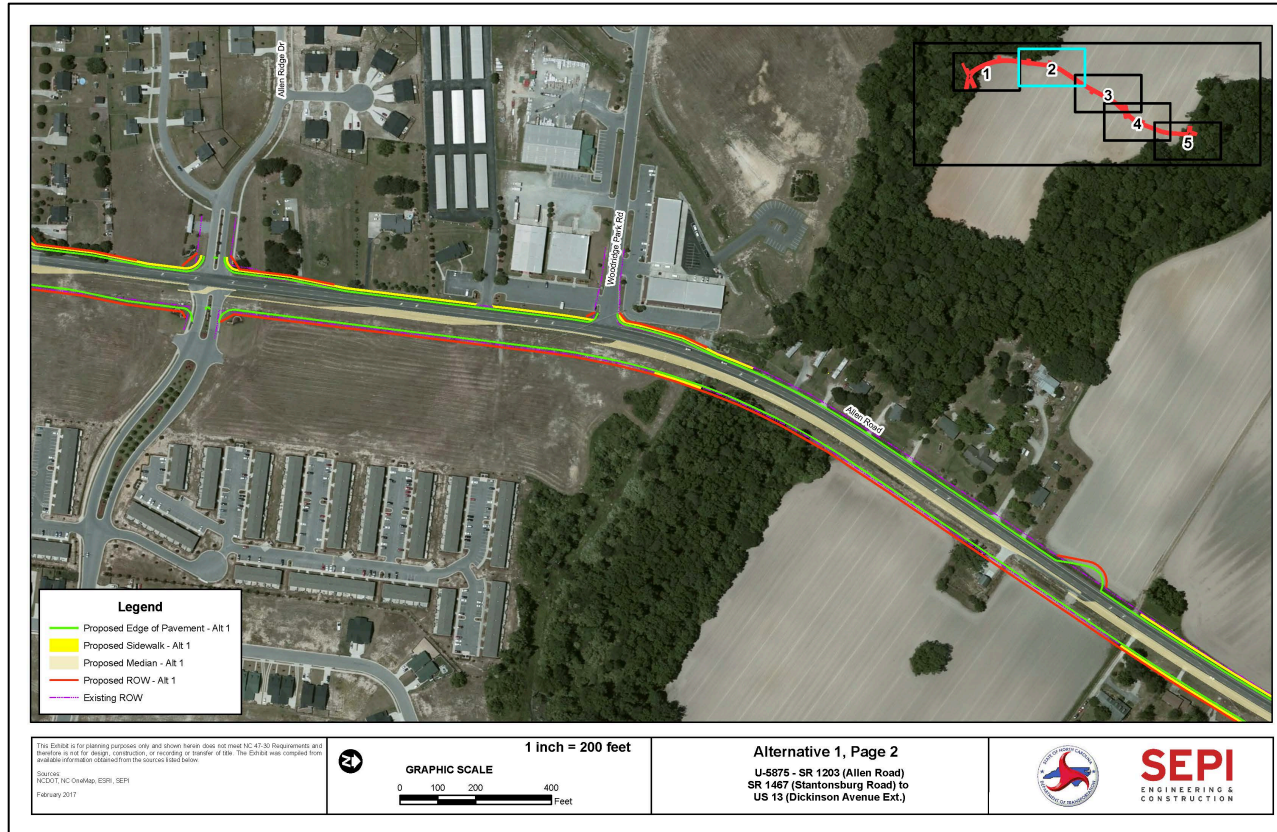


Current Design Sheet 1 at Dickinson Intersection





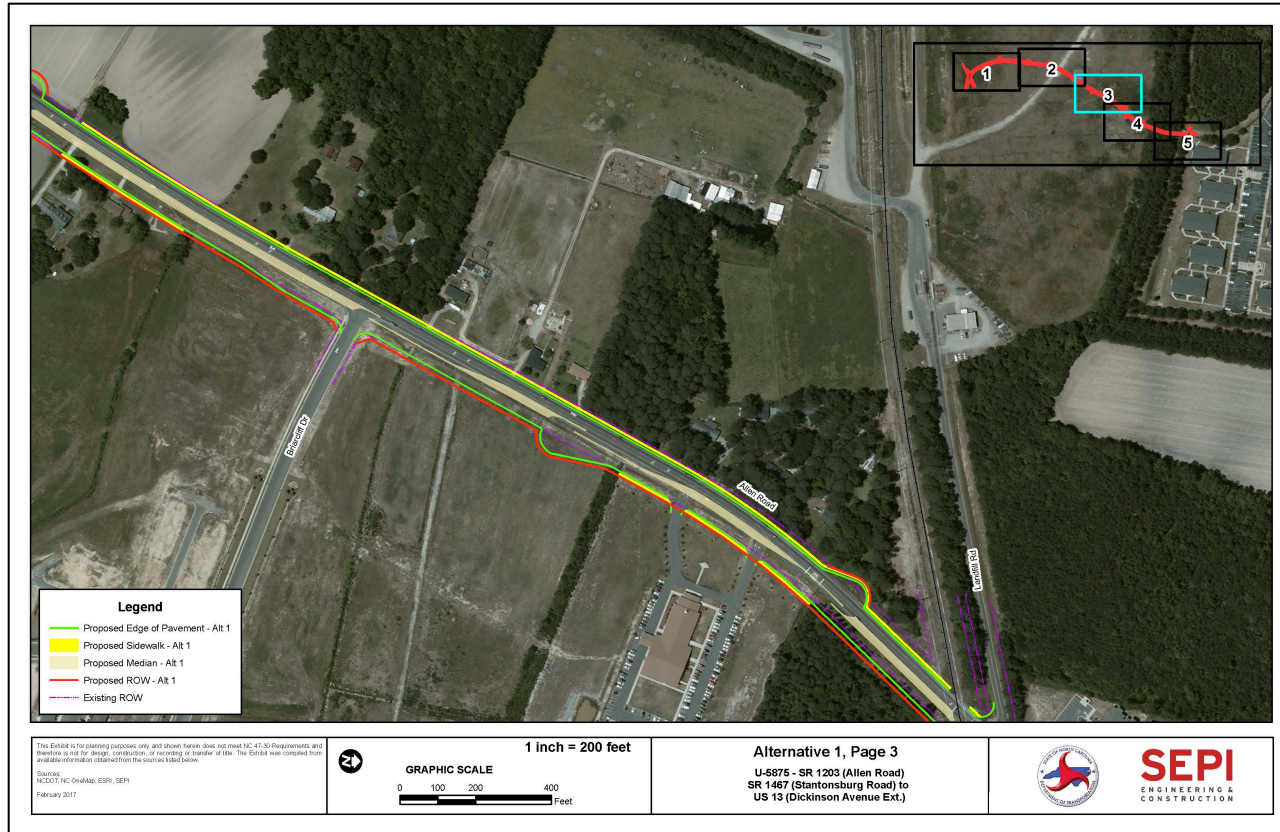
Current Design Sheet 2



