



Agenda

Greenville City Council

March 8, 2012
7:00 PM
City Council Chambers
200 West Fifth Street

Assistive listening devices are available upon request for meetings held in the Council Chambers. If an interpreter is needed for deaf or hearing impaired citizens, please call 252-329-4422 (voice) or 252-329-4060 (TDD) no later than two business days prior to the meeting.

I. Call Meeting To Order

II. Invocation - Council Member Blackburn

III. Pledge of Allegiance

IV. Roll Call

V. Approval of Agenda

VI. Appointments

1. Appointments to Boards and Commissions

VII. New Business

Public Hearings

2. Ordinance requested by Vidant Medical Center to amend Title 9, Chapter 3 (Airport Zoning), Section 9-3-5 of the City Code to provide an administrative approval process to allow temporary construction equipment to exceed applicable height restrictions
3. Ordinance to annex Lakeview Industrial Park, Lot 9 containing 2.5587 acres located on the northern right-of-way of Sapphire Court approximately 300 feet north of its intersection with Diamond Drive

Public Comment Period

- The Public Comment Period is a period reserved for comments by the public. Items that were or

are scheduled to be the subject of public hearings conducted at the same meeting or another meeting during the same week shall not be discussed. A total of 30 minutes is allocated with each individual being allowed no more than 3 minutes. Individuals who registered with the City Clerk to speak will speak in the order registered until the allocated 30 minutes expires. If time remains after all persons who registered have spoken, individuals who did not register will have an opportunity to speak until the allocated 30 minutes expires.

Other Items of Business

4. Presentation of the Greenville Community Fear of Crime Study by Dr. William Bloss
5. Report on Eastern North Carolina Regional Science Center (Go Science)
6. Uptown District Public Parking Review
7. Five Points Plaza Rules of Use
8. Resolution adopting a Language Access Plan
9. Resolution adopting a Housing and Urban Development Act Section 3 Plan
10. Resolution amending the Fair Housing Plan
11. Re-establishment of fair market value for 605 Hudson Street
12. Adoption of City of Greenville 2012-2013 Strategic Goals

VIII. Comments from Mayor and City Council

IX. City Manager's Report

X. Adjournment



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Appointments to Boards and Commissions

Explanation: City Council appointments need to be made to the Affordable Housing Loan Committee, Community Appearance Commission, Greenville Bicycle and Pedestrian Commission, Historic Preservation Commission, Human Relations Council, Police Community Relations Committee, and the Youth Council.

Fiscal Note: No direct fiscal impact.

Recommendation: Make appointments or reappointments to the Affordable Housing Loan Committee, Community Appearance Commission, Greenville Bicycle and Pedestrian Commission, Historic Preservation Commission, Human Relations Council, Police Community Relations Committee, and the Youth Council.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

 [Muni Report Appointments to Boards and Commissions 914698](#)

Appointments to Boards and Commissions

March 8, 2012

Affordable Housing Loan Committee

Council Liaison: Council Member Kandie Smith

Name	District #	Current Term	Reappointment Status	Expiration Date
Karalee Coughlin	4	Filling unexpired term	Resigned	February 2012
Sterling Reid	5	Filling unexpired term	Did not meet attendance requirements	February 2012
Gregory James	5	Filling unexpired term	Resigned	February 2012

Community Appearance Commission

Council Liaison: Council Member Calvin Mercer

Name	District #	Current Term	Reappointment Status	Expiration Date
Valerie Guess	5	First term	Did not meet attendance requirements	July 2014

Greenville Bicycle & Pedestrian Commission

Council Liaison: Council Member Calvin Mercer

Name	District #	Current Term	Reappointment Status	Expiration Date
Mitchell Craib	4	Initial term	Resigned	January 2012
Don McGlohon	4	First term	Resigned	January 2012
Allison Moran-Wasklewicz	4	Filling unexpired term	Resigned	January 2012

Historic Preservation Commission

Council Liaison: Council Member Marion Blackburn

Name	District #	Current Term	Reappointment Status	Expiration Date
Dennis Chestnut	3	Second term	Ineligible	January 2012

Human Relations Council

Council Liaison: Mayor Pro-Tem Rose Glover

Student Representatives from Higher Educational Institutions

Name	District #	Current Term	Reappointment Status	Expiration Date
Guillaume Bagal (ECU)	1	First term	Moved out of state	October 2011
Michael Rouse (PCC)	5	First term	Moved out of city limits	October 2011

Police Community Relations Committee

Council Liaison: Mayor Pro-Tem Rose Glover

Name	District #	Current Term	Reappointment Status	Expiration Date
Willie Roberts (Mayor Pro-Tem Glover)	2	First term	Did not meet attendance requirements	October 2013

Youth Council

Council Liaison: Council Member Marion Blackburn

Name	District #	Current Term	Reappointment Status	Expiration Date
Nine Available Slots		Filling unexpired term		September 2012

Applicants for Affordable Housing Loan Committee

Thomas Hines
211 Patrick Street
Greenville, NC 27834

District #: 1

Application Date: 10/6/2011

Home Phone: (252) 864-4907

Business Phone: (252) 695-9066

Email: thinesg@aol.com

Jackie Parker
3709 Live Oak Lane
Greenville, NC 27858

District #: 5

Application Date: 7/8/2010

Home Phone:

Business Phone:

Email: mrjparker@aol.com

Applicants for Community Appearance Commission

William Whisnant
108 Christina Drive
Greenville, NC 27858

Application Date: 2/11/2012

Home Phone: (252) 353-5197

Business Phone:

Email: whisnantwirl@aol.com

District #: 4

Applicants for Greenville Bicycle and Pedestrian Commission

Liz Brown-Pickren
112-B North Holly
Greenville, NC 27858

District #: 3

Application Date: 11/1/2011

Home Phone: (919) 399-3536
Business Phone: (252) 737-4371
Email: brownpickrene09@students.ecu.edu

Patrick Harris
1609 Rondo Drive
Greenville, NC 27858

District #: 4

Application Date: 6/28/2011

Home Phone: (252) 355-2813
Business Phone: (252) 737-2082
Email: patharrisnc@gmail.com

Anthony Robin Little
530 Crestline Blvd.
Greenville, NC 27834

District #: 5

Application Date: 1/31/2012

Home Phone: (252) 714-6478
Business Phone: (252) 752-2834
Email: arlittle@bbandt.com

Applicants for Historic Preservation Commission

Scott H. Duke
2223-C Locksley Drive
Greenville, NC 27858

Application Date: 2/20/2012

District #: 4

Home Phone:
Business Phone: (252) 328-2950
Email: scotthduke@gmail.com

Terry King
1310 Thomas Langston Rd. #7
Winterville, NC 28590

Application Date: 2/11/2011

District #: 5

Home Phone: (252) 412-5228
Business Phone:
Email: terryeu2@aol.com

Applicants for Human Relations Council

Wanda Carr
2304 British Court
Greenville, NC 27834

District #: 1

Application Date: 10/13/2010

Home Phone: (252) 321-1409
Business Phone:
Email: carrwdc@hotmail.com

Isaac Chemmanam
402 Lochview Drive
Greenville, NC 27858

District #: 4

Application Date: 1/18/2012

Home Phone: (252) 561-8759
Business Phone: (252) 412-2045
Email: isaac.chemmanam@gmail.com

Scott H. Duke
2223-C Locksley Drive
Greenville, NC 27858

District #: 4

Application Date: 2/20/2012

Home Phone:
Business Phone: (252) 328-2950
Email: scottthduke@gmail.com

Geoffrey Kenan
2832 Holly Glen Dr. Apt. D
Greenville, NC 27834

District #: 1

Application Date: 1/18/2012

Home Phone: (919) 583-1330
Business Phone:
Email: greatnessnu2@yahoo.com

Aaron Lucier
1516 Thayer Drive
Winterville, NC 28590

District #: 5

Application Date: 2/23/2011

Home Phone: (252) 321-3910
Business Phone: (252) 328-2758
Email: luciera@ecu.edu

Angela Marshall
2609B Boone Court
Greenville, NC 27834

District #: 1

Application Date: 4/29/2011

Home Phone: (252) 258-4104
Business Phone: (252) 328-4173
Email: marshalla@ecu.edu

Human Relations Council continued

Brittney Partridge
925 Spring Forest Road, Apt. 9
Greenville, NC 27834

District #: 1

Application Date: 7/15/2010

Home Phone: (252) 489-8390

Business Phone:

Email: partridgeb06@students.ecu.edu

Applicants for Police Community Relations Committee

Isaac Chemmanam
402 Lochview Drive
Greenville, NC 27858

District #: 4

Application Date: 1/18/2012

Home Phone: (252) 561-8759
Business Phone: (252) 412-2045
Email: isaac.chemmanam@gmail.com

Ann Eleanor
102 Lindenwood Drive
Greenville, NC 27834

District #: 5

Application Date: 2/13/2011

Home Phone: (252) 227-4240
Business Phone:
Email: aeleonor@suddenlink.net

Terry King
1310 Thomas Langston Rd. #7
Winterville, NC 28590

District #: 5

Application Date: 2/11/2011

Home Phone: (252) 412-5228
Business Phone:
Email: terryeu2@aol.com

Adam Lawler
502 Treybrooke Circle, Apt. 32
Greenville, NC 27858

District #: 1

Application Date: 10/26/2011

Home Phone: (252) 558-2037
Business Phone: (252) 737-4640
Email: adam.e.lawler@gmail.com

Anthony Robin Little
530 Crestline Blvd.
Greenville, NC 27834

District #: 5

Application Date: 1/31/2012

Home Phone: (252) 714-6478
Business Phone: (252) 752-2834
Email: arlittle@bbandt.com

Aaron Lucier
1516 Thayer Drive
Winterville, NC 28590

District #: 5

Application Date: 2/23/2011

Home Phone: (252) 321-3910
Business Phone: (252) 328-2758
Email: luciera@ecu.edu

Police Community Relations Committee continued

Howard Stearn
2818 Jefferson
Greenville, NC 27858

District #: 3

Application Date: 11/9/2011

Home Phone: (252) 862-6683

Business Phone: (252) 321-1101

Email: howardmstearn@gmail.com

Applicants for Youth Council

NONE.



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Ordinance requested by Vidant Medical Center to amend Title 9, Chapter 3 (Airport Zoning), Section 9-3-5 of the City Code to provide an administrative approval process to allow temporary construction equipment to exceed applicable height restrictions

Explanation: **Current Standards**
Title 9, Chapter 3 of the City Code provides the standards for Airport Zoning within the City's planning and zoning jurisdiction. More specifically, this Chapter provides standards that regulate the height of trees and structures located within the approaches to active runways at the Pitt-Greenville Airport. The height limitations are depicted on the *Airport Hazard Zoning Map* which has been adopted as an administrative supplement to Chapter 3 and reflects the clearance required by the Federal Aviation Administration for the approaches to active runways. The construction of any permanent or temporary structure that exceeds the height limitations provided by the *Airport Hazard Zoning Map* requires a variance from the Board of Adjustment. A full copy of Chapter 3: Airport Zoning and the *Airport Hazard Zoning Map* are included as an attachment, herein.

Current Request

The Vidant Medical Center (formerly University Health Systems) has submitted a Text Amendment Application requesting to add an administrative approval process to Chapter 3: Airport Zoning to allow temporary construction equipment to exceed the applicable height restrictions with specified terms and conditions. The applicant has obtained five variances from the Board of Adjustment since May 2006 related to temporary construction equipment (cranes) that exceeded the applicable height requirements. A copy of the application, including the full text of the proposed amendment, is attached herein.

Staff Comments

The City of Greenville first adopted airport zoning standards in 1944. The standards have been modified on multiple occasions since initial adoption, typically as a means of meeting revised FAA requirements or addressing

physical improvements (runway modifications) to the airport facility. Since May 2006, the Board of Adjustment has reviewed and approved five variance applications related to temporary construction equipment (cranes) that exceeded the applicable height requirements. All of these variance applications were submitted by the applicant (Vidant Medical Center) and all were approved conditioned upon compliance with applicable FAA requirements. The process of obtaining a variance typically takes 30-45 days, and the applicant is requesting a quicker process that would not require a variance from the Board of Adjustment. Staff has no objection to the proposed text amendment recognizing that it will allow for a more timely approval process, continue to ensure that FAA requirements are being met, and it is supported by the Pitt-Greenville Airport Authority.

Fiscal Note: No direct fiscal impact.

Recommendation: In staff's opinion, the proposed Text Amendment is in compliance with **Horizon's: Greenville's Community Plan.**

The Planning and Zoning Commission recommended approval of the ordinance amendment at their February 21, 2012, meeting.

If City Council determines to approve the request, a motion to adopt the attached ordinance is needed. The ordinance includes the statutorily required statement describing whether the action taken is consistent with the comprehensive plan and explaining why City Council considers the action taken to be reasonable and in the public interest.

If City Council determines to deny the amendment request, in order to comply with statutory requirements, it is recommended that the motion be as follows:

"Motion to deny the requested text amendment and to make a finding and determination that the denial of the text amendment request is consistent with the comprehensive plan and that the denial of the text amendment request is reasonable and in the public interest due to the denial being consistent with the comprehensive plan and, as a result, the denial furthers the goals and objectives of the comprehensive plan."

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[Vidant Application](#)

[PGV Airport Authority Letter of Support](#)

[Chapter 3 Airport Zoning](#)

[Airport Hazard Zoning Map](#)

[Airport Zoning Modification Ordinance 919779](#)

[P_Z_Excerpt_Airport_Zoning_919781](#)

ORDINANCE NO. 12-
AN ORDINANCE AMENDING THE ZONING ORDINANCE
OF THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville, North Carolina, in accordance with Article 19, Chapter 160A, of the General Statutes of North Carolina, caused a public notice to be given and published once a week for two successive weeks in The Daily Reflector setting forth that the City Council would, on March 8, 2012 at 7:00 p.m., in the City Council Chambers of City Hall in the City of Greenville, NC, conduct a public hearing on the adoption of an ordinance amending the City Code; and

WHEREAS, in accordance with the provisions of North Carolina General Statute 160A-383, the City Council does hereby find and determine that the adoption of the ordinance involving the text amendment is consistent with the adopted comprehensive plan and that the adoption of the ordinance involving the text amendment is reasonable and in the public interest due to its consistency with the comprehensive plan and, as a result, its furtherance of the goals and objectives of the comprehensive plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GREENVILLE, NORTH CAROLINA, DOES HEREBY ORDAIN:

Section 1: That Title 9, Chapter 3, Section 9-3-5 (Airport Zone Height Limitations), of the City Code, is hereby amended by deleting said section in its entirety and replacing it with the following:

SEC. 9-3-5 Airport Zone Height Limitations.

- (A) Except as otherwise provided by subsection (C), or noted in this chapter, no structure or tree shall be erected, altered, allowed to grow or be maintained in any zone created by this chapter to a height in excess of the limiting height of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established.*
- (B) Limiting height for each zone shall be depicted on the airport hazard zoning map through the use of intermediate aerial contours superimposed over existing ground contours.
(Ord. No. 04-45, passed 5-13-2004)*
- (C) Temporary construction equipment, including cranes or other apparatus, that exceed the height limitation of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established shall be permitted provided (i) the sponsor of the temporary construction equipment has filed FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other amended or substitute FAA Form required for this purpose with the FAA, (ii) the FAA has stated in*

writing that a FAA Aeronautical Study has resulted in the determination that the temporary construction equipment would not be a hazard to air navigation, (iii) the sponsor of the temporary construction equipment shall deliver a copy of the FAA written determination to the Executive Director of the Pitt – Greenville Airport at least ten (10) days prior to any airport height zone encroachment allowed pursuant to this subsection (C), and (iv) the temporary construction equipment is marked and lighted in accordance with the lighting and marking standards prescribed by the FAA.

Section 2. That any part or provision of this ordinance found by a court of competent jurisdiction to be in violation of the Constitution or laws of the United States of North Carolina is hereby deemed severable and shall not affect the validity of the remaining provisions of the ordinance.

Section 3. That this ordinance shall become effective upon its adoption.

Adopted this 8th day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

Excerpt from the DRAFT Planning & Zoning Minutes (2/21/12)

Zoning Ordinance Text Amendment: Airport Zoning - Administrative Approval Process to Allow Temporary Construction Equipment to Exceed Applicable Height Restrictions.

Mr. Christopher Padgett, Chief Planner, stated that city staff and the applicant have been communicating regarding the proposed text amendment for over a year. The City of Greenville has airport zoning standards that dictate how tall structures and vegetation can be within specified distances of approaches to runways at the Pitt-Greenville Airport. Those height limitations are depicted on the airport hazard zoning map and are mandated by the Federal Aviation Administration. If someone desires to erect a structure taller than is permitted, they must get approval from both the FAA and the city. Approval from the FAA requires an aeronautical study that shows that the proposed structure would not be a hazard to air navigation. Approval from the city requires a variance from the Board of Adjustment. The Board of Adjustment has reviewed five variance requests associated with temporary construction equipment that exceeded the applicable airport zoning height standards since May, 2006. All five variances were approved by the Board of Adjustment conditioned upon all FAA requirements being met and all five were for hospital construction projects. The hospital (Vidant Medical Center) is now looking for a way to simply and expedite their permitting process for future construction projects, which is the reason for the proposed text amendment.

Mr. Padgett then reviewed the language of the proposed text amendment as follows:

“Temporary construction equipment, including cranes or other apparatus, that exceed the height limitation of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established shall be permitted provided (i) the sponsor of the temporary construction equipment has filed FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other amended or substitute FAA Form required for this purpose with the FAA, (ii) the FAA has stated in writing that a FAA Aeronautical Study has resulted in the determination that the temporary construction equipment would not be a hazard to air navigation, (iii) the sponsor of the temporary construction equipment shall deliver a copy of the FAA written determination to the Executive Director of the Pitt – Greenville Airport at least ten (10) days prior to any airport height zone encroachment allowed pursuant to this subsection (C), and (iv) the temporary construction equipment is marked and lighted in accordance with the lighting and marking standards prescribed by the FAA.”

Mr. Padgett noted that a letter supporting the proposed text amendment had been submitted by the Executive Director of the Pitt-Greenville Airport Authority and that a copy of the letter is included in the packet.

Mr. Randall opened the public hearing.

Tim McDonald, Chief Facilities Officer with Vidant Health spoke in favor of the request. Mr. McDonald stated that the hospital has applied for five variances in recent years, most recently for work associated with the children's hospital which is under construction. He stated that they had worked closely with city staff and airport staff to ensure that the proposed amendment would work for everyone and that he appreciated the opportunity to speak to the Commission.

No one spoke in opposition of the request.

The public hearing was closed and the floor was opened for commission discussion or a motion.

Mr. Gordon made a motion to approve the proposed text amendment to advise that it is consistent with the Comprehensive Plan and other applicable plans and to adopt the staff report which addresses plan consistency and other matters. Mr. Parker seconded the motion. The motion passed unanimously.



Date Received 1-24-12

CITY OF GREENVILLE ZONING ORDINANCE TEXT AMENDMENT APPLICATION

Applicant Name(s) VIDANT MEDICAL CENTER

Mailing Address P.O. Box 6028, Greenville, NC 27835

Contact Phone Number (252) 847-8489

Contact Fax Number (252) 847-8204

Zoning Ordinance Section Proposed to be Amended: Chapter 3: Airport Zoning, Section 9-3-5 Airport
Zone Height Limitations)

Reason for Request: To provide administrative approval process to allow temporary construction
equipment to exceed the height restrictions with the applicable zone.

Proposed Language of Text Amendment (attach additional pages if needed):
See attachment

Timothy J. McDonnell, AIA
VIDANT HEALTH
Chief Facilities Officer

Signature of Applicant

1-23-12

Date

Item # 2

Proposed Text Amendment

Bold underlined text represents additions.

SEC. 9-3-5 Airport Zone Height Limitations.

- (A) Except as otherwise **provided by subsection (C), or** noted in this chapter, no structure or tree shall be erected, altered, allowed to grow or be maintained in any zone created by this chapter to a height in excess of the limiting height of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established.
- (B) Limiting height for each zone shall be depicted on the airport hazard zoning map through the use of intermediate aerial contours superimposed over existing ground contours.
(Ord. No. 04-45, passed 5-13-2004)
- (C) **Temporary construction equipment, including cranes or other apparatus, that exceed the height limitation of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established shall be permitted provided (i) the sponsor of the temporary construction equipment has filed FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other amended or substitute FAA Form required for this purpose with the FAA, (ii) the FAA has stated in writing that a FAA Aeronautical Study has resulted in the determination that the temporary construction equipment would not be a hazard to air navigation, (iii) the sponsor of the temporary construction equipment shall deliver a copy of the FAA written determination to the Executive Director of the Pitt – Greenville Airport at least ten (10) days prior to any airport height zone encroachment allowed pursuant to this subsection (C), and (iv) the temporary construction equipment is marked and lighted in accordance with the lighting and marking standards prescribed by the FAA.**



PITT COUNTY – CITY OF GREENVILLE AIRPORT AUTHORITY

February 10, 2012

To: City of Greenville Planning and Zoning Commission
(Attn: Chief Planner Christopher N. Padgett, AICP)

From: Jerry M. Vickers, Executive Director

A handwritten signature in black ink, appearing to read 'Jerry M. Vickers', is written over the 'From:' line.

Subject: Change to City Ordinance Regarding Erection of Temporary Cranes

Per meetings held between the City Attorney, Airport Executive Director, and representatives from Vidant Health, we have had discussions concerning modifying the existing City Airport Zoning Ordinance as regards approval for erection of temporary cranes. During those meetings, the airport expressed support for changes to the ordinance to simplify and streamline the approval process. Specifically, we stated an opinion that the ordinance should allow City Staff review and approval as opposed to a variance review by the Zoning Board of Adjustment.

During the January 19, 2012 meeting of the Pitt-Greenville Airport Authority, we discussed this issue and the board voted unanimously to support Vidant Health's petition to modify the ordinance based on the following stipulations:

1. Airport is notified by temporary crane petitioner.
2. Petitioner obtains a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration
3. Petitioner receives staff approval by City of Greenville

If there are any questions regarding this issue, please do not hesitate to contact me at 252-758-4707, Option #6.

Cc: Mr. David Holec, City of Greenville Attorney
Mr. Tim McDonnell, Chief Design & Construction Officer, Vidant Health

CHAPTER 3: AIRPORT ZONING

Section

9-3-1	Definitions
9-3-2	Short title
9-3-3	Airport hazard zoning map
9-3-4	Airport zones
9-3-5	Airport zone height limitations
9-3-6	Use restrictions
9-3-7	Nonconforming uses, structures and trees
9-3-8	Permits
9-3-9	Application for permits and variances
9-3-10	Appeals
9-3-11	Director of Community Development interprets
9-3-12	Duties of City Council
9-3-13	Enforcement and appeals
9-3-14	Permits required
9-3-15	Certificate of occupancy
9-3-16	Remedies
9-3-17	Revocation of permits and certificates
9-3-18	Penalties for violation

Editor's note:

The original airport zoning chapter that was taken from Code 1971 and revised by Ordinance No. 704, § 1, passed July 7, 1977 was rewritten by Ordinance No. 04-45 dated May 13, 2004.

Statutory reference:

Authority to adopt, see G.S. 63-31

SEC. 9-3-1 DEFINITIONS.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

Airport. The Pitt-Greenville Airport located in the northwestern section of the city limits contiguous to the Tar River and U.S. 13-NC 11.

Airport elevation. The highest point of the airport's landing surfaces measured in feet above mean sea level, i.e., 27.0 feet for Pitt-Greenville Airport.

Airport hazard. Any object violating the Federal Aviation Regulations (FAR) 14 C.F.R. Part 77, navigable airspace depicted on the airport hazard zoning map.

Airport reference point (ARP). The geometric center of the active runway configuration. For Pitt-Greenville Airport the ARP is latitude 35 degrees 38 minutes 03.73 seconds North, and longitude 77 degrees 07.73 minutes 00 seconds West.

Airport zone. An area that begins at the end of the primary surface for each active runway and extends outward and upward for the distance and angle specified in the Federal Aviation Regulations (FAR) Part 77 and depicted on the airport hazard zoning map.

Greenville - Building, Planning and Development Regulations

Conical surfaces. An area extended outwardly from the inner horizontal surface an additional 4,000 feet and upward at a slope of 20:1. Therefore, the conical surface extends from 177.0 feet above mean sea level to 377.0 feet above mean sea level as depicted on the Airport Hazard Zoning Map.

Inner horizontal surface. A horizontal plane 150 feet above the airport elevation, i.e., 177.0 feet for Pitt-Greenville Airport. The horizontal surface is inscribed within 10,000 feet radii arcs from the ends of the primary surfaces as depicted on the Airport Hazard Zoning Map.

Nonconforming use. Any man-made structure, or object of natural growth or use of land or activity that is inconsistent with the provisions of this chapter or any amendment thereto.

Primary surface. A plane of varying elevation 1,000 feet wide for the precision approach runway and 500 feet wide for the non-precision approach and visual runways, centered on the respective runways and extending 200 feet beyond each runway end. The elevation of any point on the primary surface is equal to the runway elevation at that station measured along the runway centerline. The elevation of any point on the primary surface 200 feet beyond each runway end is equal to the centerline elevation of the runway end.

Runway. For Pitt-Greenville Airport there are three active runways, all constructed of asphaltic concrete and identified as follows:

Runway 2-20 - 6,500 feet × 150 feet	Precision Approach
Runway 8-26 - 4,997 feet × 150 feet	Non-Precision Approach
Runway 15-33 - 2,500 feet × 150 feet	Visual Approach

Runway, non-precision. A runway having an existing or planned instrument approach procedure which provides for approaches at a decision height (DH) and visibility minimums greater than as defined for a precision approach.

Runway, precision. A runway having an existing or planned instrument approach procedure utilizing an instrument landing system (ILS) or precision approach radar (PAR) or global positioning system (GPS), which provides for approaches to a decision height (DH) of not less than 200 feet above ground level (AGL) with a visibility of not less than one-half mile or a runway visual range (RVR) of not less than 2,400 feet.

Runway, visual. A runway intended solely for aircraft operating under visual flight and approach procedures.

Transitional surfaces. An area extending upward from the sides of the primary surface for each active runway at a slope of 7:1 to the limit of the inner horizontal surface, and the area extending from the sides of precision approach zones outward 5,000 feet and upward at a slope of 7:1 (refer to airport hazard zoning map).

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-2 SHORT TITLE.

This chapter shall be known and may be cited as the "Pitt-Greenville Airport zoning ordinance" or this chapter.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-3 AIRPORT HAZARD ZONING MAP.

The airport hazard zoning map is hereby incorporated as an administrative supplement by reference and made a part of this chapter. A copy of the map is on file in the office of the Director of Community Development. A digital copy of the map shall be maintained in the city's graphic information system (GIS) that shall be utilized for purposes of administration of this chapter. The airport hazard zones as illustrated on the map are a depiction of the regulatory surfaces as provided herein and the map shall be automatically amended by addition, alteration or extension of the associated physical facility.

(Ord. No. 04-45, passed 5-13-2004; Ord. No. 06-75, § 1, passed 8-10-2006)

Airport Zoning

9-51

SEC. 9-3-4 AIRPORT ZONES.

There are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, inner horizontal and conical surfaces, as defined herein, as they apply to Pitt-Greenville Airport and which are depicted on the airport hazard zoning map.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-5 AIRPORT ZONE HEIGHT LIMITATIONS.

(A) Except as otherwise noted in this chapter, no structure or tree shall be erected, altered, allowed to grow or be maintained in any zone created by this chapter to a height in excess of the limiting height of the applicable zone represented by the conical surfaces, inner horizontal surface, primary surface and transitional surfaces herein established.

(B) Limiting height for each zone shall be depicted on the airport hazard zoning map through the use of intermediate aerial contours superimposed over existing ground contours.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-6 USE RESTRICTIONS.

Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, or in any way impair the visibility of pilots using the airport, or otherwise create a hazard to aircraft intending to use the airport.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-7 NONCONFORMING USES, STRUCTURES AND TREES.

(A) *Regulations, not retroactive.* The regulations prescribed by this chapter shall not be construed as to require the removal or alteration of any tree or structure not conforming to these regulations as of May 4, 1944, the date of enactment of the ordinance codified in this chapter. Nothing contained herein shall require any change in construction or use of any structure begun prior to the above-referenced date.

(B) *Marking or lighting.* The owner of any aforementioned existing nonconforming structures or trees is hereby required to permit the installation, operation and maintenance thereon of such markers and/or lights as deemed necessary by the airport authority; to clearly indicate the presence of such obstructions or hazards to air navigation. All the markers and/or lights shall be installed, operated and maintained at the expense of the airport authority.

(Ord. No. 04-45, passed 5-13-2004)

Editor's note:

The "date of enactment of the ordinance codified in this chapter" given as May 4, 1944, refers to the enactment of the former airport zoning ordinance, which has been superseded by these provisions.

SEC. 9-3-8 PERMITS.

(A) *Future uses.*

(1) No material change shall be made in the use of land, and no structure or tree shall be erected, altered, planted or otherwise established in any zone hereby created, unless a permit therefor shall have been applied for and granted as required by this chapter.

Greenville - Building, Planning and Development Regulations

- (2) However, a permit for a tree or structure of less than 75 feet of vertical height above the ground shall not be required in the horizontal and conical zones or in any approach and transitional zones beyond a horizontal distance of 4,200 feet from each end of runway except when the tree or structure, because of terrain, land contour or topographic features, would extend above the height limit prescribed for the respective zone.
- (3) Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particulars to determine whether the resulting use, structure or tree would conform to the regulations herein prescribed. If the determination is in the affirmative, the permit shall be granted.

(B) *Existing uses.* No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure or tree to become a greater hazard to air navigation than it was on the effective date of this chapter or any amendments thereto or greater than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

(C) *Nonconforming uses abandoned or destroyed.* Whenever the Zoning Enforcement Officer determines that a nonconforming tree or structure has been abandoned or more than 50% torn down, physically deteriorated or decayed, no permit shall be granted that would allow the structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

(D) *Variances.* Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his or her property not in accordance with the regulations prescribed in this chapter, may apply to the Board of Adjustment for a variance from the regulations. The variance shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in a practical difficulty or unnecessary hardship and relief would not be contrary to the public interest but will do substantial justice and be in accordance with the intent of this chapter.

(E) *Hazard marking and lighting.* Any permit or variance granted may, if the action is deemed advisable to effectuate the purpose of this chapter and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the airport authority, at the owner's expense, to install, operate and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-9 APPLICATION FOR PERMITS AND VARIANCES.

It shall be the duty of the Director of Community Development, or authorized representative, to accept applications for permits and variances, and consider each and enforce the applicable provisions prescribed herein.

(Ord. No. 04-45, passed 5-13-2004; Ord. No. 06-75, § 1, passed 8-10-2006)

SEC. 9-3-10 APPEALS.

Any person aggrieved or affected by any decision of the Director of Community Development, or authorized representative, made in the administration of this chapter, may appeal to the Board of Adjustment in accordance with applicable procedure and law.

(Ord. No. 04-45, passed 5-13-2004; Ord. No. 06-75, § 1, passed 8-10-2006)

SEC. 9-3-11 DIRECTOR OF COMMUNITY DEVELOPMENT INTERPRETS.

It is the intent of this chapter that all questions of interpretation shall be the responsibility of the Director of Community Development or authorized representative.

(Ord. No. 04-45, passed 5-13-2004; Ord. No. 06-75, § 1, passed 8-10-2006)

SEC. 9-3-12 DUTIES OF CITY COUNCIL.

(A) It is further the intent of this chapter that the duties of the City Council in connection with this chapter shall be to consider and act upon proposed amendments to this chapter.

(B) The duties of the City Council shall not include hearing and deciding questions of interpretation and enforcement that arise.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-13 ENFORCEMENT AND APPEALS.

The Zoning Enforcement Officer shall be responsible for the enforcement of this chapter. The Zoning Enforcement Officer may provide for the enforcement of this chapter by means of withholding permits and/or issuance of civil citation(s) as provided herein. The Zoning Enforcement Officer may provide for enforcement by instituting injunction, mandamus or other appropriate action or proceeding to prevent unlawful erection, construction, reconstruction, alteration, conversion, moving, maintenance or use; to correct or abate the violation; or to prevent the occupancy of the building, structure or land. If a decision of the Zoning Enforcement Officer is questioned, the aggrieved person may appeal the decision to the Board of Adjustment in accordance with applicable procedure and law.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-14 PERMITS REQUIRED.

No land, building or structure shall be used, no building, sign or structure shall be erected, and no existing building, sign or structure shall be moved, expanded, enlarged or altered until the Director of Community Development, or authorized representative, has approved the use or construction in accordance with the provisions of this chapter.

(Ord. No. 04-45, passed 5-13-2004; Ord. No. 06-75, § 1, passed 8-10-2006)

SEC. 9-3-15 CERTIFICATE OF OCCUPANCY.

A certificate of occupancy issued by the Building Inspector is required in advance of occupancy or use of a building hereafter erected, altered or moved; and for a change of use of any building or land. It shall be unlawful to occupy any building or structure without a certificate of occupancy. A certificate of occupancy shall not be issued unless the proposed use of a building or structure conforms to the applicable provisions of these regulations.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-16 REMEDIES.

Where any building or structure is erected, constructed, reconstructed, altered, repaired, converted or maintained, or any building, structure or land is used in violation of this chapter, the Zoning Enforcement Officer, Building Inspector, any other appropriate city authority, or any person who would be damaged by the violation may, in addition to other remedies, institute an action for injunction, mandamus or other appropriate action or proceeding to prevent the violation.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-17 REVOCATION OF PERMITS AND CERTIFICATES.

A stop work order may be issued or a building permit or certificate of occupancy may be revoked by the Building Inspector when the method of moving, construction, alteration, repair or use violates any provision of these regulations or any state or local law, ordinance or resolution. Upon notice, any further work upon the moving, construction, alteration or repair of a building or structure, or further use of a building, structure or land shall be deemed a violation.

(Ord. No. 04-45, passed 5-13-2004)

SEC. 9-3-18 PENALTIES FOR VIOLATION.

(A) Any violation of the provisions of this chapter or a failure to comply with any of its requirements shall subject the offender to a civil penalty as follows:

- (1) In the amount of \$50 for each offense on the first day of the offense;
- (2) In the amount of \$100 for each offense either: on the second day of the offense; or when the offense is a second offense within a 12-month period; and
- (3) In the amount of \$250 for each offense either: on the third day and on each subsequent day of the offense; or when the offense is the third or subsequent offense within a 12-month period.

(B) Violators shall be issued a written citation that must be paid within 72 hours. If a person fails to pay the civil penalty within 72 hours, the city may recover the penalty together with all costs by filing a legal action in the general court of justice in the nature of a suit to collect a debt.