Allen Road Widen to Multi-Lanes (STIP No. U-5875)



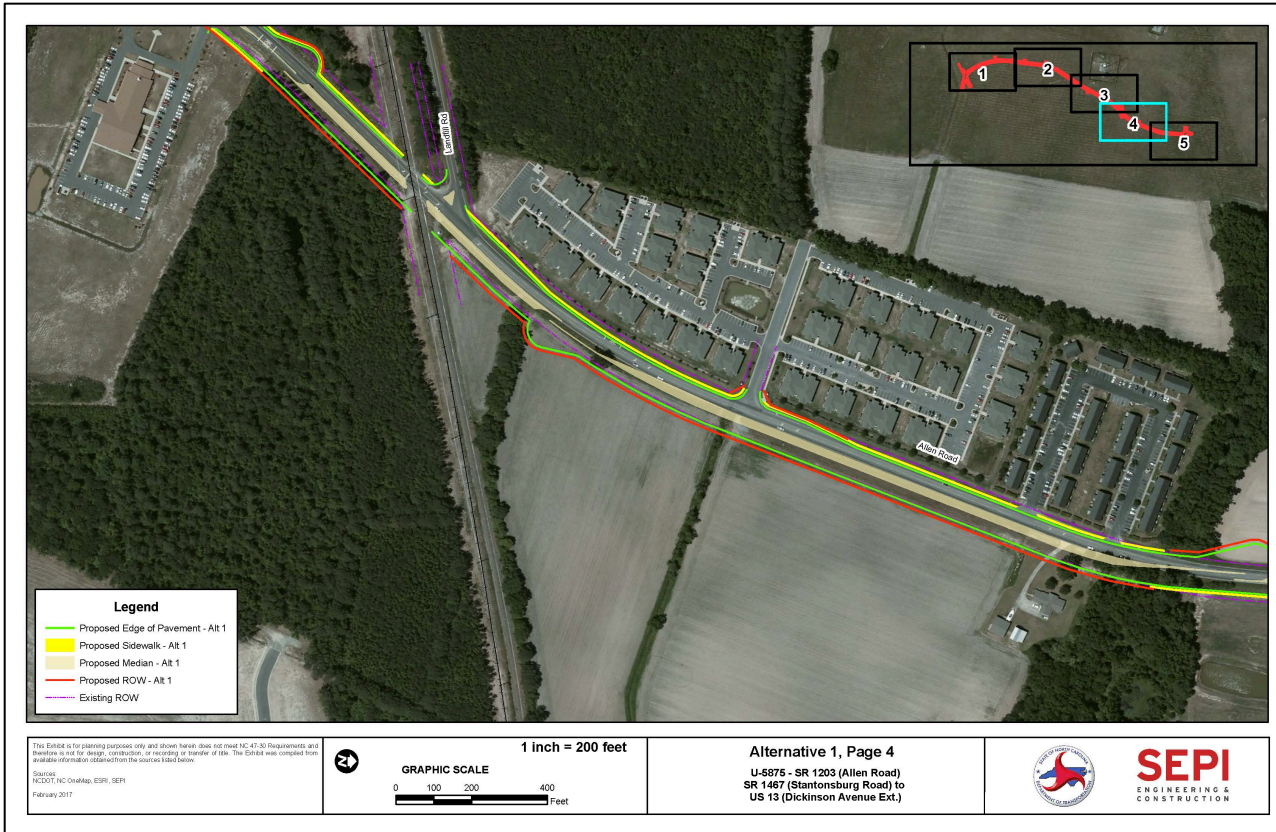
Current Design Sheet 3



Allen Road Widen to Multi-Lanes (STIP No. U-5875)