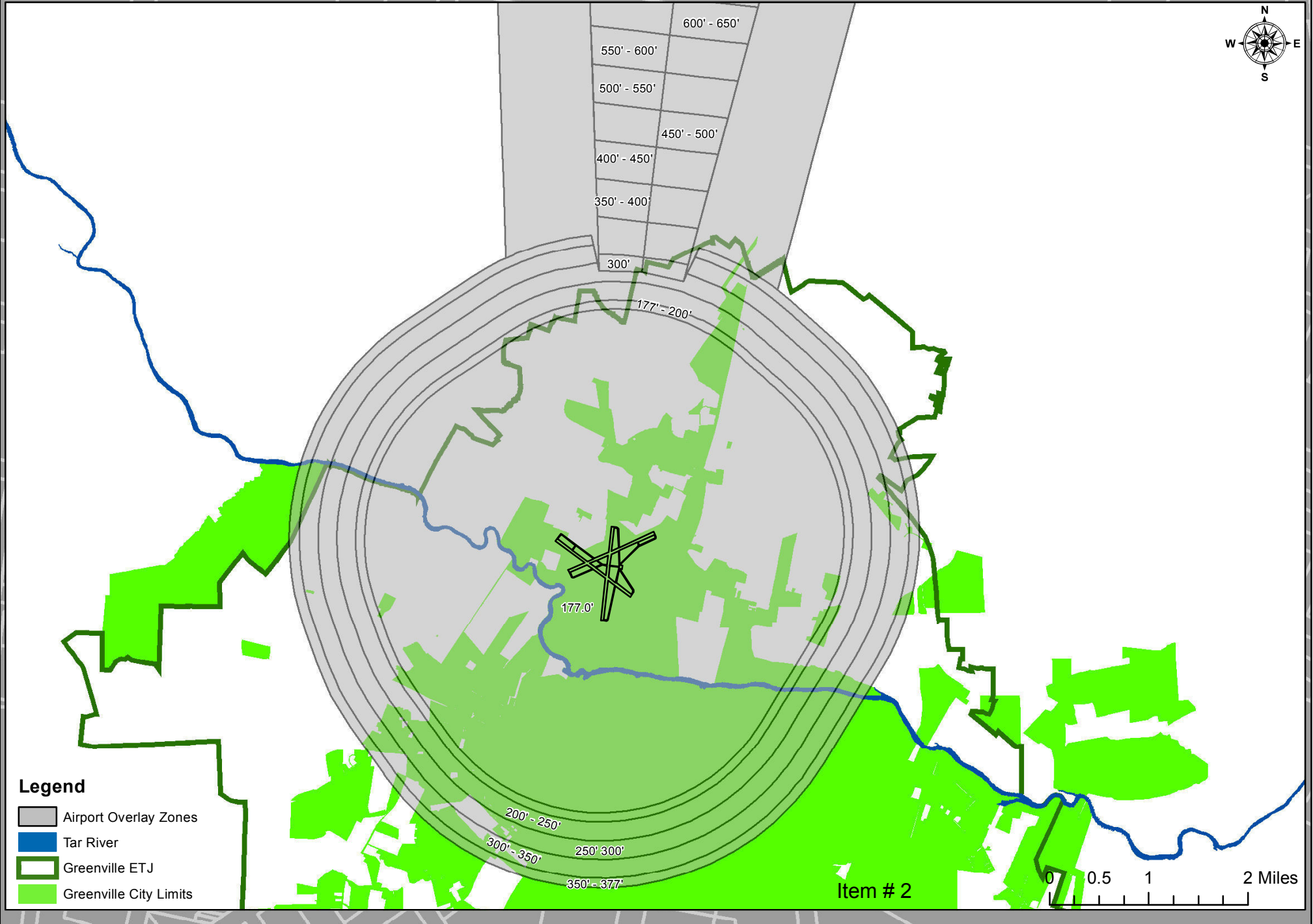
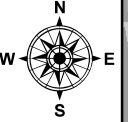
(C) This chapter may also be enforced by any appropriate equitable action.

(D) Each day that any violation continues shall be considered a separate offense for purposes of the penalties and remedies specified in this section. Notwithstanding the foregoing, the Zoning Enforcement Officer may invoke the escalating civil penalties authorized by subsection (A) whenever the violation continues and there has been sufficient time for the violation to be corrected after notification that the violation exists or whenever the violation has occurred previously during a 12-month period.

(E) Any one, all, or any combination of the foregoing penalties and remedies may be used to enforce this chapter.

(F) The owner, tenant or occupant of any building or land or part thereof and any architect, builder, contractor, agent or other person who participates in, assists, directs, creates or maintains any situation that is contrary to the requirements of this chapter may be held responsible for the violation and suffer the penalties and be subject to the remedies herein provided. (Ord. No. 04-45, passed 5-13-2004)

Airport Hazard Zoning Map



Legend

- Airport Overlay Zones
- Tar River
- Greenville ETJ
- Greenville City Limits

Item # 2



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Ordinance to annex Lakeview Industrial Park, Lot 9 containing 2.5587 acres located on the northern right-of-way of Sapphire Court approximately 300 feet north of its intersection with Diamond Drive

Explanation: ANNEXATION PROFILE

A. SCHEDULE

1. Advertising date: February 27, 2012
2. City Council public hearing date: March 8, 2012
3. Effective date: June 30, 2012

B. CHARACTERISTICS

1. Relation to Primary City Limits: Non-Contiguous
2. Relation to Recognized Industrial Area: Outside
3. Acreage: 2.5587 acres
4. Voting District: 1
5. Township: Pactolus
6. Vision Area: B
7. Zoning District: IU (Unoffensive Industrial)
8. Land Use: Existing: Vacant
Anticipated: a 10,000 square foot construction office

9. Population

	Formula	Number of People
Total Current	-----	0
Estimated at full development	0	0
Current Minority	-----	0
Estimated Minority at full development	0	0
Current White	-----	0
Estimated White at full development	0	0

10. Rural Fire Tax District: Staton House

11. Greenville Fire District: Station #4 (Distance of 3.00 miles)

12. Present Tax Value: \$19,112
Estimated Future Tax Value: \$969,112

Fiscal Note: The total estimated tax value at full development is \$969,112.

Recommendation: Approve the attached ordinance to annex Lakeview Industrial Park, Lot 9.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[Lakeview Industrial Park Annexation Map](#)

[Lakeview Industrial Park Lot 9 Annexation Ordinance 918937](#)

ORDINANCE NO. _____
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF
THE CITY OF GREENVILLE, NORTH CAROLINA

Attachment number 1
Page 1 of 3

WHEREAS, the City Council has been petitioned under G.S. 160A-58.1, as amended, to annex the area described herein; and

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

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at City Hall at 7:00 p.m. on the 8th day of March, 2012 after due notice by publication in The Daily Reflector on the 27th day of February, 2012; and

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

- a. The nearest point on the proposed satellite corporate limits is not more than three miles from the corporate limits of the City of Greenville.
- b. No point on the proposed satellite corporate limits is closer to another city than to the City of Greenville.
- c. The area described is so situated that the City of Greenville will be able to provide the same services within the proposed satellite corporate limits that it provides within the primary corporate limits.
- d. No subdivision, as defined in G.S. 160A-376, will be fragmented by this proposed annexation.
- e. The area within the proposed satellite corporate limits, when added to the area within all other satellite corporate limits, does not exceed ten percent (10%) of the area within the primary corporate limits of the City of Greenville; and

WHEREAS, the City Council does hereby find as a fact that said petition has been signed by all the owners of real property in the area who are required by law to sign and meets all other requirements of G.S. 160A-58.1, as amended; and

WHEREAS, the City Council further finds that the petition is otherwise valid, and that the public health, safety and welfare of the City of Greenville and of the area proposed for annexation will be best served by annexing the area described herein;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GREENVILLE, NORTH CAROLINA DOES ORDAIN:

Section 1. By virtue of the authority granted by G.S. 160A-58.2, as amended, the following described noncontiguous territory is hereby annexed and made part of the City of Greenville:

TO WIT: Being all that certain property as shown on the annexation map entitled

“Lakeview Industrial Park, Lot 9” prepared by Malpass and Associates, containing 2.5587 acres.

LOCATION: Lying and being situated in Pactolus Township, Pitt County, North Carolina, located on the northern right-of-way of Sapphire Court approximately 300 feet north of its intersection with Diamond Drive. This is a non-contiguous annexation involving 2.5587 acres.

GENERAL DESCRIPTION:

Lying and being situate in Pactolus Township, Pitt County, North Carolina and being more particularly described as follows:

Attachment number 1
Page 2 of 3

Beginning at a point in the western right of way of Sapphire Court said point being located N 07-41-58 W – 208.10’, thence N 11-12-45 W – 119.49’, thence N 14-43-33 W – 89.25’, thence N 38-49-14 W – 20.41’, thence N 23-38-23 W – 63.31’ from intersection of the western right of way of Sapphire Court and the northern right of way of Diamond Drive, thence from said point of beginning leaving the western right of way of Sapphire Court N 74-21-50 W – 247.74’ to the eastern property line of the BKJ Capital, LLC property as recorded in deed book 981 page 26, thence with the eastern property line of the BKJ Capital property N 15-43-53 E – 10.71’, thence N 15-38-10 E – 327.79’ to the southern property line of the Collice C. Moore property as recorded in deed book 2414 page 578, thence with the southern property line of the Collice C. Moore property S 63-48-32 E – 457.94’, thence leaving the southern property line of the Collice C. Moore property S 46-33-01 W – 246.77’ to the eastern right of way of Sapphire Court, thence with the right of way of Sapphire Court 105.52’ along the arc of a curve said curve being to the left having a radius of 50.00’ and a chord bearing S 76-05-35 W – 87.00’ to the point of beginning containing 2.5587 acres

Section 2. The territory annexed to the City of Greenville by this ordinance shall, pursuant to the terms of G.S. 160A-23, be annexed into Greenville municipal election district one. The City Clerk, City Engineer, representatives of the Board of Elections and any other person having responsibility or charge of official maps or documents shall amend those maps or documents to reflect the annexation of this territory into municipal election district one.

Section 3. The territory annexed and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force in the City of Greenville and shall be entitled to the same privileges and benefits as other parts of the City of Greenville. Said territory shall be subject to municipal taxes according to G.S. 160A-58.10.

Section 4. The Mayor of the City of Greenville, North Carolina, shall cause a copy of the map of the territory annexed by this ordinance and a certified copy of this ordinance to be recorded in the office of the Register of Deeds of Pitt County and in the Office of the Secretary of State in Raleigh, North Carolina. Such a map shall also be delivered to the Pitt County Board of Elections as required by G.S. 163-288.1.

Section 5. This annexation shall take effect from and after the 30th day of June, 2012.

ADOPTED this 8th day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

NORTH CAROLINA
PITT COUNTY

I, Polly Jones, Notary Public for said County and State, certify that Carol L. Barwick personally came before me this day and acknowledged that she is City Clerk of the City of Greenville, a municipality, and that by authority duly given and as the act of the municipality, the foregoing instrument was signed in its name by its Mayor, sealed with the corporate seal, and attested by herself as its City Clerk.

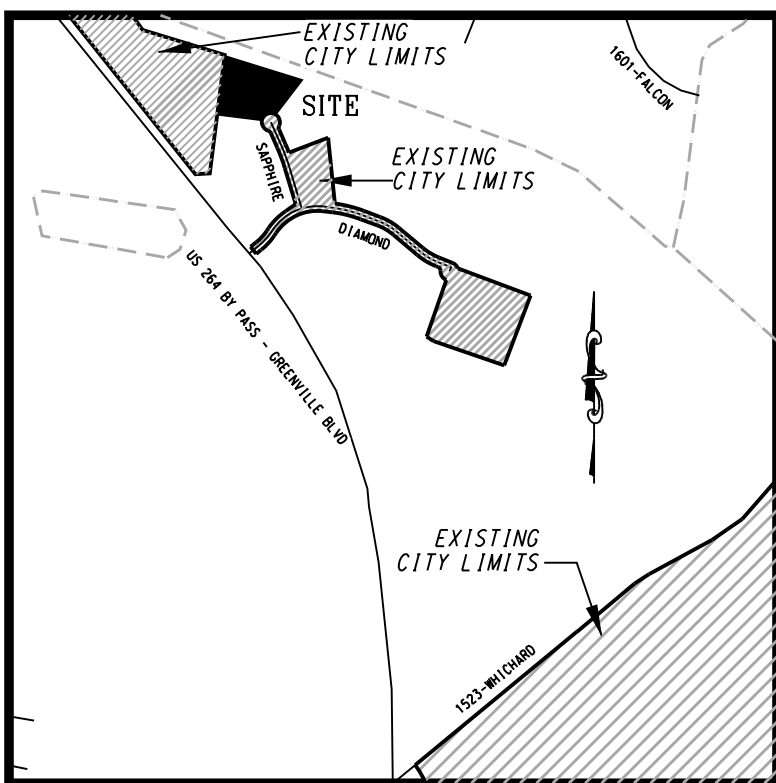
Attachment number 1
Page 3 of 3

WITNESS my hand and official seal, this the 8th day of March, 2012.

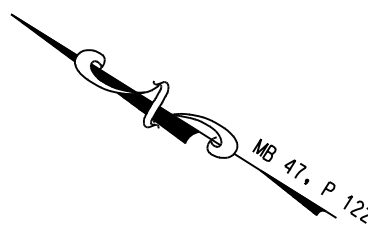
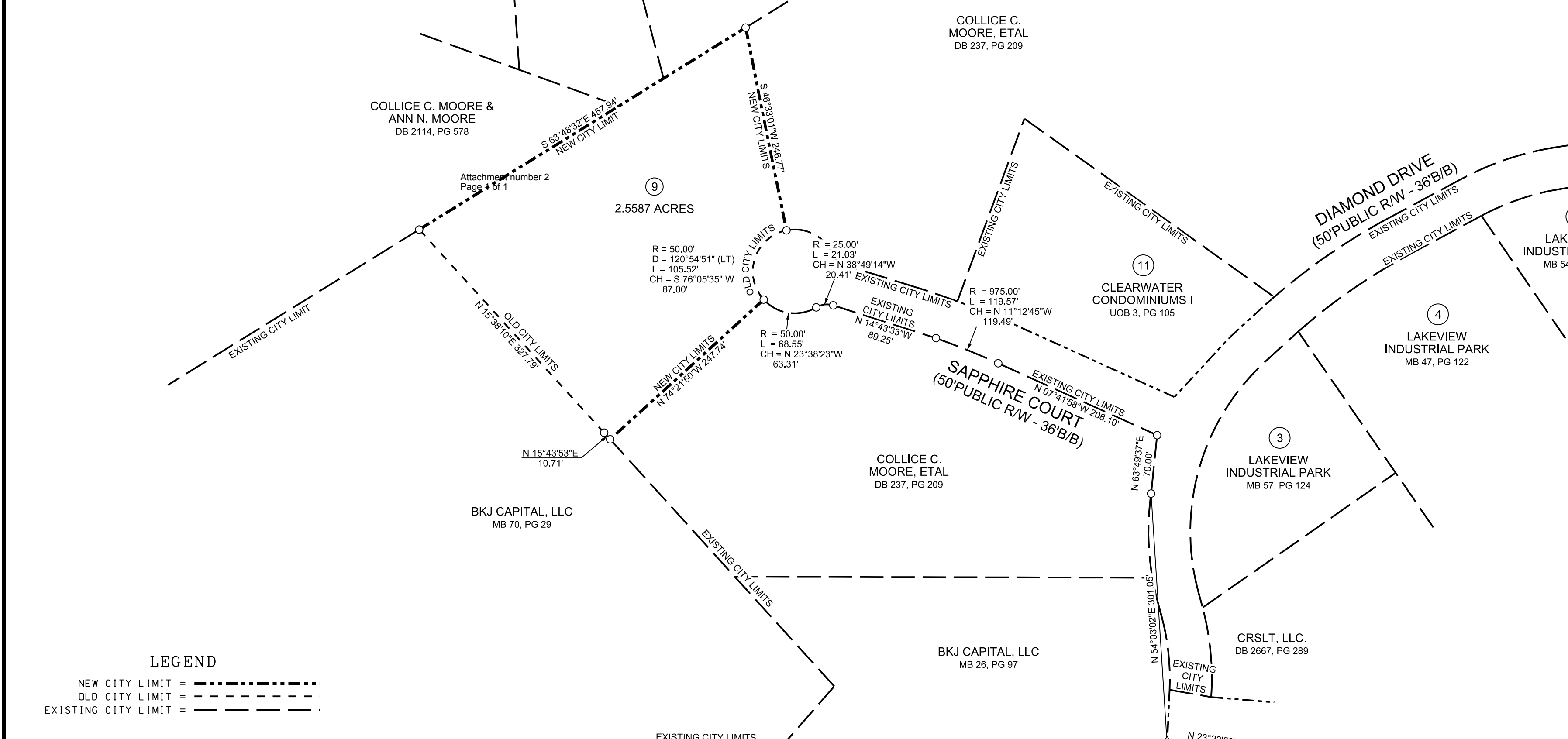
Polly Jones, Notary Public

My Commission Expires:

Doc # 918937



VICINITY MAP
1" = 1000'



LEGEND
 NEW CITY LIMIT = - - - - -
 OLD CITY LIMIT =
 EXISTING CITY LIMIT = - - - - -

ANNEXATION MAP FOR
LAKEVIEW INDUSTRIAL PARK - LOT 9
 A PORTION OF THE PROPERTY RECORDED IN DEED BOOK 237, PAGE 209
 OF THE PITT COUNTY REGISTRY

PACTOLUS TOWNSHIP PITT COUNTY NORTH CAROLINA

OWNER: COLLICE C. MOORE, ET AL
 ADDRESS: PO BOX 7183
 GREENVILLE, NC 27835
 PHONE: (252) 752-1010

SURVEYED: CEP	APPROVED: CEP
DRAWN: WCO	DATE: 12/21/11
CHECKED: CEP	SCALE: 1" = 100'

MALPASS & ASSOCIATES
 1645 E. ARLINGTON BLVD., SUITE D
 GREENVILLE, N.C. 27856
 (252) 756-1780

US HWY 264 BY-PASS
(MARTIN LUTHER KING JR. HWY)
(PUBLIC R/W VARIES - PVMT VARIES)

TAX MAP: 4699.19
 TAX PARCEL: A PORTION OF TAX PARCEL #35706

100 50 0 100 200
 GRAPHIC SCALE 1" = 100'

MAP NO.	PLATS RECORDED	BOOK	PAGE

MAP SHOWING AREA ANNEXED BY
THE CITY OF GREENVILLE, N.C.

DATE: _____ ; ORDINANCE NUMBER: _____ ; AREA: 2.5587 ACRES
PACTOLUS TOWNSHIP, PITT COUNTY, NORTH CAROLINA

I, CARLTON E. PARKER, CERTIFY THAT THIS MAP WAS DRAWN BY ME OR UNDER MY SUPERVISION FROM AN ACTUAL SURVEY BY ME OR UNDER MY SUPERVISION, THAT THE RATIO OF PRECISION AS CALCULATED FROM LATITUDES AND DEPARTURES IS 1:10,000+; THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM INFORMATION FOUND IN BOOK _____, PAGE _____; WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL

THIS _____ DAY OF _____ A.D., 2012.

CARLTON E. PARKER L-2980

NORTH CAROLINA, _____ PITT COUNTY I, _____, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT _____, A REGISTERED LAND SURVEYOR PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT. WITNESS MY HAND AND OFFICIAL STAMP OR SEAL, THIS _____ DAY OF _____, 2012.

NOTARY PUBLIC _____
 MY COMMISSION EXPIRES _____

NORTH CAROLINA, PITT COUNTY THE FOREGOING CERTIFICATE OF _____ NOTARY PUBLIC, IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS _____ DAY OF _____, 2012. AT _____ O'CLOCK, _____ M.

DEBORAH T. BARRINGTON, REGISTER OF DEEDS
 BY _____ REGISTER OF DEEDS



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Presentation of the Greenville Community Fear of Crime Study by Dr. William Bloss

Explanation: The attached Greenville Community Fear of Crime Study was commissioned in April 2011 based on a recommendation from the Special Task Force on Public Safety. The Study was conducted by the East Carolina University Department of Criminal Justice under the direction of Department Chair Dr. William Bloss.

Fiscal Note: Funded through the Greenville Police Department's asset forfeiture account in the amount of \$11,346.

Recommendation: Receive a presentation on the Greenville Community Fear of Crime Study from Dr. William Bloss.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[Survey Overview](#)

[Full Report](#)



City of Greenville, North Carolina
Community Fear of Crime Study
Research Report and Findings
Executive Summary

~

January 20, 2012

Department of Criminal Justice
College of Human Ecology
245 Rivers Building
Greenville, NC 27858-4353
(252) 328-4192 office
(252) 737-1769 fax
JUST@ecu.edu

Executive Summary

This study focused on two principal issues of interest to City of Greenville decision makers. First, it investigated citizen fear of crime perceptions in their neighborhood and other areas of the city; and second, examined dimensions of citizen police satisfaction in regards to services provided by the Greenville, NC Police Department. All respondents were residents of the City of Greenville, North Carolina. A population sample (n=6000) of Greenville residents was obtained from a commercial vendor. It was sorted into four geographic area samples based upon residential address. Area boundaries were identical to the four patrol sectors (A-D) (See Appendix A) designated by the Greenville Police Department. Questionnaire data were collected through telephone interviews conducted from September-November 2011. Responses were obtained from a total of 386 persons (n=386) at a response rate of approximately 8.2 percent of the overall city sample. The findings in this report are presented for each of the four sector areas (i.e., A-D) as well as aggregated to reflect a “city-wide” view of the information. The number of collected responses is sufficient to establish a dataset suitable for statistical analysis and the results can be reliably generalized to the citizen population in each district and the city at large.

Fear of Crime and Crime/Disorder Concern

The measure of crime perception was categorically dichotomized between 1) fear of crime and 2) types of crime or disorder concern. Respondents were asked to express their fear of crime perceptions in five locations—home, neighborhood, shopping/dining, downtown, and park/playground. The findings indicate that city-wide residents consider neighborhood park/playground as the most unsafe area with 83.1 percent reporting that they were “afraid,” at some level, to visit those places (i.e., very afraid= 34.60 %; afraid= 26.90 %; somewhat afraid= 21.60 %). Whereas, citizens felt the safest in the home, neighborhood, shopping, and dining areas during the daytime with approximately 81-88 percent stating they are “not afraid” in those locations.

When asked about the greatest crime or disorder concern, 37.80 percent of city respondents cited “speeding” as the largest problem (i.e., big problem=15.20 %; somewhat of a problem= 22.60 %). Conversely, citizens rated “stealing car registration stickers” and “prostitution” as the least crime or disorder problems (93.60 % and 91.00 % respectively).

Police Satisfaction

Police satisfaction was assessed in quality, crime control, informational, and use of force areas including measures of professionalism, trust, crime prevention/solving effectiveness, fairness, and use-of-force among others. Overall, citizens view the Greenville police favorably with a majority of respondents satisfied across most of the dimensions measured. For example, 94.60 percent of residents felt comfortable in contacting the police most or all of the time. This item ranked the highest among the satisfaction-related measures. Likewise, citizens rated police service quality, professionalism, and citizen safety concern highly. Specifically, 93.5 percent view the police as providing quality service most or all of the time with 6.5 percent in

disagreement. The same percentage of respondents felt that the police were concerned about public safety and nearly 90 percent trust them most or all of the time.

In the areas of effectiveness and fairness, however, police performance agreement among residents ranked somewhat lower. When it came to items such as crime prevention, investigation, and solving, citizens found the police to be less efficacious. Specifically, 72.5 percent held that investigation is effective most or all of the time; 68 percent agreed that police crime solving is rapid; and 62.1 percent thought that crime prevention efforts are successful.

Regarding helpfulness, respect, and fairness measures, the data reveal that a majority of residents had lower agreement than seen with the quality indicators. For instance, approximately 82 percent reported satisfaction most or all of the time with police willingness to be helpful (15 percent sometimes or not at all); 75.7 percent agreed that citizens are treated with respect (24.2 percent sometimes or not at all); and 72.9 percent treated fairly (27.1 percent sometimes or not at all).

One of the items with greater percentage respondent disagreement was police use-of-force. Specifically, 25.3 percent found that police use-of-force was appropriate “always” and 42.3 percent “most of the time;” whereas, 32.3 percent disagreed. Similarly, when asked if the police kept the public informed “about major issues in Greenville” 65.4 percent agreed, whereas, 34.6 expressed disagreement. In sum, however, these data show that a majority of the respondents are satisfied with services provided by the Greenville Police Department in the areas assessed.

Social Cohesion and Opinion Formulation

Respondents were asked about their involvement in community activities and willingness to be responsible for neighborhood crime prevention and order. Almost 100 percent thought it was important for citizens to be actively involved in maintaining order in their neighborhood and 78 percent saw crime prevention as a shared responsibility with the police.

The study further assessed the information source or activity that could contribute to the respondent’s formulation of opinions about the Greenville police. Approximately 75 percent of residents got their information from local broadcast and print media. While 67.30 percent said they used direct contact with a police officer to formulate opinions, 45.90 percent reported involvement in police-sponsored activities yet only 41.8 percent said they had any police contact in the last 12 months.

Submitted by:

William P. Bloss, Ph.D.	Principal Investigator
Patrice Morris, Ph.D.	Co-principal Investigator
Daniel Lytle, M.S.	Co-principal Investigator

The views expressed in this report do not necessarily reflect those of officials with the City of Greenville, Greenville Special Task Force on Public Safety, Greenville Police Department, East Carolina University, or ECU Department of Criminal Justice and are intended for informational purposes. The analyses and findings were derived from responses provided by residents who consented to answer the questionnaire. The research team authors are solely responsible for the contents of this report. This project was supported by the City of Greenville, NC and Greenville Police Department under contract # A11-0268-001.

All inquiries should be directed to:

Dr. William P. Bloss
East Carolina University
Department of Criminal Justice
247 Rivers Building
Greenville, NC 27858-4353
Tel. (252) 328-1447
Fax (252) 737-1769
blossw@ecu.edu



City of Greenville, North Carolina
Community Fear of Crime Study
Research Report and Findings

~
January 20, 2012

Department of Criminal Justice
College of Human Ecology
245 Rivers Building
Greenville, NC 27858-4353
(252) 328-4192 office
(252) 737-1769 fax
JUST@ecu.edu

Table of Contents

EXECUTIVE SUMMARY	3
Fear Of Crime And Crime/Disorder Concern	3
POLICE SATISFACTION	3
SOCIAL COHESION AND OPINION FORMATION	4
RESEARCH REPORT AND FINDINGS	4
INTRODUCTION	4
BACKGROUND	5
LITERATURE OVERVIEW	6
<i>Fear of Crime</i>	6
<i>Police Satisfaction</i>	6
RESEARCH METHODOLOGY	7
<i>Research Design</i>	7
<i>Report Terminology and Definition</i>	7
<i>Sample</i>	8
<i>Data Collection</i>	8
<i>Resident Attitudes</i>	8
Crime and Disorder Problems	8
Fear of Crime	9
Police Satisfaction	9
Social Cohesion	9
Demographics	9
RESEARCH FINDINGS	9
<i>Crime and Disorder Problems</i>	9
City-wide	9
<i>Fear of Crime</i>	11
City-wide	11
<i>Police Satisfaction</i>	13
City-wide	13
<i>Social Cohesion</i>	14
City-wide	14
<i>Opinion Formulation and Police Contact</i>	16
<i>Resident Opinion Formulation</i>	16
City-wide	16
<i>Type of Police Contact</i>	17
<i>Respondent Demographics</i>	19
City-wide	19
<i>Multivariate Analysis</i>	20
DISCUSSION	22
LIMITATIONS OF THE STUDY	23
ACKNOWLEDGMENTS	23
REFERENCES	24
APPENDICES	27
Appendix A Patrol Area Map	27
Appendix B Crime/Disorder Problem Tables	28
Appendix C Fear of Crime Tables	34
Appendix D Police Satisfaction Tables	40
Appendix E Social Cohesion Tables	46
Appendix F Police Opinion Formation Tables	51
Appendix G Type of Police Contact Tables	55
Appendix H Respondent Demographics Tables	59

Executive Summary

This study focused on two principal issues of interest to City of Greenville decision makers. First, it investigated citizen fear of crime perceptions in their neighborhood and other areas of the city; and second, examined dimensions of citizen police satisfaction in regards to services provided by the Greenville, NC Police Department. All respondents were residents of the City of Greenville, North Carolina. A population sample (n=6000) of Greenville residents was obtained from a commercial vendor. It was sorted into four geographic area samples based upon residential address. Area boundaries were identical to the four patrol sectors (A-D) (See Appendix A) designated by the Greenville Police Department. Questionnaire data were collected through telephone interviews conducted from September-November 2011. Responses were obtained from a total of 386 persons (n=386) at a response rate of approximately 8.2 percent of the overall city sample. The findings in this report are presented for each of the four sector areas (i.e., A-D) as well as aggregated to reflect a “city-wide” view of the information. The number of collected responses is sufficient to establish a dataset suitable for statistical analysis and the results can be reliably generalized to the citizen population in each district and the city at large.

Fear of Crime and Crime/Disorder Concern

The measure of crime perception was categorically dichotomized between 1) fear of crime and 2) types of crime or disorder concern. Respondents were asked to express their fear of crime perceptions in five locations—home, neighborhood, shopping/dining, downtown, and park/playground. The findings indicate that city-wide residents consider neighborhood park/playground as the most unsafe area with 83.1 percent reporting that they were “afraid,” at some level, to visit those places (i.e., very afraid= 34.60 %; afraid= 26.90 %; somewhat afraid= 21.60 %). Whereas, citizens felt the safest in the home, neighborhood, shopping, and dining areas during the daytime with approximately 81-88 percent stating they are “not afraid” in those locations.

When asked about the greatest crime or disorder concern, 37.80 percent of city respondents cited “speeding” as the largest problem (i.e., big problem=15.20 %; somewhat of a problem= 22.60 %). Conversely, citizens rated “stealing car registration stickers” and “prostitution” as the least crime or disorder problems (93.60 % and 91.00 % respectively).

Police Satisfaction

Police satisfaction was assessed in quality, crime control, informational, and use of force areas including measures of professionalism, trust, crime prevention/solving effectiveness, fairness, and use-of-force among others. Overall, citizens view the Greenville police favorably with a majority of respondents satisfied across most of the dimensions measured. For example, 94.60 percent of residents felt comfortable in contacting the police most or all of the time. This item ranked the highest among the satisfaction-related measures. Likewise, citizens rated police service quality, professionalism, and citizen safety concern highly. Specifically, 93.5 percent view the police as providing quality service most or all of the time with 6.5 percent in

disagreement. The same percentage of respondents felt that the police were concerned about public safety and nearly 90 percent trust them most or all of the time.

In the areas of effectiveness and fairness, however, police performance agreement among residents ranked somewhat lower. When it came to items such as crime prevention, investigation, and solving, citizens found the police to be less efficacious. Specifically, 72.5 percent held that investigation is effective most or all of the time; 68 percent agreed that police crime solving is rapid; and 62.1 percent thought that crime prevention efforts are successful.

Regarding helpfulness, respect, and fairness measures, the data reveal that a majority of residents had lower agreement than seen with the quality indicators. For instance, approximately 82 percent reported satisfaction most or all of the time with police willingness to be helpful (15 percent sometimes or not at all); 75.7 percent agreed that citizens are treated with respect (24.2 percent sometimes or not at all); and 72.9 percent treated fairly (27.1 percent sometimes or not at all).

One of the items with greater percentage respondent disagreement was police use-of-force. Specifically, 25.3 percent found that police use-of-force was appropriate “always” and 42.3 percent “most of the time;” whereas, 32.3 percent disagreed. Similarly, when asked if the police kept the public informed “about major issues in Greenville” 65.4 percent agreed, whereas, 34.6 expressed disagreement. In sum, however, these data show that a majority of the respondents are satisfied with services provided by the Greenville Police Department in the areas assessed.

Social Cohesion and Opinion Formulation

Respondents were asked about their involvement in community activities and willingness to be responsible for neighborhood crime prevention and order. Almost 100 percent thought it was important for citizens to be actively involved in maintaining order in their neighborhood and 78 percent saw crime prevention as a shared responsibility with the police.

The study further assessed the information source or activity that could contribute to the respondent’s formulation of opinions about the Greenville police. Approximately 75 percent of residents got their information from local broadcast and print media. While 67.30 percent said they used direct contact with a police officer to formulate opinions, 45.90 percent reported involvement in police-sponsored activities yet only 41.8 percent said they had any police contact in the last 12 months.

Research Report and Findings

Introduction

Criminologists have recognized for years that individual perception of safety is linked not only to feelings of crime risk but the ability of public protectors such as the police to reduce

individual vulnerability. Moreover, researchers realize that these perceptions are entwined with broader views of satisfaction with public service, community health, and individual well-being. These viewpoints are often expressed as “fear of crime” and “police satisfaction” perceptions.

Public policy makers know that the official crime record alone is not sufficient to provide the insight needed to formulate efficacious crime controls. Therefore, community feedback is commonly sought to augment the official data. To gather information about citizen perceptions of community crime effects, researchers often rely on self-reporting. A much deeper understanding of citizen attitudes about public services and community needs is gained through the information supplied by respondents. Once collected, the data are scientifically analyzed, interpreted, and reported to officials to guide them in developing policies and practices that enhance public safety and improve community well-being.

Background

Researchers from the East Carolina University Department of Criminal Justice were asked by the Greenville Special Task Force on Public Safety to conduct a study on citizen fear of crime perceptions. After conferring with leaders from the Greenville Police Department, a second focus was added to the study which addressed city resident satisfaction with police services. The aim of the proposed two-prong study was to provide city decision makers with scientifically valid research results that measured resident perceptions of crime issues and police satisfaction so as to guide crime control policies and practices.

On March 7, 2011, Dr. William Bloss (principal investigator) submitted a funded research proposal to the Greenville Police Department, which was later approved by the Greenville City Council. City representatives described two types of information they needed from the research study. First, the study should collect data about citizen fear of crime perception. Particularly, comparative information was sought about perceptions among four distinct areas of the city. Relative to the area, the study should explore three facets of the fear of crime perception 1) crime risk in their resident neighborhood area; 2) crime risk in the city’s downtown area; and 3) information source that contributed to individual crime risk perception. In regards to resident neighborhood and downtown area perceptions, the survey would gather responses on specific types of crime or incivility.

Second, the Greenville Police Department expressed interest in gathering data on citizen satisfaction with police service and performance, relative to safety and security, in three locations 1) resident neighborhood; 2) downtown area; and 3) city-wide. Additionally, the questionnaire would collect demographic data to facilitate correlation analysis of respondent characteristics with perceptions and attitudes.