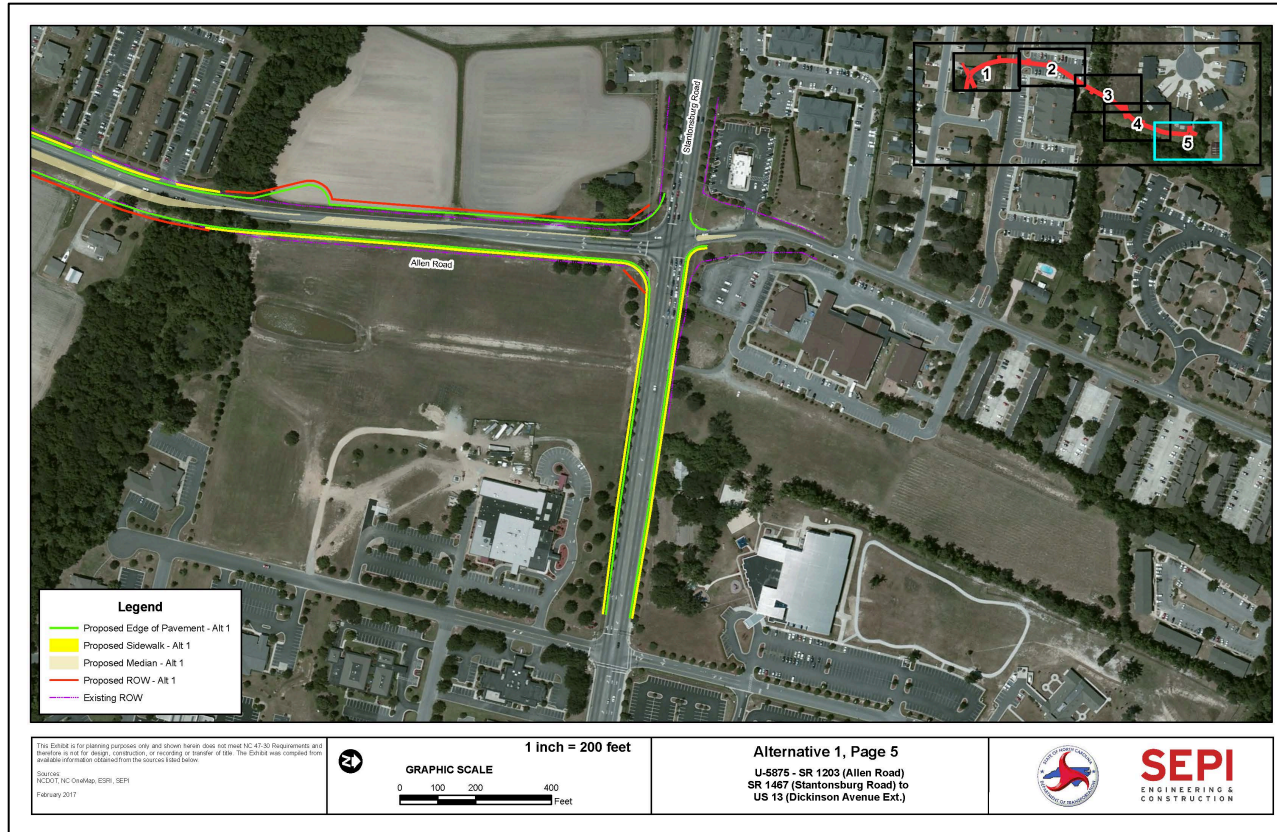
Current Design Sheet 4



Allen Road Widen to Multi-Lanes (STIP No. U-5875)



Current Design Sheet 5 @ Stantonsburg Intersection



Allen Road Widen to Multi-Lanes (STIP No. U-5875)



Current Status and Considerations

- The documents are currently at 25% design
- Historic: Noah Forbes Senior. House - determination of No Adverse Effect
- Studying Median options at Stantonsburg and Dickinson
- Reviewing Possible Signal Installation at Briarcliff (Lakeforest EI)
- Continuing coordination on:
 - Sidewalks within the ETJ
 - Lighting



Project Website

<https://www.ncdot.gov/projects/allenroadwidening/>

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Allen Road Widening

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Allen Road Widening

Status

LONG-RANGE STUDIES

IN DEVELOPMENT

UNDER CONSTRUCTION

COMPLETE

ALLEN ROAD WIDENING

PITT COUNTY



Project Overview and Purpose

The N.C. Department of Transportation is proposing to widen approximately 2.3 miles of Allen Road from a two-lane roadway to a four-lane, median-divided roadway from Stantonsburg Road to Dickinson Avenue Extension (U.S. 13) in Greenville.

Bike lanes are proposed along the roadway, and sidewalks are planned along the project area within the City of Greenville limits. There are also proposed intersection improvements at Allen and Stantonsburg roads as well as Allen Road and Dickinson Avenue Extension.

Proposed work would improve traffic flow and safety along Allen Road between Stantonsburg Road and Dickinson Avenue Extension through the addition of travel lanes and medians. This section of roadway is nearing its capacity, meaning that it can no longer handle the amount of traffic that uses the roadway. The proposed project would also help provide for the traffic growth that is expected to occur along the project corridor.