Literature Overview

Fear of Crime

Researchers have studied the relationship between crime and location for decades. Although the research literature is replete with such studies, two seminal works help frame modern understanding of neighborhood-level crime effects. In the 1920s, social disorganization theory posited that crime was a consequence of weakened neighborhood social controls (Shaw and McKay, 1929). Later, Wilson and Kelling (1982) proffered the “broken windows” concept in an effort to explain how neighborhood disorder affected area crime. In search of greater insight, researchers have analyzed the fear of crime construct to uncover its causes and effects. For example, studies have examined the association between fear of crime and environmental correlates (Foster, Giles-Corti, & Knuiman, 2010), neighborhood conditions (Roman & Chalfin, 2008), incivility (Lewis & Maxfield, 1980), individual characteristics (Scarborough, Like-Haislip, Novak, Lucas, & Alarid, 2010), and police intervention (Hinkle & Weisburd, 2008) to discover the various dimensions of the phenomenon.

Two overarching themes emerge from the extant research. First, it shows that fear of crime has a profound influence on individual decision making, feeling of well-being, and overall quality of life. Second, citizen fear of crime is dramatically greater than official measures of crime. Even though fear of crime perception is not congruent with official empirical evidence, it nonetheless, has an adverse effect on citizen feeling of well-being and police-citizen relations. Given these realities, police leaders recognize the importance of addressing fear of crime as a symptom of underlying causes of community dysfunction to the extent that it hinders community policing efficacy.

Police Satisfaction

Police satisfaction is an area of police research that has been extensively studied. Generally, studies have found that people are satisfied with their local police (Shafer, Huebner and Bynum, 2003). Some research sought to unravel the factors that influence variations and levels of public satisfaction with the aim of explaining the many facets of citizen attitudes toward the police. Other studies have investigated police satisfaction based upon several measures such as professionalism, competence, crime control efficacy, integrity, and officer enforcement decision making, among others. In spite of general public satisfaction with police, studies have found that attitudes may vary depending on citizen race or gender. For example, Frank, Brandl, Cullen, and Stichman (1996) concluded that racial variance hinges on the majority racial group in the community. Whereas, a number of other studies determined that whites and women report a much higher level of police satisfaction than non-whites and men (Brandl, Frank, Worden, and Bynum, 1994; Nofzinger and Williams, 2005; Shafer, Huebner, and Bynum, 2003; and Skogan, 2005).

Other dimensions such as individual effects and neighborhood characteristics have been investigated. Researchers discovered that neighborhood characteristics tend to eliminate the influence of individuals when it comes to police satisfaction (Reisig and Parks, 2000; Wu, Sun, and Triplett, 2008). Together, the police satisfaction research has examined several dimensions,

measures, and variations of public attitudes toward the police. On several measures the research results are very similar; however, more needs to be learned about the factors that contribute to variation in citizen satisfaction, particularly given the importance of the relationship between the public and police.

Research Methodology

Research Design

This study is cross-sectional and uses a survey questionnaire designed to assess resident citizen fear of crime and police satisfaction. The questionnaire instrument includes several question types or scales common to social science research (i.e., Likert scale, etc.) (See Babbie, 2011).

The analytic strategy used univariate, bivariate, and multivariate approaches. Findings are reported as percentages for nominal or ordinal scales with means (averages) and standard deviations included for metric-level scales. Bivariate correlations were reported to reflect the relationship between variables. Multivariate analysis utilized Ordinary Least Squares (OLS) regression to assess relationships of police satisfaction.

Data were analyzed at the 1) individual; 2) neighborhood; 3) district; and 4) city levels pertaining to five locations 1) home; 2) neighborhood; 3) shopping/dining; 4) downtown; and 5) parks/playgrounds. Data and findings are reported for the four districts as well as aggregated to show a city-wide view.

Report Terminology and Definition

Several terms used in this report require a definition.

- | | | |
|----|-----------------|---|
| a. | City | Refers to the City of Greenville, North Carolina. |
| b. | District | Sampling area based on the geographic boundaries designated as police patrol sectors by the Greenville Police Department. |
| c. | Neighborhood | Defined as the area within a five-minute walk from the person's residence. |
| d. | Resident | Describes a person who domiciles (resides) in the City of Greenville, NC. |
| e. | Respondent | Denotes the person answering the survey question. |
| f. | Social cohesion | Engagement in civic activities including involvement in neighborhood affairs, interaction with the police, and method of opinion formulation. |

Sample

A population sample of 6,000 Greenville, NC residents was obtained from a commercial vendor. The sole criterion for inclusion in the population sample was being a resident of the City of Greenville, NC. The Greenville city sample was sorted into four geographic area sub-samples based upon residential address. Area boundaries were identical to the four patrol sectors (A-D) designated by the Greenville Police Department. Questionnaire data were collected through telephone interviews conducted from September-November 2011. Responses were obtained from a total of 386 persons (n=386) at a response rate of approximately 8.2 percent of the overall city sample. Variation in response rates by district occurred with the number of respondents per area: District 1 (A) = 95; District 2 (B) = 78; District 3 (C) = 96; and District 4 (D) = 108. No district of residence was recorded for nine respondents.

Data Collection

Data for the study were collected by telephone survey using a questionnaire developed specifically for the Greenville, NC *Community Fear of Crime Study*. Only residents 18 years of age or older were asked to complete the survey. Between September and November 2011 a group of students, trained and supervised by the Center for Survey Research at East Carolina University, conducted telephone surveys of respondents using the four district samples. Each telephone number in the four district samples was called. Data collection ended on November 21, 2011.

Resident Attitudes

The survey questionnaire was designed to measure dimensions of respondent perceptions or attitudes regarding 1) crime and disorder problems; 2) fear of crime; 3) police satisfaction; 4) social cohesion; and 3) information source or experience contributing to opinion formulation.

Crime and disorder problems

Residents were asked to rank the perceived concern or seriousness level of the problems 1) violent crime; 2) burglary; 3) public drinking (alcoholic beverage); 4) drug use in public; 5) gangs; 6) vandalism; 7) prostitution; 8) homelessness; 9) begging/panhandling; 10) loitering; 11) truancy; 12) speeding or reckless driving; 13) drunk driving (DUI); car theft; 14) stealing car registration stickers/decals; 15) domestic violence; 16) loud music/parties; 17) garbage/litter; 18) illegally parked cars; 19) abandoned cars; 20) rundown house/buildings; 21) overgrown weeds/shrubs; and 22) graffiti. Physical disorder measures (i.e., vandalism, garbage/litter, illegally parked cars, abandoned cars, rundown house/buildings, overgrown weeds/shrubs, and graffiti) and social disorder measures (i.e., public drinking (alcoholic beverage), prostitution, homelessness, begging/panhandling, loitering, truancy, speeding or reckless driving, and truancy) were combined to assess neighborhood-level disorder. The remaining items measured crime concerns or problems in the same location.

Fear of crime

Respondents were asked questions about their attitude in regards to personal safety and crime fearfulness in their home, neighborhood, park/playground, and city downtown, shopping, and dining areas. In each location, residents were also questioned about feelings of safety and crime risk during the daytime and nighttime.

Police satisfaction

A series of questions were posed to residents to assess their view of the Greenville Police Department and degree of satisfaction with police professionalism, service quality, competency, crime prevention/solving effectiveness, empathy, fairness, and use-of-force. The responses are analyzed individually and as an additive scale where higher values on the scale indicate a greater satisfaction.

Social cohesion

These questions assessed resident attitudes pertaining to engagement in civic activities in their neighborhood, reliance on the police to control neighborhood disorder, and interaction with the police in various roles. The items measured contact and involvement with neighborhood residents, perpetrators of neighborhood incivility or disorder, criminal offenders, and police as a complainant, witness, or offender/violator. Additionally, respondents were asked about the source(s) of information that contributed to formulating opinions about public safety, crime risk, and police services. Sources included mass media, personal communications, participation in police sponsored or civic activities, and contacts with the police.

Demographics

Respondents were asked to characterize themselves in terms of house ownership, gender, age, race/ethnicity, education, and employment.

Research Findings

In this section, resident answers are presented in tables as a percentage (2-decimals; maximum value =100 percent) and ranked from highest to lowest based on a dichotomous grouping between disagreement responses (i.e., small or no, some or all) versus agreement responses (i.e., somewhat or big, afraid or very afraid). The data are also presented as a figure or graph to depict the response distribution and relationship.

Crime and Disorder Problems

City-wide

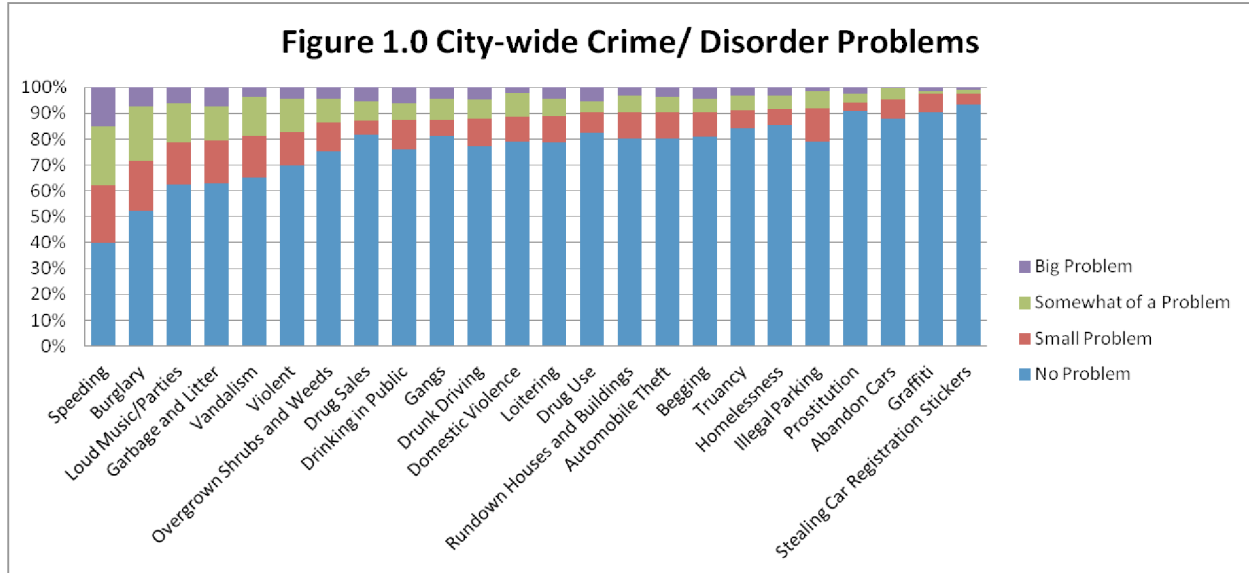
As indicated in Table and Figure 1.0, the data show that city-wide 37.8 percent of respondents considered “speeding” as the most significant crime or disorder problem in Greenville followed by “burglary” at 28.40 percent. Residents viewed “graffiti” and “stealing registration stickers” equally as the least problems in the city at 2.70 percent.

However, as seen in Appendix B, resident crime and disorder attitudes showed variation among areas of the city. Respondents ranked crime and disorder problems differently in their respective districts which revealed aspects of area individuality.

Table 1.0 City-wide Crime/Disorder Problems

Data shown as percent

Problems	No Problem	Small Problem	Somewhat of a Problem	Big Problem
Speeding	39.90	22.30	22.60	15.20
Burglary	52.00	19.50	21.10	7.30
Loud Music/Parties	62.30	16.40	15.10	6.10
Garbage and Litter	62.70	16.70	13.20	7.40
Vandalism	65.20	15.90	15.10	3.80
Violent	69.80	13.10	12.60	4.50
Overgrown Shrubs and Weeds	75.30	10.90	9.50	4.20
Drug Sales	81.60	5.70	7.20	5.50
Drinking in Public	76.20	11.40	6.20	6.20
Gangs	81.10	6.50	7.90	4.50
Drunk Driving	77.30	10.50	7.30	4.90
Domestic Violence	79.00	9.60	9.30	2.00
Loitering	78.70	10.10	6.60	4.50
Drug Use	82.20	8.20	4.20	5.40
Rundown Houses and Buildings	80.10	10.40	6.40	3.20
Automobile Theft	80.20	10.20	6.00	3.60
Begging	81.00	9.60	5.10	4.30
Truancy	84.00	7.10	5.70	3.10
Homelessness	85.10	6.50	5.10	3.20
Illegal Parking	79.10	13.00	6.30	1.60
Prostitution	91.00	3.10	3.40	2.50
Abandon Cars	87.80	7.40	4.20	0.50
Graffiti	90.30	7.00	1.10	1.60
Stealing Car Registration Stickers	93.60	3.80	1.50	1.20



Together, in no case did a majority (50 percent or greater) of respondents city-wide or in each of the four districts view the crime and disorder types as more than a small problem. While speeding, burglary, vandalism, and loud music were ranked among the highest concerns with neighborhood residents, the remaining crime and disorder type ranking revealed no discernible pattern and was dispersed similarly across the four districts. District-level crime/disorder tables and figures are presented in Appendix B.

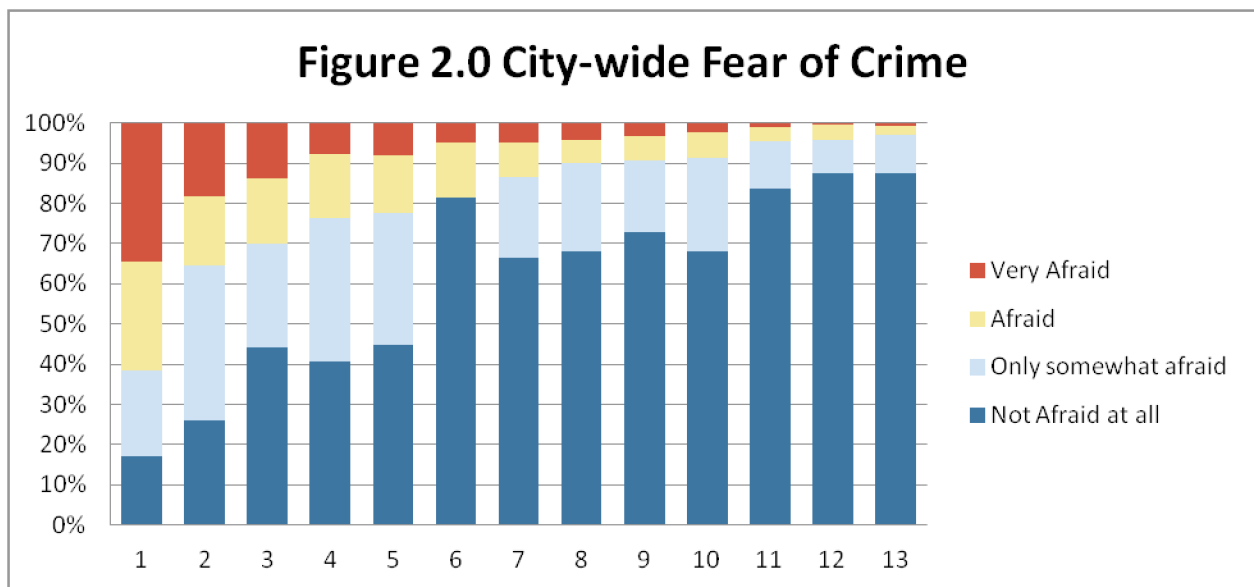
Fear of Crime

City-wide

As indicated Table and Figure 2.0, a majority of residents city-wide, at 61.5 percent, reported being “afraid” or “very afraid” to visit a neighborhood park/playground, followed by 35.6 percent who had safety concerns when shopping or dining at night. Whereas, very few (8.7 percent) respondents expressed a fear of crime or personal safety concern in general or when engaged in daytime activities with 3.1-4.7 percent feeling afraid or very afraid to be in their home or to shop, dine, or walk outdoors. Nearly 8 percent of residents reported moderate or severe (i.e., afraid or very afraid) fear of crime in general in their neighborhood. Thus, approximately 92 percent of city-wide respondents expressed either somewhat or no fear of crime in their respective neighborhood.

Table 2.0 City-wide Fear of Crime
Data shown as percent

Activity Type		Not Afraid at all	Only somewh at afraid	Afraid	Very Afraid
1	Visiting a neighborhood park/playground	17.00	21.60	26.90	34.60
2	Shopping or dining in the downtown area at night	25.90	38.60	17.20	18.40
3	Walking/jogging in the downtown area during the day	44.10	25.80	16.50	13.70
4	Shopping or dining in areas outside of downtown at night	40.80	35.50	16.00	7.70
5	Walking/jogging in your neighborhood after dark	44.90	32.80	14.20	8.10
6	Shopping or dining in areas outside of downtown during the day	81.40	0.00	13.80	4.80
7	Parking your car overnight on the street	66.60	19.90	8.70	4.80
8	Being home alone after dark	68.20	21.90	5.80	4.10
9	Walking/jogging in the downtown area at night	72.80	17.90	6.00	3.30
10	Crime in your neighborhood (in general)	68.10	23.20	6.50	2.20
11	Shopping or dining in the downtown area during the day	83.80	11.60	3.50	1.20
12	Being home alone during the day	87.50	8.20	4.10	0.30
13	Walking/jogging in your neighborhood during the day	87.40	9.60	2.20	0.80



Typically, variation is evident across districts as this data show. Otherwise, the general trend of fear of crime is similar when comparing individual measures. However, District 4 (D) residents consistently expressed a higher fear of crime concern than the other districts on many measures. Notably, city-wide residents shared a common view of their safety risk when it came to public park/playground. District-level fear of crime tables and figures are presented in Appendix C.

Police Satisfaction

City-wide

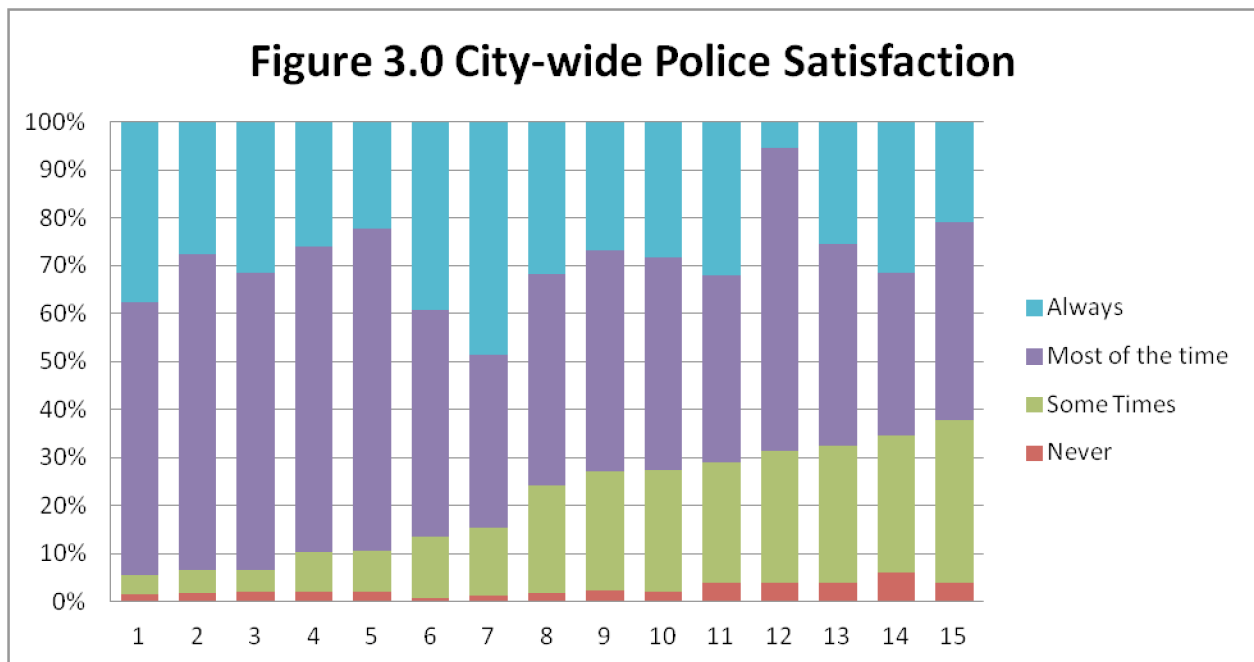
Overall, as indicated in Table and Figure 3.0 the level of police satisfaction among residents is very high. For example, 93.5 percent of respondents consider police service as quality most of the time or always. Similarly, nearly 90 percent view the police as trustworthy and almost 84 percent find them to be professional. When it comes to crime control capability (i.e., crime prevention, investigation, and solving), the majority of residents viewed the police as effective, however, at lower percentages than the quality-related measures. The police did not fare as well when respondents were asked if they kept the public informed about major issues in the city. Although small, 6 percent of respondents felt that the Greenville police “never” kept the public informed. This measure had the highest disagreement percentage, with the remainder less skewed toward most or always. And respondents rated police with less satisfaction in crime prevention effectiveness and appropriate use of force.

Table 3.0 City-wide Police Satisfaction

Data shown as percent

Resident Opinion		Never	Some Times	Most of the time	Always
1	I feel comfortable contacting the Greenville Police Department	1.40	4.10	56.90	37.70
2	The police provide quality service to the residents of my community	1.70	4.80	65.90	27.60
3	The Greenville Police Department is concerned for my safety	2.00	4.50	62.00	31.50
4	I trust the Greenville Police Department	2.00	8.20	63.80	26.00
5	I believe the police respond quickly in emergency situations	2.00	8.60	67.10	22.30
6	The police act professionally	0.80	12.20	45.90	38.00
7	The police are willing to help people	1.10	13.90	34.78	47.20
8	The police treat people with respect	1.70	22.50	43.90	31.80

9	The police treat people fairly	2.30	24.80	46.10	26.80
10	The police effectively investigate crime	2.10	25.40	44.10	28.40
11	The police understand my values	4.00	25.10	38.70	32.20
12	The police solve crimes quickly	3.80	27.60	63.20	5.40
13	The police use an appropriate amount of force	4.00	28.30	42.30	25.30
14	The police inform the public about major issues in Greenville, NC	6.00	28.60	33.90	31.50
15	The police effectively prevent crime	3.80	34.10	41.10	21.00



District-level variation is observed in terms of agreement percentage and ranking of police satisfaction measures. District-level police satisfaction tables and figures are presented in Appendix D.

Social Cohesion

City-wide

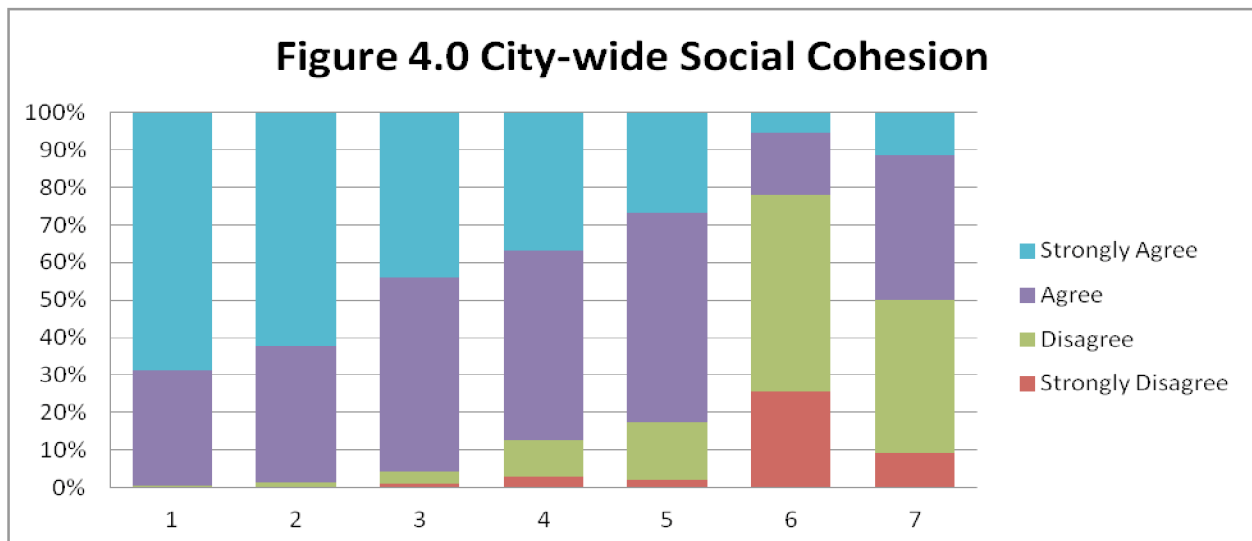
Social cohesion measures indicate the extent to which residents are involved in neighborhood affairs and take personal responsibility for crime prevention and order maintenance in their area. As shown in Table and Figure 4.0, almost 100 percent of

respondents city-wide considered it important for citizens to be actively involved in crime prevention with 78 percent viewing it a responsibility shared with the police. Likewise, a substantial majority of city residents are willing to become involved in addressing neighborhood order matters; whereas, respondents were evenly divided on the issue of illegal dumping.

Table 4.0 City-wide Social Cohesion

Data shown as percent

Resident Opinion		Strongly Disagree	Disagree	Agree	Strongly Agree
1	It is important for community members to work with the police to solve local problems	0.00	0.50	30.70	68.80
2	It is important for citizens to take an active role in preventing crime	0.00	1.60	36.10	62.30
3	My neighborhood is a safe place to live	1.10	3.20	51.90	43.90
4	If I saw children in my neighborhood causing problems, I would first ask them to stop before I called the police	3.00	9.70	50.60	36.70
5	If a neighbor left their car on the street for an extended time, I would first ask them to move it before I called the police	2.00	15.30	56.10	26.60
6	Crime prevention is the responsibility of the police; NOT citizens like me	25.60	52.30	16.60	5.40
7	If there was trash or illegal dumping in my neighborhood, I would take care of the problem myself before I called the police	9.20	40.90	38.40	11.50



Social cohesion district-level variation is slight given the high degree of consensus observed. District-level social cohesion tables and figures are presented in Appendix E.

Opinion Formulation and Police Contact

Respondents were asked about the type of police contact they had in the past 12 months. They were also queried about the information source used to formulate opinions about the Greenville Police Department. These questions measured how the activities contributed to respondent formulation of opinions and attitudes about the local police.

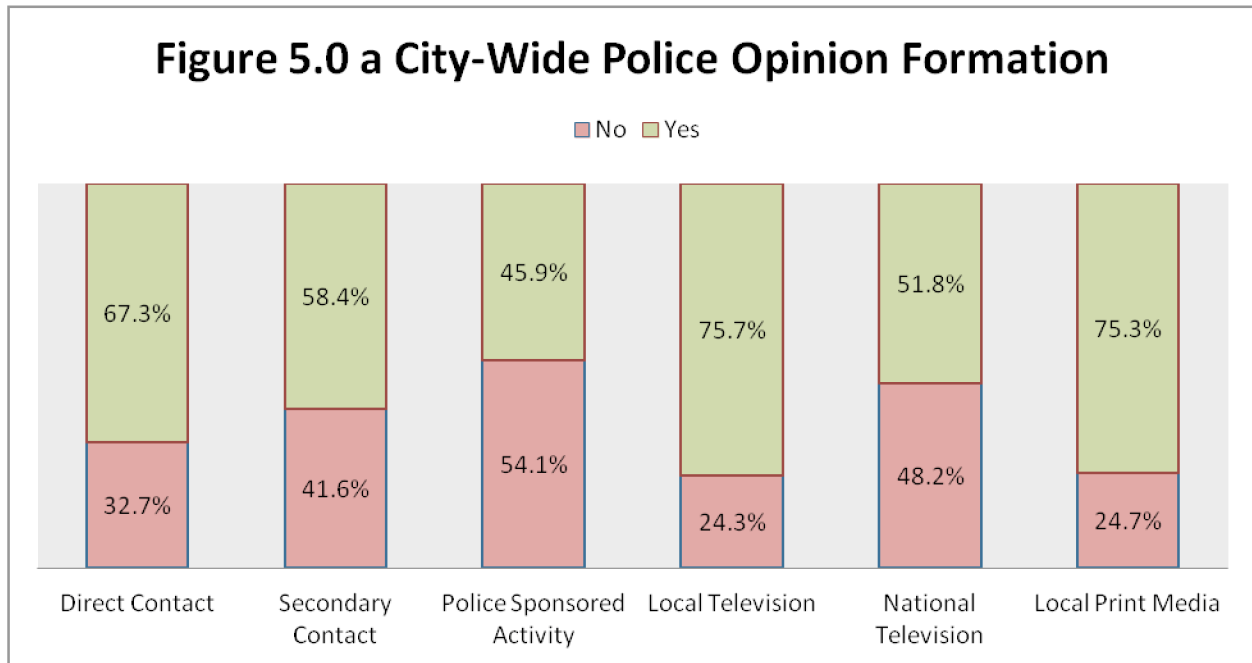
Resident opinion formulation

City-wide

As shown in Table 5.0a, 75.70 percent and 75.30 percent respectively relied on the local broadcast and print media as information sources to formulate opinions about the police. Next, respondents based their attitudes on direct contact (67.30 percent) and secondary contact (58.40 percent) with the police. Involvement in police-sponsored events was reported as the least information source (45.90 percent) for developing opinions.

Table 5.0a City-wide Police Opinion Formation

Opinion Source	No	Yes
Direct Contact	32.70	67.30
Secondary Contact	41.60	58.40
Police Sponsored Activity	54.10	45.90
Local Television	24.30	75.70
National Television	48.20	51.80
Local Print Media	24.70	75.30



District-level opinion formulation tables and figures are presented in Appendix F.

Type of Police Contact

Type of interaction with the police can also contribute to the formulation of resident opinions. Along with information source, this measure examines whether respondents have ever had contact with the police and the type or context. Together, these can explain the factors that influence respondent opinions of the police. As indicated in Table and Figure 5.0b, only 41.8 percent of city-wide residents report any police contact. Respondents that said they had contact were asked to select all of the types that applied. Some residents failed to report a type; whereas, others selected more than one. Among the types, as indicated in Table and Figure 5.0c, the highest percentage (11.7 percent) of respondents having police contact were crime victims.

Table 5.0b Contact With Police

Data shown as percent

Area	Yes	No
City-wide	41.8%	58.2%
District 1	45.7%	54.3%
District 2	37.3%	62.7%
District 3	37.8%	62.2%
District 4	45.8%	54.2%

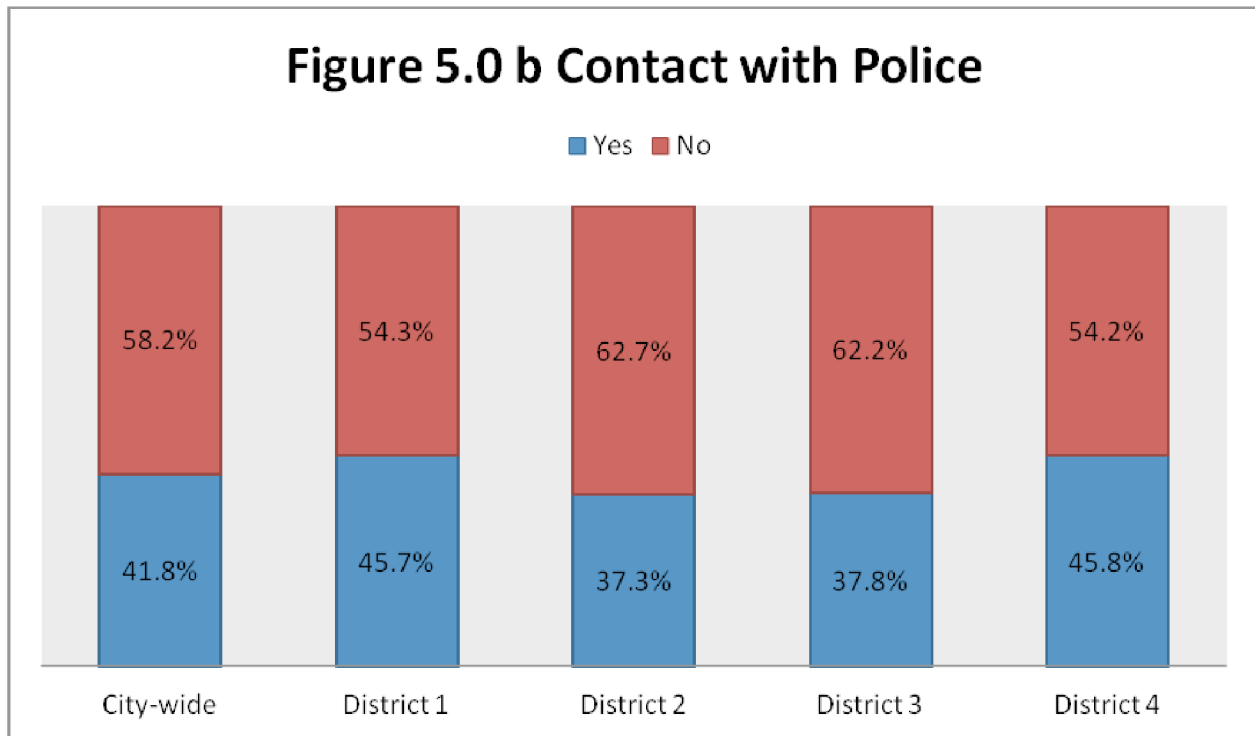
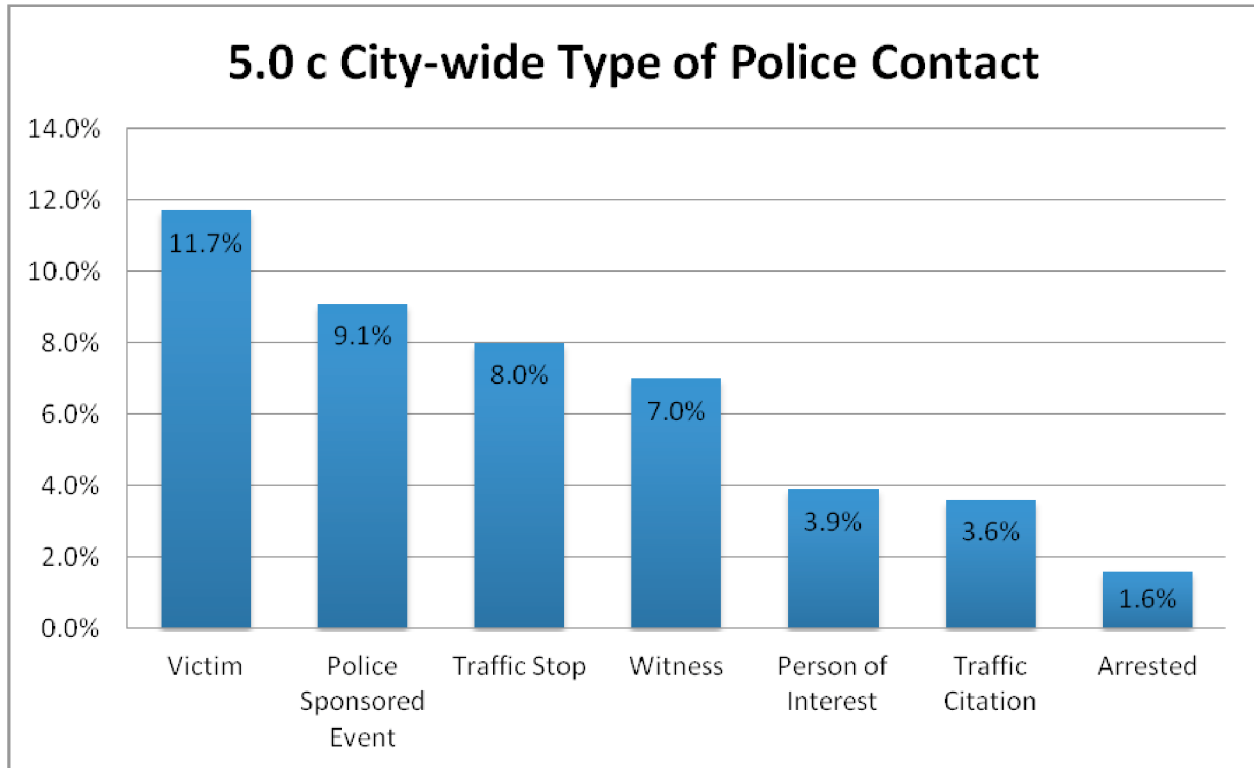


Table 5.0c City-wide Type of Police Contact

Data shown as percent

Contact Type	%
Victim	11.7
Police Sponsored Event	9.1
Traffic Stop	8.0
Witness	7.0
Person of Interest	3.9
Traffic Citation	3.6
Arrested	1.6

Respondents reporting contact with the police were asked to select all types that apply.