Project Highlights

The N.C. Department of Transportation is developing two design options – referred to as alternatives – that would minimize impacts to natural

Project Map



Project Area Map (904 KB)

Project Fast Facts

- County: Pitt
- Type of Project: Roadway Widening
- STIP Number: U-5875
- Estimated Cost: \$19.43 million

Photos & Videos



Allen Road Widen to Multi-Lanes (STIP No. U-5875)

Item 14

Municipal Agreement with the North
Carolina Department of
Transportation for Dickinson Avenue
Modernization Project No. U5606
Betterments



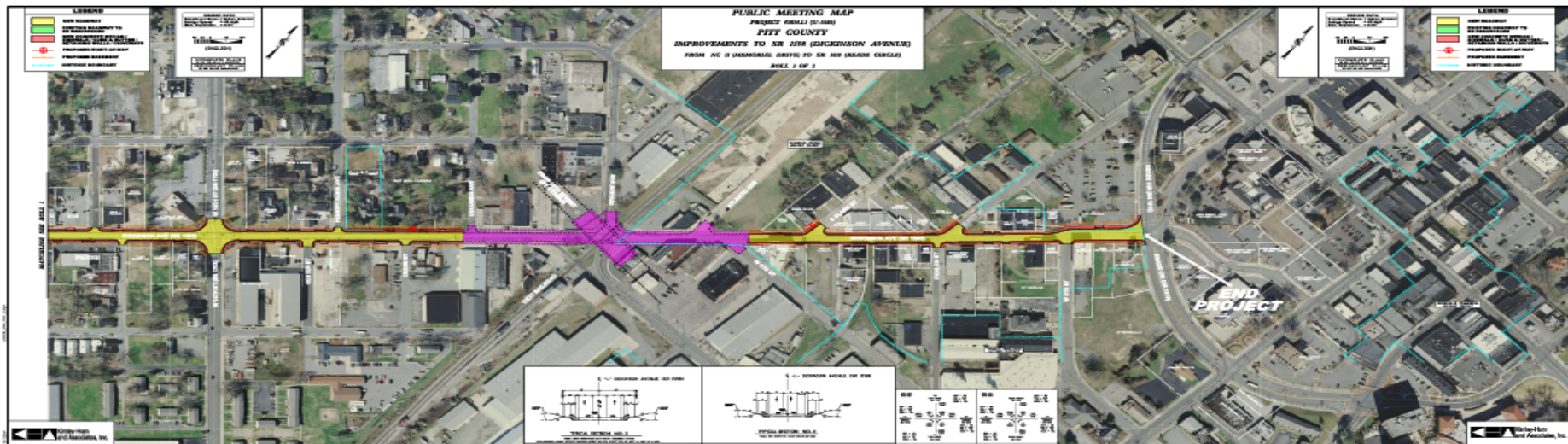
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Dickinson Ave: Memorial Dr. to Reade Circle

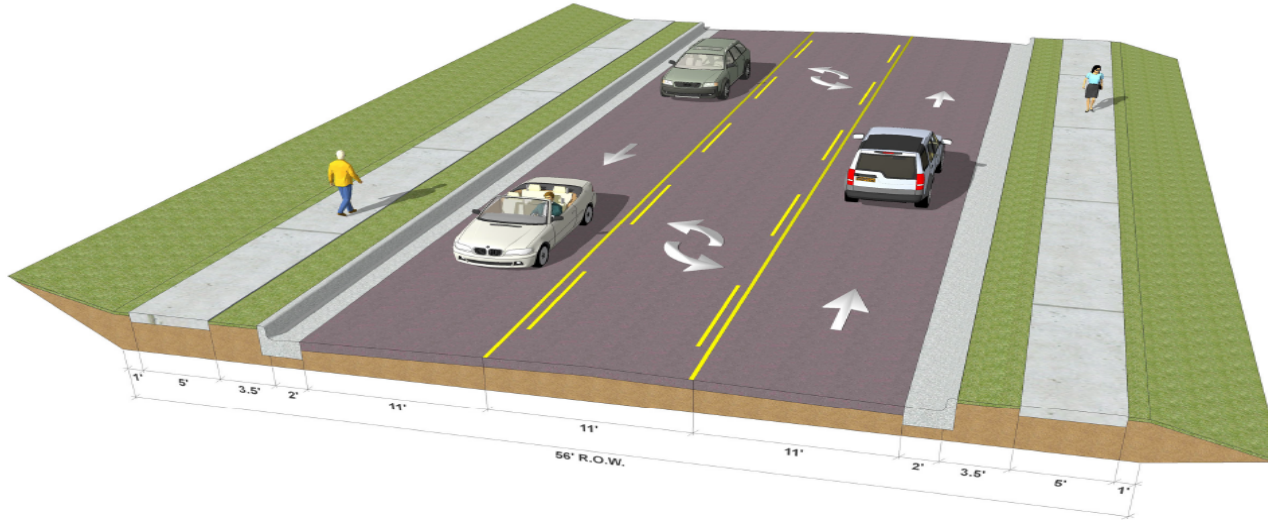
- Estimated Cost: \$12.1M
 - *R/W* - \$1,355,000
 - *UTILITY* - \$860,000
 - *CONSTRUCTION* - \$9,900,000
- Acquisition of R/W & Easements is underway
- Construction Start - October 2018
- Expected Duration – 24 months



Dickinson Avenue – 14th St. to Reade Circle



Dickinson Avenue - Typical Section Memorial Dr. to Columbia Ave.



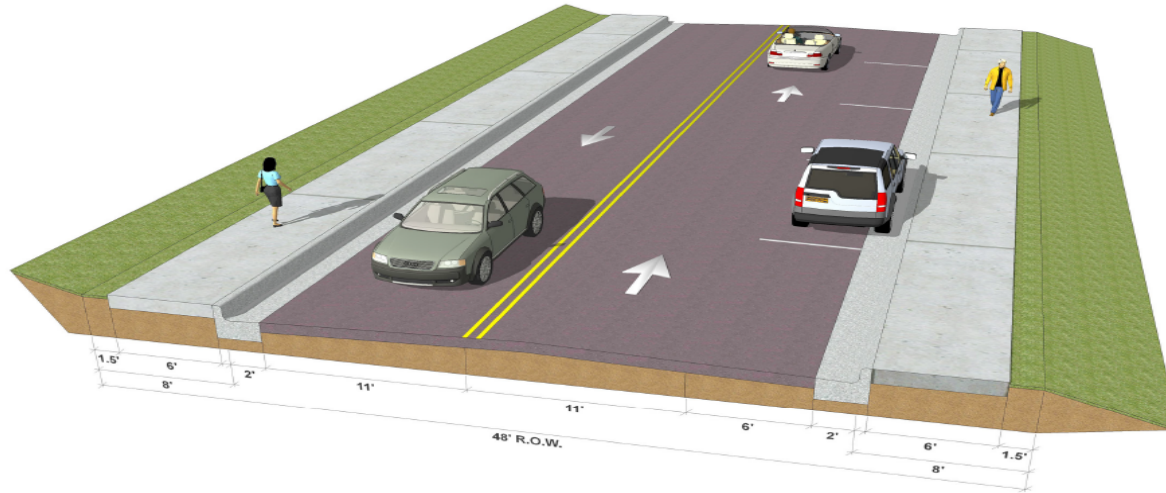
State of North Carolina
Department of Transportation

Dickinson Avenue Improvements Project (STIP Project U-5606)
Typical Section No. 2 - Moye Blvd. (SR 1139) to Columbia Ave.
February 5, 2014



Kimley-Horn
and Associates, Inc.

Dickinson Avenue - Typical Section Atlantic Ave to Reade Circle



State Of North Carolina
Department of Transportation

Dickinson Avenue Improvements Project (STIP Project U-5606)
Typical Section No. 3 - 9th St. to Reade Circle (SR 1610)
February 5, 2014



Kimley-Horn
and Associates, Inc.

Dickinson Avenue – City Requested Improvements

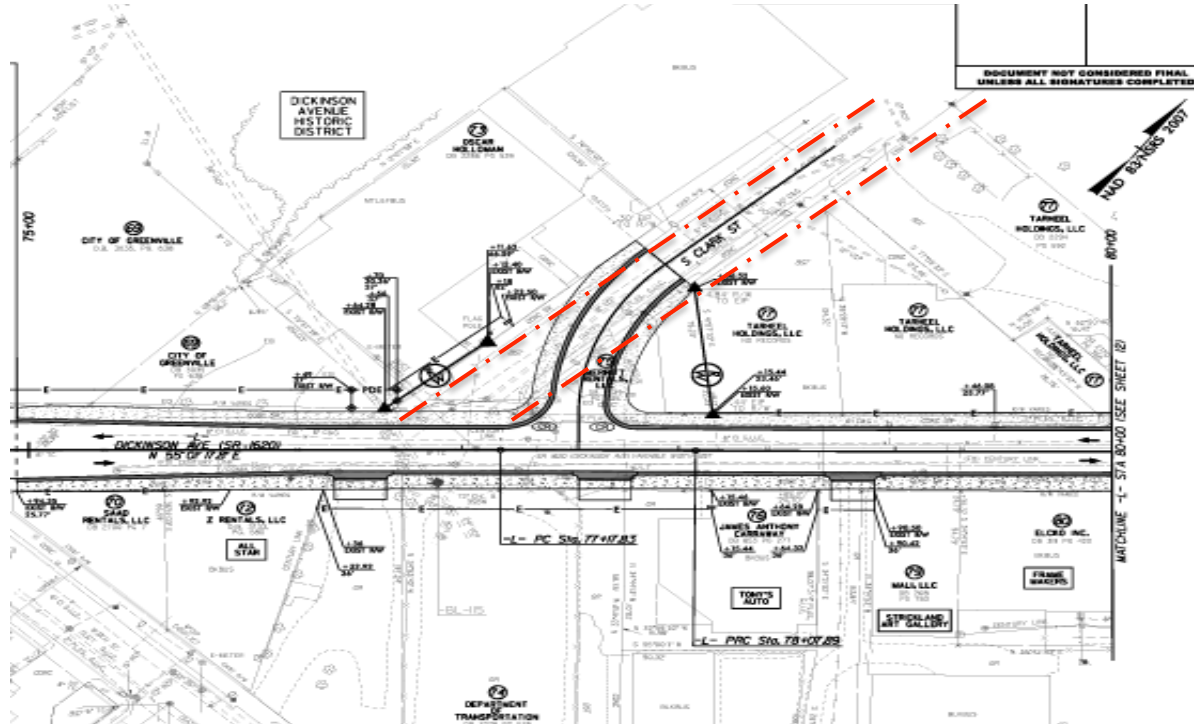
- Streetscape improvements such as brick strip on sidewalk, brick cross walks, tree pits, decorative lighting, etc.)
- Project budget limits full streetscape improvements to section between Atlantic Ave & Reade Circle
- Decorative Lighting and landscaped areas will continue to 14th St.