District-level type of police contact tables and figures are presented in Appendix G.

Respondent Demographics

City-wide

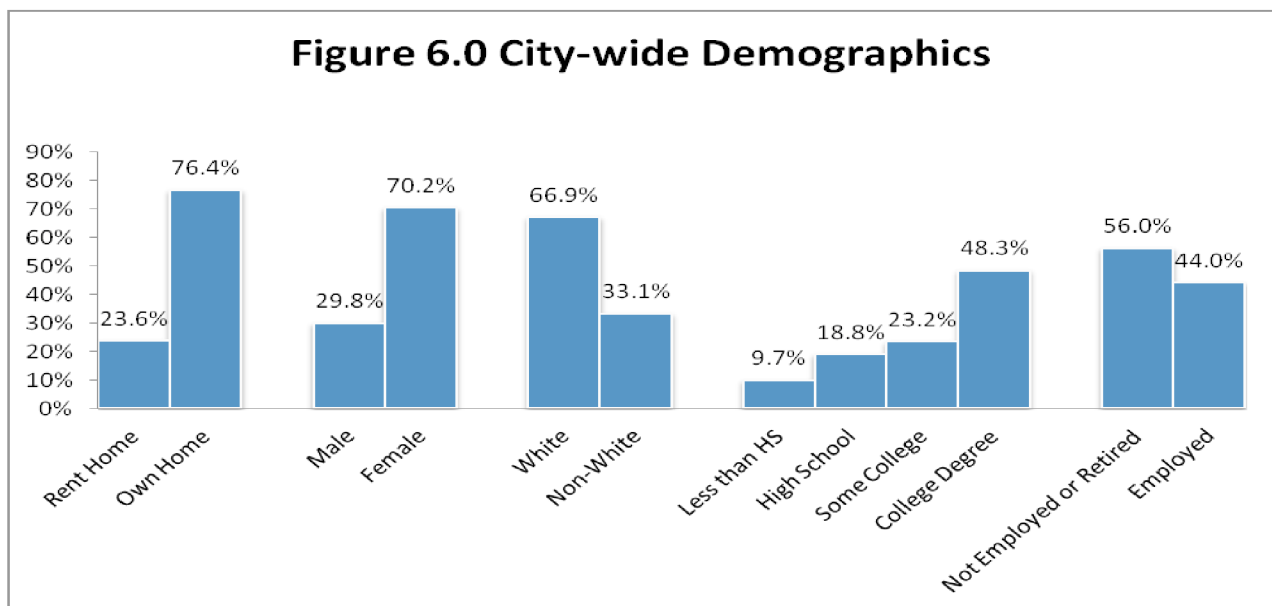
The demographic data presented in this section are the characteristics of those residents who answered questionnaires. Respondents were asked to characterize themselves in terms of house ownership, gender, age, race/ethnicity, education, and employment. Although some variation is seen across the four districts (See Tables and Figures 6.1-6.4 in Appendix H), city-wide data as indicated in Table and Figure 6.0 show a majority of the respondents were female (70.2 percent), white (66.90 percent), college educated (71.5 percent reported some or completed college education), not employed or retired (56.0 percent), and residential property owners (76.4 percent).

Table 6.0 City-wide Demographics

Data shown as percent

Demographics	Percent
Rent Home	23.6
Own Home	76.4
Male	29.8
Female	70.2

White	66.9
Non-White	33.1
Less than HS	9.7
High School	18.8
Some College	23.2
College Degree	48.3
Not Employed or Retired	56.0
Employed	44.0



District-level demographics tables and figures are presented in Appendix H.

Multivariate Analysis

As indicated in Tables 7.0 and 7.1, the multivariate results show that two variables significantly predicted police satisfaction. First, African-American respondents had less satisfaction with the police. Second, those respondents willing to engage in community crime prevention partnerships had more favorable attitudes toward the police. These findings are consistent with previous research on police satisfaction. However, gender was not a significant predictor. Although the bivariate results showed women had more favorable attitudes toward the police, the multivariate analysis did not. Additionally, the crime and disorder measures were found not to be significantly related to satisfaction.

Table 7.0 City-wide Correlations

Variable	Fear	Police Satisfaction	Employment	Social Disorder	Physical Disorder	Non-White	Age	Police Contact	Social Cohesion	Female	Property Owner
Fear	1.00										
Police Satisfaction	-0.45	1.00									
Employment	-0.09	-0.15*	1.00								
Social Disorder	0.11	-0.30*	0.06	1.00							
Physical Disorder	0.22*	-0.15*	0.06	0.74*	1.00						
Non-white	0.00	-0.30*	0.02	0.23*	0.57	1.00					
Age	0.16*	0.21*	-0.65*	-0.21*	-0.15*	-0.16*	1.00				
Police Contact	-0.09	-0.08	0.154*	0.14*	0.14*	0.00	-0.16*	1.00			
Social Cohesion	-0.13	0.31*	0.173*	-0.16*	-0.14*	-0.33*	-0.08	0.10	1.00		
Female	0.24*	0.14*	-0.04	-0.05	-0.10	0.12*	-0.01	-0.09	0.00	1.00	
Property Owner	0.06	0.20*	0.01	-0.19*	-0.08	-0.37*	0.18*	-0.05	0.25*	-0.10	1.00

* = significant at <.05

Table 7.1 Multivariate results

Variable	B	Standard Error	Beta
Individual Level			
Gender	1.63	1.25	0.10
Race*	-3.33	1.49	-0.21
Employment	-0.26	1.66	-0.02
Education	-0.73	0.72	-0.09
Age	0.06	0.05	0.13
Property Owner	1.22	1.49	0.07
Community Level			
Social Disorder	-0.04	0.16	-0.03
Physical Disorder	-0.27	0.25	-0.12
Social Cohesion*	0.95	0.27	0.31
Constant	25.62	7.20	
Model F*	5.13		
Adjusted R²	0.21		

* = significant at <.05

Discussion

The objectives of this study were to discover City of Greenville resident attitudes about 1) fear of crime; 2) police satisfaction; and 3) information source or activity that contributed to formulating opinions about the police. Researchers examined these three aspects using a nine-part questionnaire that assessed the issues using measures of crime and disorder concern, fear of crime, neighborhood social cohesion, police satisfaction, police contact, and opinion formulation. Interviewers collected data from 386 (n=386) respondents across four sample areas (i.e., A-D) of the city. The study used univariate, bivariate, and multivariate approaches in its analytic strategy. Findings of the research study are presented at both the city-wide and district levels.

Overall, the city-wide findings show that residents ranked their greatest crime and disorder concerns as speeding (37.8 percent), burglary (28.4 percent), and loud parties (21.2 percent). When asked about their fear of crime and concern for individual safety in the home, neighborhood, shopping/dining area, downtown area, and park/playground, a substantial majority of city respondents considered the park/playground (83.1 percent) most unsafe. Social cohesion was also measured to determine resident engagement with neighborhood affairs and their willingness to take some responsibility for order maintenance. Almost 100 percent of city residents thought it was important for citizens to be actively involved in keeping their neighborhoods crime free and 78 percent saw crime prevention as a shared responsibility with the police.

Police satisfaction was assessed on quality-related (i.e., quality, professionalism, and trust), performance-related (i.e., rapid response, crime control, respect, fairness), information-related (i.e., notifying the public about crime incidences/risks), and use of force-related (i.e., appropriate use of force) measures. By far, respondent satisfaction with the Greenville police was the highest on quality-related measures as 84-93.5 percent agreed they were professional, trustworthy, and provided quality service. On performance-related measures, resident satisfaction was less as 62.1 percent agreed that the police were effective in preventing crime, which was ranked as the lowest of the satisfaction items. Likewise, residents rated the Greenville police less favorably when it came to keeping the public informed about crime issues and risks (65.4 percent) and appropriate use of force (67.60 percent).

Next, the study assessed the information source or activity that influenced resident formulation of attitudes about the Greenville Police Department. In terms of information source, 75 percent of respondents relied on local broadcast and print media reports. As noted, 67.30 percent used contact with a police officer to formulate opinions with 45.90 percent reporting involvement in police-sponsored activities. Yet, the local media was found to contribute to the formulation of opinions about police satisfaction more than other sources with a majority of residents.

The multivariate analysis showed that no variables predicted fear of crime measures. However, two were shown to predict police satisfaction. African-American respondents were less satisfied with police services on the items measured, whereas, residents who were directly involved in community crime prevention activities were more satisfied.

In sum, these findings indicate that Greenville citizens are concerned about some types of crime and disorder, and particularly in park/playground areas, which they deem as unsafe. Yet, on the whole residents consider the City of Greenville a safe place to live. Furthermore, the results show that the majority of city residents are satisfied with services provided by the Greenville Police Department. However, variations in sample areas and measures reveal some concerns and issues that merit further examination by City decision makers.

Limitations of the Study

As with any research, this study has limitations in terms of its ability to universally answer all questions of interest and ask every resident of Greenville about their views. The measures assessed were constrained by two factors. One, the survey questionnaire sought to collect data so as to answer the study's research questions; and two, the interview time allowed for questionnaire completion with each respondent. These are common obstacles encountered in any social science research. Yet, the research methodology and data collected were effective in fulfilling the aims of the study. Although the data collected from 386 respondents (n=386) is well within the accepted standards for social research, the analyses is rightly limited to the information supplied by those residents willing to answer the survey questions. That, in and of itself, can generate less than a universal coverage of all potential respondents. To account for this phenomenon, interviewers called each person in the four sample areas an average of three times in an effort to speak with a prospective respondent. Thus, each individual in the sample population (n= 6000) had an equal probability of being selected. As the demographic data show, a majority of the respondents were female (70.2 percent), white (66.90 percent), college educated (71.5 percent reported some or completed college education), not employed or retired (56.0 percent), and residential property owners (76.4 percent). While this demographic picture does not represent an absolute cross-section of the population of Greenville residents, the research design, sampling approach, selection probability, and surveying methods used in this study are methodologically sound and the findings derived from the data are objective and scientifically valid.

Acknowledgments

We wish to acknowledge those persons in the City of Greenville, NC City Council, Greenville Special Task Force on Public Safety, Greenville Police Department, and East Carolina University faculty, staff, and students who were instrumental in the completion of this study. First, we are grateful for the support provided by the Greenville City Council. Second, we express our thanks to the Greenville Special Task Force on Public Safety, and its co-chairs Mr. William Koch and Ms. Anne Briley, for their input on the objectives of this project. Their

assistance was invaluable in helping us design and conduct the study in order to discover what decision makers wanted to know about resident fear of crime. Third, we appreciate the unconditional support and assistance provided by Chief William Anderson, Captain Thomas Forrest, Captain Rob Williams, and Ms. Rhonda Conner of the Greenville Police Department. Fourth, we thank Mandee Foushee Lancaster and Justin Raines of the East Carolina University Center for Survey Research for their skillful piloting of the data collection. Fifth, we deeply appreciate the efforts of the student volunteers who freely gave their time and energy to conduct the telephone interviews needed to collect the questionnaire data for the study. Specifically, John Aldridge, Brittany Ausley, Christopher Bender, Maizul Cobeo, Mollie Daniel, Alex Falls, Rachel Frazier, Danira Hernandez, Jennifer Hoefling, Brad Holmes, Joseph Litaker, Sophia Marano, Karah Mayo, Ellison Melody, Toni Moles, Diana Morado, Brett Morton, Princess Norville, Rose Quasebarth, Chelsea Rekowski, Aysia Robinson, Andrew Saunders, Eric Sugrue, Raya Thomas, and LeAnn Vander Brink. Last, our thanks to ECU Graduate Assistants Rachel Frazier and Justin Raines who made numerous contributions to the successful collection of data for this study.

Submitted by:

East Carolina University
Department of Criminal Justice
Research Team

William P. Bloss, Ph.D.	Principal Investigator
Patrice Morris, Ph.D.	Co-principal Investigator
Daniel Lytle, M.S.	Co-principal Investigator

The views expressed in this report do not necessarily reflect those of officials with the City of Greenville, Greenville Special Task Force on Public Safety, Greenville Police Department, East Carolina University, or ECU Department of Criminal Justice and are intended for informational purposes. The analyses and findings were derived from responses provided by residents who consented to answer the questionnaire. The research team authors are solely responsible for the contents of this report. This project was supported by the City of Greenville, NC and Greenville Police Department under contract # A11-0268-001.

All inquiries should be directed to:

Dr. William P. Bloss
East Carolina University
Department of Criminal Justice
247 Rivers Building
Greenville, NC 27858-4353
Tel. (252) 328-1447
Fax (252) 737-1769
blossw@ecu.edu

References

- Babbie, E. (2011). *The Basics of Social Research, 5th Edition*, Belmont, CA: Wadsworth.
- Brandl, S., Frank, J., Worden, R., and Bynum, T. (1994). "Global and specific attitudes toward the police: Disentangling the relationship," *Justice Quarterly* 11: 119-134
- Frank, J., Brandl, S., Cullen, F., and Stichman, A. (1996). "Reassessing the impact of race on citizens' attitudes toward the police: A research note," *Justice Quarterly* 13: 321-334.
- Foster, S., Giles-Corti, B., & Knuiiman, M. (2010). Neighbourhood design and fear of crime: A social-ecological examination of the correlates of residents' fear in new suburban housing developments. *Health & Place*, 16, 1156-1165.
- Hinkle, J. C. & Weisburd, D. (2008). The irony of broken windows policing: A micro-place study of the relationship between disorder, focused police crackdowns, and fear of crime, *Journal of Criminal Justice*, 36, 503-512.
- Lewis, D.A. & Maxfield, M.G. (1980). Fear in the neighborhood: An investigation of the impact of crime, *Journal of Research in crime and Delinquency*, 17, 160-189.
- Nofzinger, S., and Williams, L. (2005). "Perceptions of police and safety in a small town," *Police Quarterly* 8: 248-270.
- Reisig, M. and Parks, R. (2000). "Experience, quality of life and neighborhood context: A hierarchical analysis of satisfaction with the police," *Justice Quarterly* 17: 607-630.
- Roman, C. G. & Chalfin, A. (2008). Fear of walking outdoors: A multilevel ecologic analysis of crime and disorder, *American Journal of Preventive Medicine*, 34, 306-312.
- Scarborough, B., Like-Haislip, T. Z., Novak, K., Lucas, W.L., & Alarid, L.F. (2010). Assessing the relationship between individual characteristic, neighborhood context, and fear of crime, *Journal of Criminal Justice*, 38, 819-826.
- Shafer, J., Huebner, B., and Bynum, T. (2003). "Citizen perceptions of police services: Race, neighborhood context and community policing," *Police Quarterly* 6: 440-468.
- Shaw, C. R. & McKay, H.D. (1929). *Delinquency areas*, Chicago: University of Chicago Press.
- Skogan, W. (2005). "Citizen satisfaction with police encounters," *Police Quarterly* 8: 298-321.
- Wilson, J.Q. & Kelling, G.L. (1982). Broken windows: The police and neighborhood safety, *Atlantic Monthly*, 249, 29-38.