Dickinson Avenue Streetscape – Atlantic Ave. to Reade Circle



Potential streetscape design with brick crosswalks and sidewalk trim

Dickinson Avenue at Clark St. Intersection



DICKINSON AVE: MEMORIAL DR to READE CIRCLE

- The municipal agreement integrates the City's request for streetscape elements & lighting design.
- Lighting installation would be from Reade to Memorial (Pedestrian lighting ends at 14th)
- The estimated cost to the City of Greenville is approximately \$1.6M. The City is responsible for the actual cost based on bid prices. Payable at end of project.

Recommendation: City Council approve the Municipal Agreement between City and NCDOT for Dickinson Ave streetscape improvements.

Item 15

Benchmarking Report for Pitt
County Arts Council at Emerge



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PITT COUNTY
ARTS
COUNCIL AT
EMERGE

Annual Report

2016-17 Year in Review

The Pitt County Arts Council at Emerge administered the following services as the Civic Art Facilitator and Countywide Arts Council:

- Develop, promote and support the arts in the City of Greenville.
- Serve as the voice for artists and arts organizations to better engage, support, and grow our arts within the community.
- Partner and plan with stakeholders to ensure that the arts are a part of future development, streetscapes, and plans within the community.
- Research the Economic Impact of the arts and cultural events and organizations within the City of Greenville and Pitt County.
- Manage the call for artists for the DownEast Sculpture Exhibition and provide administrative oversight of honorarium and installation.



Arts District Research Update





Arts District Research Study

The Pitt County Arts Council at Emerge will create an Arts District Plan for Uptown Greenville that:

- Outlines a broad vision and goals
- Highlights the benefits of well-developed arts areas
- Recommends a series of projects and initiatives that can advance Uptown Greenville to become the arts center of Pitt County, and ultimately considered as the center for the arts in the region.



Arts District Research Study 2016-2017

- Research and precedent studies of other successful arts districts
- 5 trips to other arts districts to meet with officials, arts administrators, and arts organizations to understand the benefits and challenges of starting an Arts District.
- Began conversations with ECU College of Fine Arts and Communications about being a part of the Arts District.

Arts Districts Site Visits



Seagrove, NC

Kinston, NC

Norfolk, VA

Virginia Beach, VA

Fayetteville, NC



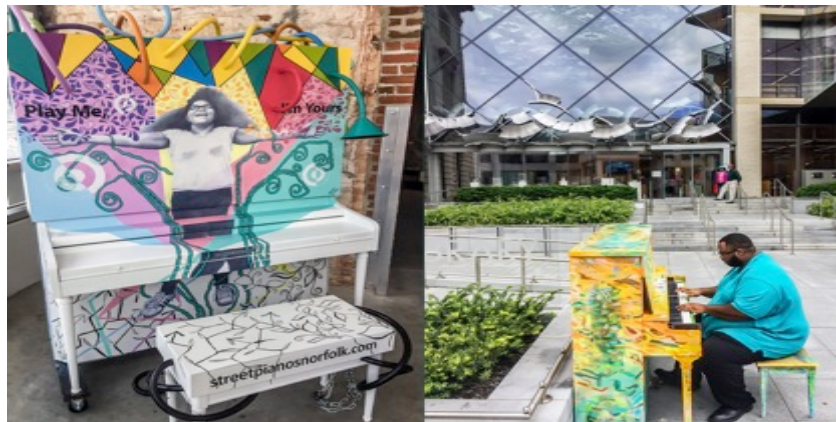
Physical Boundaries



Economic Development



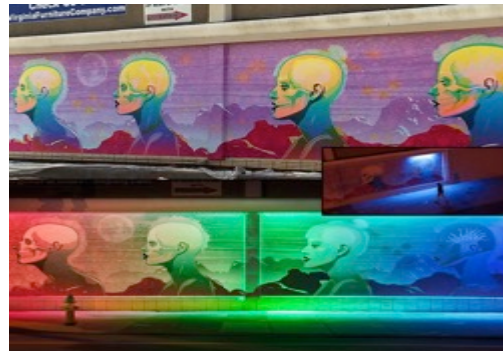
Programming



Incentives for Artists and Organizations



Public Art Program



Sustainable Funding

- Municipal Service District Tax
- Recurring Contract with the City
- Other Tax Streams (Occupancy or Restaurant and Beverage Tax)
- State and Federal Grants
- Private Foundation Support
- Corporate Support
- Memberships or Partnerships with Businesses within the District

Governance

- Municipality
- Private Non-Profit Organization
- Downtown Association
- Arts Council

Next Steps

- Stakeholder Meetings
- Civic Engagement Meetings and Public Input
- Surveys
- Consideration for Trial Programs
- ECU Engagement Exploration
- SmART City Integration
- Recommendations for consideration of an Arts District

Item 16

Update on Police Department's
Child Trauma Response Initiative



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Grant Information/Background

- In 2016 the Greenville Police Department received a grant from the Governor's Crime Commission to begin it's Child Trauma Response Initiative.
- The initiative serves as a partnership with mental health professionals and community agencies to respond and care for children who are exposed to violent or traumatic acts as quickly as possible after the exposure, to include domestic violence, shootings, and other traumatizing events that impact their lives.



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What is the CTI?



- Designed to pair mental health professionals and police officers together to provide immediate and timely services to children that have been victims or witnesses of violence or otherwise traumatic events.
- Children are provided with immediate mental health first aid on scene, as needed. If immediate response is not required, families are contacted within days of the incident to offer education, support and referral to resources.
- Building a growing network of community agencies that offer mental health services, food services, monetary assistance, etc. that families can be referred to for assurance that the needs of the affected children will be met.
- Services are completely voluntary. Advocates do not serve in an investigatory role, but maintain contact with families who accept services to check up and reassess their needs for a period of at least two years.
- Officers will receive comprehensive training on the effects of childhood trauma and child development.

Examples of Trauma:

- Domestic Violence
- Sexual or Physical Assault or Abuse
- Traffic Accidents
- Community Violence
- Neglect/Emotional Abuse
- Bullying
- Witnessing the Arrest of a Loved One
- Homelessness
- Home Break-Ins



Why Is This Important?

A study was done by the CDC and Kaiser-Permanente Insurance that focused on Adverse Childhood Experiences (ACEs). It examined about 17,000 largely middle class, suburban patients.

It asked 10 questions about childhood experiences such as domestic violence, abuse, parents who had substance abuse issues, or incarcerated parents, etc.

What It Found:

- Adverse Childhood Experiences have been shown to disrupt brain development in children
- The more ACEs you have, the greater your risk for chronic disease, mental illness, violence and being a victim of violence.
- People with an ACE score of 4 are twice as likely to be smokers and seven times more likely to be alcoholic.
- Having an ACE score of 4 increases suicide by 1200 percent and an ACE score of 6 or more can shorten a life span by up to 20 years.
- People with high ACE scores are more likely to be violent and more likely to have negative interactions with the criminal justice system.



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How Do We Help?

- Advocates provide information to parents/guardians about what to expect, and offer information designed to better equip both the adult and child with ways that they can cope and move forward, even if they don't seek to be referred to professional resources.
- By offering education, support, and referral services, the “goal” of this program is to decrease the long term effects of ACEs on these children, while establishing rapport with the community to know that The Greenville Police Department cares.
- Began responding to children in May 2017. Since that time over 90 children have been offered services, and their families given information and lists of potential resources.



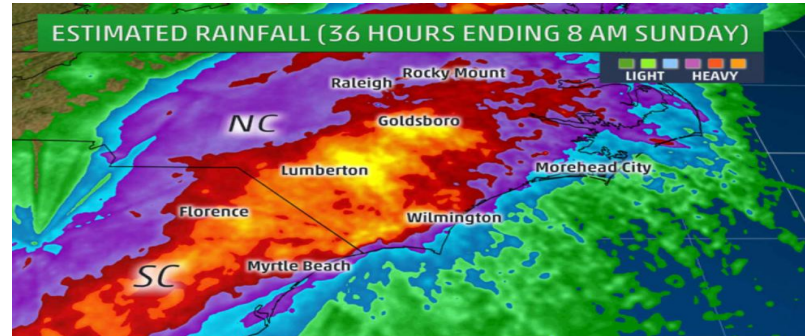
Item 18

Contract Award for the Stormwater
Advisory Committee (SWAC)
Facilitation and Rate Study



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Stormwater :



Goals & Priorities of 2002 SWAC

- Integrate regulatory programs (Tar-Pam Rules, NPDES, etc.) to minimize overlap, duplication, and financial burden to the City
- Address stormwater quality and quantity
- Partner with the development community for stormwater quality and quantity controls

Goals & Priorities of 2002 SWAC

- Manage the City's stormwater drainage system on a performance basis
- Update the City's Manual on Design Standards
- Enhance the City's stormwater system maintenance capabilities
- Provide for stable, long-term funding of the City's stormwater program

TOTAL COST approximately **\$600,000**

Goals & Priorities of 2017 SWAC

- Define extent and level of service
- New infrastructure approval and acceptance
- BMP maintenance approval, acceptance and maintenance
- Capital project prioritization and long-term planning
- Review development regulations
- Based on above - analyze utility rate structure, collections and enforcement

TOTAL COST approximately **\$225,000**

Current Utility Fee

The monthly stormwater fee is \$5.35 for every 2,000 square feet of impervious cover. **Residential** properties will be placed in one of four tiers.

Tier	Impervious Area	Monthly Fee
I	200 sf – 2000 sf	\$5.35
II	2001 sf – 4000 sf	\$10.70
III	4001 sf – 6000 sf	\$16.05
IV	6001 sf +	\$21.40

Current Utility Fee

All **multi-family or non-residential** properties will be charged \$5.35 per 2,000 square feet of impervious area actually existing on their property per month.

Detention

- Benefits:
 - Reduced peak (mimics pre-development),
 - Reduced water surface elevation (flooding), and
 - Reduces erosive velocities (reduce streambank erosion)
- Challenges can include:
 - Offsetting the peak enough so that it doesn't contribute to the peak of the stream, and
 - Minimizing extended exposure of already unstable stream banks to water can expedite erosion.

Summary Table

Peak Flow Regulation (X yr/24hr storm)

Rank	Municipality	Regulations	1	2	5	10	25
2	Raleigh	Neuse, Falls, Water Supply, Phase 1		No Increase			
5	Durham	Neuse, Falls, Water Supply, Phase 1	No Increase	May require address impact	May require address impact	May require address impact	May require address impact
6	Fayetteville	Water Supply, Phase I	No Increase			No Increase	May require
8	Wilmington	Phase 2, CAMA	No Increase	No Increase		No Increase	No Increase
10	Greenville	Tar-Pam, Water Supply, Phase 2	No Increase		No Increase	No Increase	May require
14	Jacksonville	Phase 2, CAMA				No Increase	
15	Rocky Mount	TarPam, Phase 2, Water Supply	No Increase			No Increase	No Increase
18	Wilson	Neuse, Water Supply	20% reduction	20% reduction		10% reduction	10% reduction

Requirements

- At a minimum, no net increase in peak flow leaving the site from pre-development conditions for the one-year, five-year and ten-year, 24-hour storm events.
- In areas at special risk with well documented water quantity problems as determined by the City Engineer, no net increase in peak flow leaving the site from pre-development conditions for the 25-year, 24-hour storm event.

How they apply...

- Special risk areas subject to detaining the 25-year, 24-hour storm event are identified as:
 - Entire Greens Mill Run Watershed
 - Entire Meetinghouse Branch Watershed
 - Fork Swamp Watershed (Highlighted areas shown on Figure 4-14 of the master plan)
 - Swift Creek Watershed (Highlighted areas shown on Figure 4-4 of the master plan)

Watershed Master Plan Recommendations

- Capital Projects – watersheds were modelled and projects developed to provide desired level of service.
- Capital Projects – prioritized based on 9 categories including cost, health and safety, protection to infrastructure

Capital Project Improvements

- Total Capital Imp. Costs \$ 150-170M
 - Flood Control Primary \$ 80-95M
 - Flood Control Secondary \$ 40M
 - Streambank Stabilization \$ 12.5M
 - Water Quality \$ 20.5M
- Timeline 25+ yrs

Capital Project Replacement

- Total Replacement Costs \$ 230M
 - 237 miles of pipe \$ 220M
 - 17,000 structures \$ 50M
 - Less secondary projects \$ -40M
- Timeline 40 yrs

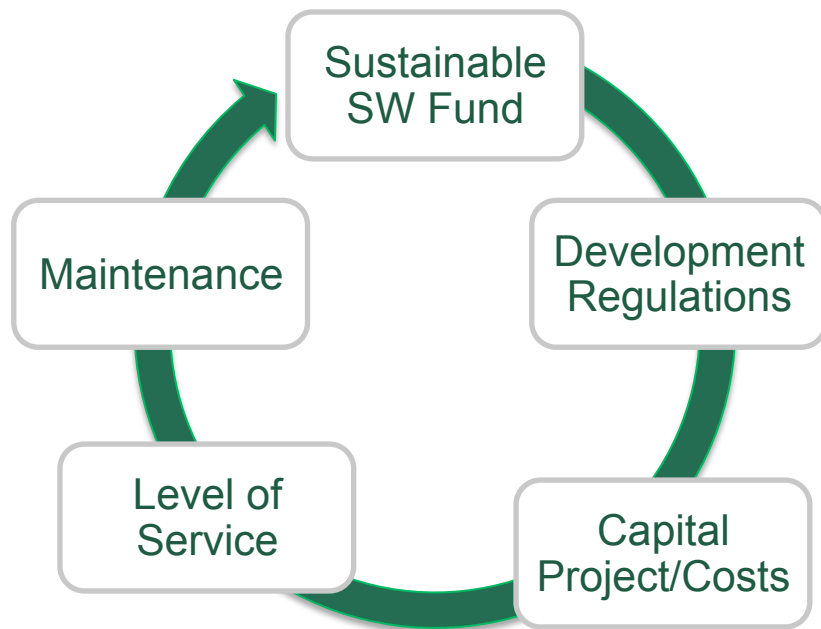
Summary of Needs

Replacement Costs	\$ 230M	→	\$6M/yr
Improvement Costs	\$ 150M	→	\$6M/yr
Operational Costs	<u>\$ 3M</u>	→	<u>\$3M/yr</u>

Annual Needs = **\$15M/YR**

FY18 Utility Revenue = \$6M

Stormwater Utility Rate?



Project Implementation

- | | |
|------------------------------------|-----------------|
| • Contract Award | August, 2017 |
| • Continue SWAC Monthly Meetings | September, 2017 |
| • Ordinance/Policy Recommendations | Q1, 2018 |
| • Utility Rate Study Complete | Q2, 2018 |
| • Bond Analysis Complete | Q3, 2018 |

Questions and/or Comments

City Council Meeting

August 14, 2017



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