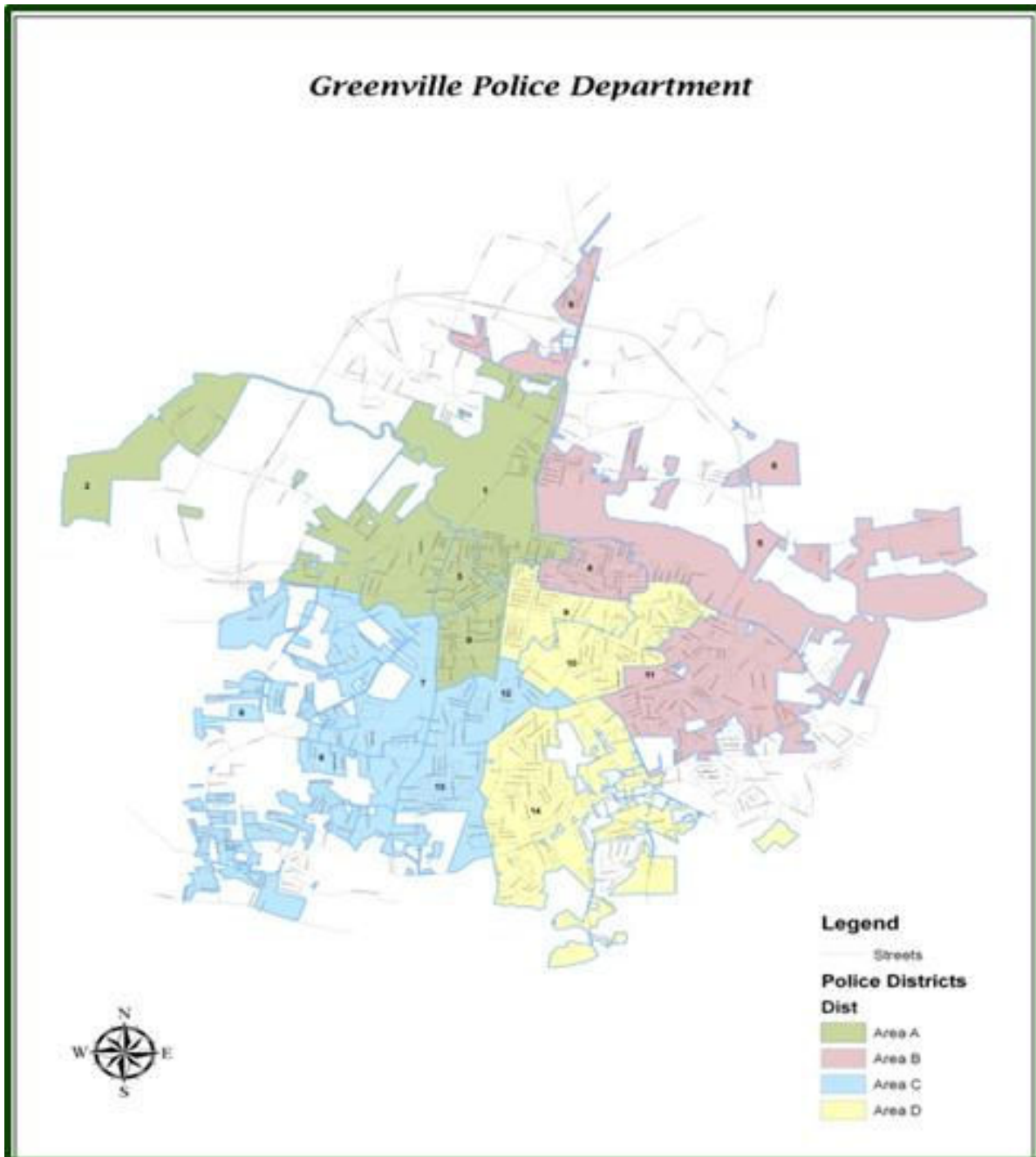
Wu, Y., Sun, I., and Triplett, R. (2008). "Race, class or neighborhood context: Which matters more in measuring satisfaction with police?," *Justice Quarterly* 125-156.

Wyant, B. R., (2008). Multilevel impacts of perceived incivilities and perceptions of crime risk on fear of crime, *Journal of Research in Crime and Delinquency*, 45, 39-64.

APPENDICES

APPENDIX A

GPD Patrol Area Map



APPENDIX B

District-level Crime/Disorder Problem Tables and Figures

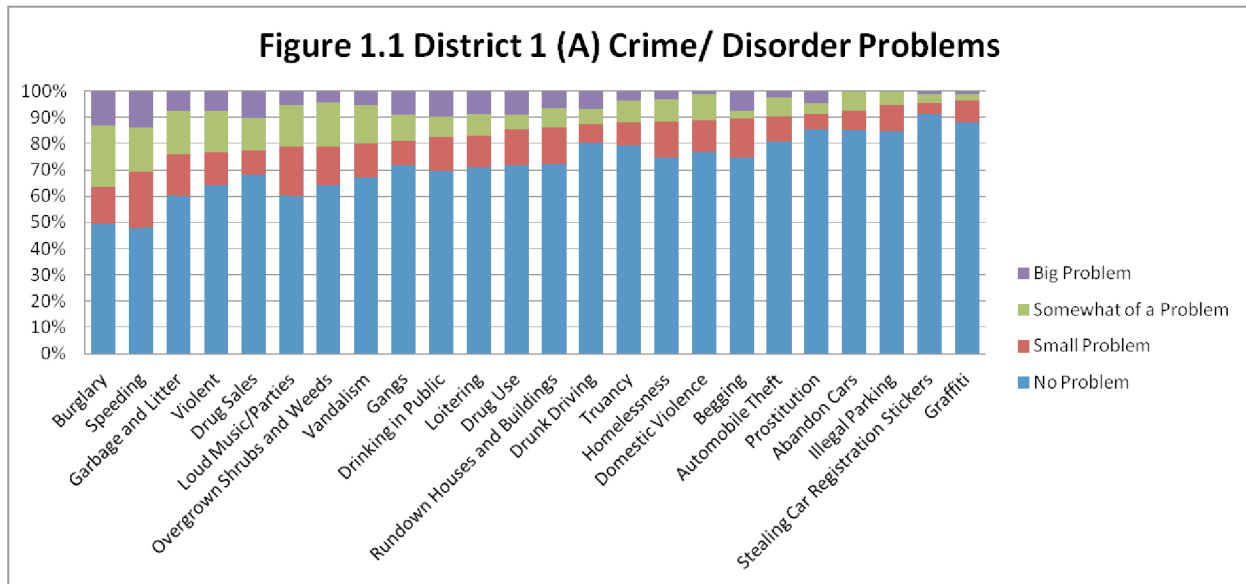
District 1 (A)

Residents in District 1 (A), as seen in Table and Figure 1.1, found “burglary” to be the crime type that concerned them the most at 36.60 percent ranking it highest followed by “speeding.” Similarly, respondents considered graffiti and registration decal theft as the least problem in their neighborhood.

Table 1.1 District 1(A) Crime/ Disorder Problems

Data Shown as percent

Problems	No Problem	Small Problem	Somewhat of a Problem	Big Problem
Burglary	49.50	14.00	23.70	12.90
Speeding	47.90	21.30	17.00	13.80
Garbage and Litter	60.00	15.80	16.80	7.40
Violent	64.20	12.60	15.80	7.40
Drug Sales	68.20	9.10	12.50	10.20
Loud Music/Parties	60.00	18.90	15.80	5.30
Overgrown Shrubs and Weeds	64.20	14.70	16.80	4.20
Vandalism	67.00	12.80	14.90	5.30
Gangs	71.90	9.00	10.10	9.00
Drinking in Public	69.60	13.00	7.60	9.80
Loitering	71.30	11.70	8.50	8.50
Drug Use	71.90	13.50	5.60	9.00
Rundown Houses and Buildings	72.30	13.80	7.40	6.40
Drunk Driving	80.50	6.90	5.70	6.90
Truancy	79.10	8.80	8.80	3.30
Homelessness	74.70	13.70	8.40	3.20
Domestic Violence	76.70	12.20	10.00	1.10
Begging	74.70	14.70	3.20	7.40
Automobile Theft	80.60	9.70	7.50	2.20
Prostitution	85.60	5.60	4.40	4.40
Abandon Cars	85.10	7.40	7.40	0.00
Illegal Parking	84.90	9.70	5.40	0.00
Stealing Car Registration Stickers	91.20	4.40	3.30	1.10
Grffiti	87.90	8.80	2.20	1.10



District 2 (B)

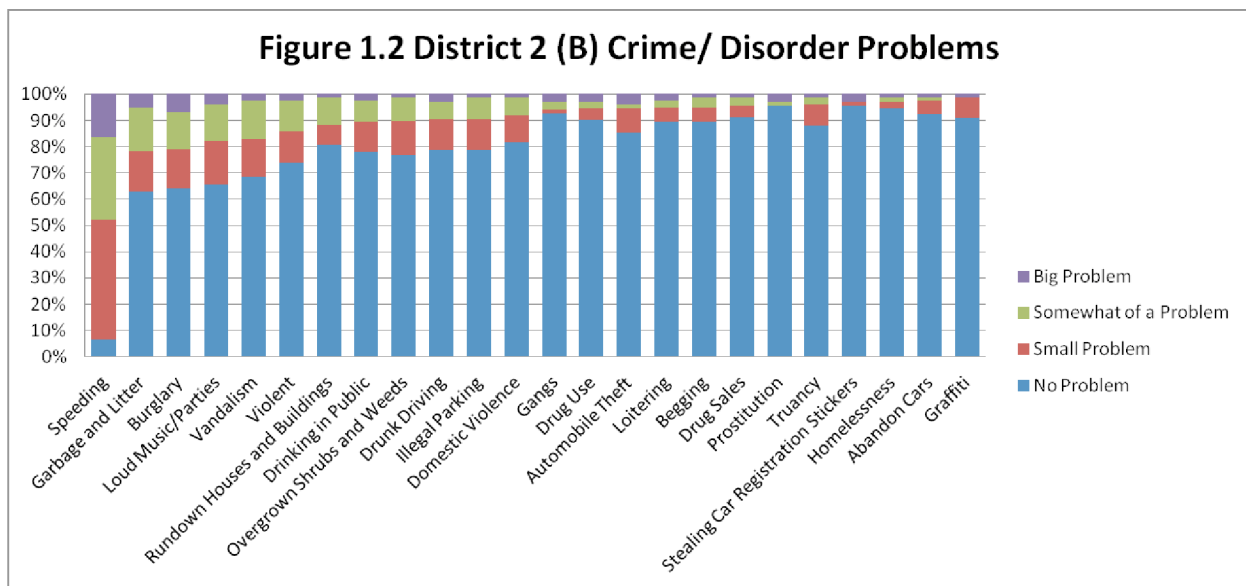
In this district, respondents found “speeding” and “garbage and litter” respectively as the largest problems at nearly 30 percent (speeding) and 21.80 percent (garbage and litter). Once again, “graffiti” and “abandoned car” disorders were ranked as the least concerns with a negligible percent of district resident viewing it as a problem.

Table 1.2 District 2 (B) Crime/Disorder Problems

Data shown as percent

Problems	No Problem	Small Problem	Somewhat of a Problem	Big Problem
Speeding	4.16	28.60	19.50	10.40
Garbage and Litter	62.80	15.40	16.70	5.10
Burglary	61.30	14.70	13.30	6.70
Loud Music/Parties	65.40	16.70	14.10	3.80
Vandalism	68.40	14.50	14.50	2.60
Violent	74.00	11.70	11.70	2.60
Rundown Houses and Buildings	80.50	7.80	10.40	1.30
Drinking in Public	77.90	11.70	7.80	2.60
Overgrown Shrubs and Weeds	76.90	12.80	9.00	1.30
Drunk Driving	78.70	12.00	6.70	2.70
Illegal Parking	78.70	12.00	8.00	1.30
Domestic Violence	81.60	10.50	6.60	1.30
Gangs	92.90	1.40	2.90	2.90
Drug Use	90.30	4.20	2.80	2.80

Automobile Theft	85.30	9.30	1.30	4.00
Loitering	89.60	5.20	2.60	2.60
Begging	89.50	5.30	3.90	1.30
Drug Sales	91.40	4.30	2.90	1.40
Prostitution	95.80	0.00	1.40	2.80
Truancy	87.80	8.10	2.70	1.40
Stealing Car Registration Stickers	95.80	1.40	0.00	2.80
Homelessness	94.60	2.70	1.40	1.40
Abandon Cars	92.30	5.10	1.30	1.30
Graffiti	90.80	7.90	0.00	1.30



District 3 (C)

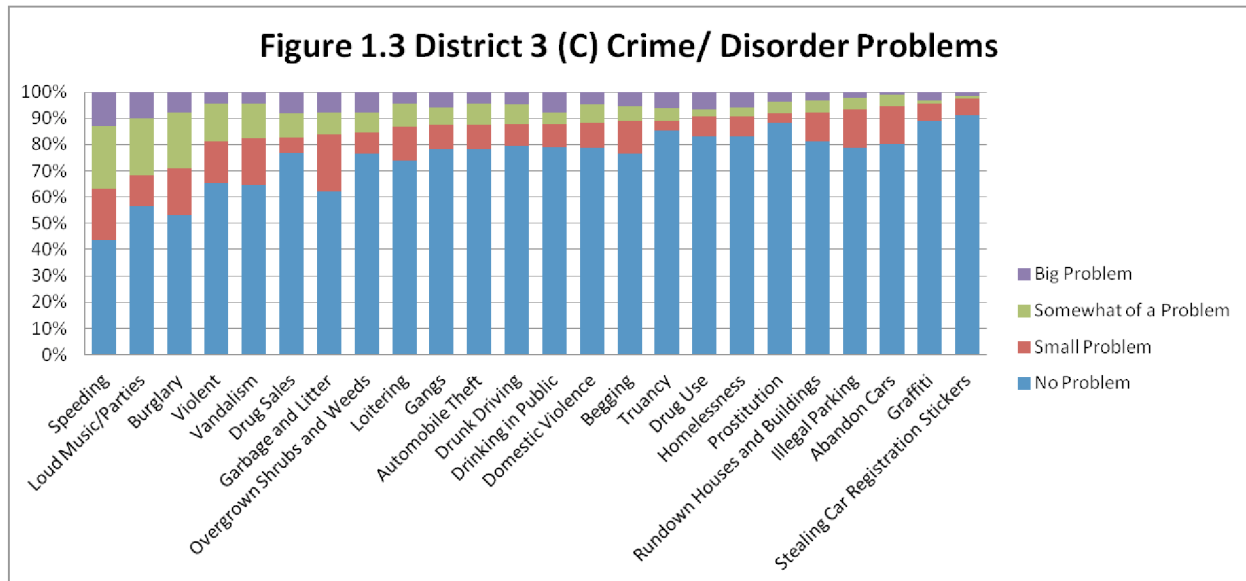
District 3 (C) residents, as noted in Table and Figure 1.3, 36.9 percent viewed “speeding” as the biggest problem followed by “loud music/parties” at 31.5 percent. Likewise, district respondents ranked “graffiti” and “car registration stickers” at the bottom of the scale.

Table 1.3 District 3 (C) Crime/ Disorder Problems

Data shown as percent

Problems	No Problem	Small Problem	Somewhat of a Problem	Big Problem
Speeding	43.50	19.60	23.90	13.00
Loud Music/Parties	56.50	12.00	21.70	9.80
Burglary	53.30	17.80	21.10	7.80
Violent	61.50	14.60	13.50	4.20

Vandalism	64.80	17.60	13.20	4.40
Drug Sales	76.70	5.80	9.30	8.10
Garbage and Litter	62.00	21.70	8.70	7.60
Overgrown Shrubs and Weeds	76.70	7.80	7.80	7.80
Loitering	71.70	12.20	8.70	4.30
Gangs	78.40	9.10	6.80	5.70
Automobile Theft	78.40	9.10	8.00	4.50
Drunk Driving	79.30	8.50	7.30	4.90
Drinking in Public	79.10	8.80	4.40	7.70
Domestic Violence	78.60	9.50	7.10	4.80
Begging	76.70	12.20	5.60	5.60
Truancy	85.40	3.70	4.90	6.10
Drug Use	83.00	8.00	2.30	6.80
Homelessness	83.00	8.00	3.40	5.70
Prostitution	88.20	3.50	4.70	3.50
Rundown Houses and Buildings	81.30	11.00	4.40	3.30
Illegal Parking	78.70	14.60	4.50	2.20
Abandon Cars	80.20	14.30	4.40	1.10
Graffiti	89.00	6.60	1.10	3.30
Stealing Car Registration Stickers	91.30	6.30	1.30	1.30



District 4 (D)

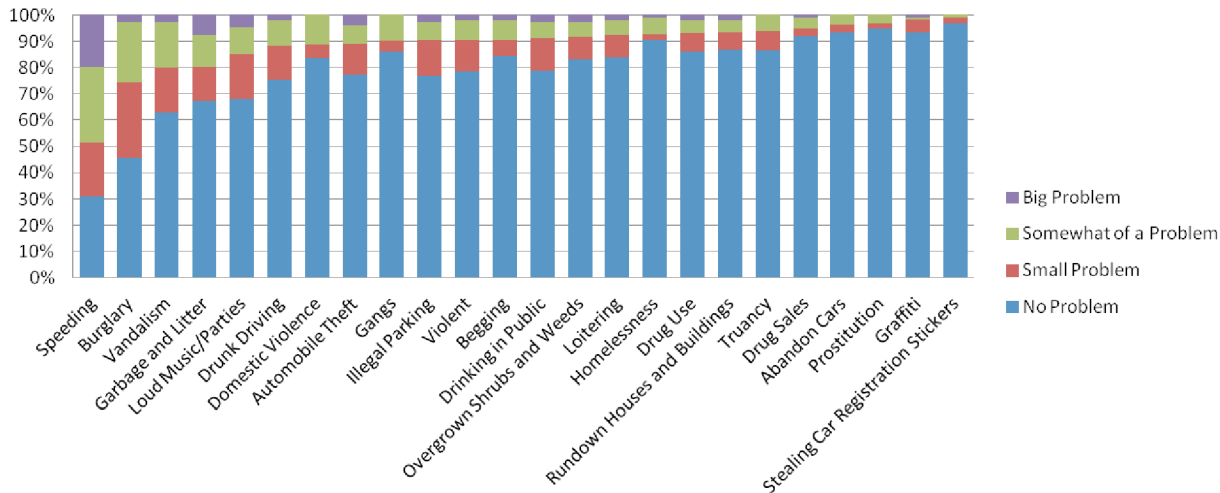
Respondents in District 4 (D) ranked “speeding,” “burglary,” and “vandalism” at 48.6, 25.8, 45.8 percent respectively as somewhat or a big problem. In this district, vandalism was viewed as a greater problem than city-wide or in the other districts.

Table 1.4 District 4 (D) Crime/ Disorder Problems

Data shown as percent

Problem	No Problem	Small Problem	Somewhat of a Problem	Big Problem
Speeding	30.80	20.60	29.00	19.60
Burglary	45.70	28.60	22.90	2.90
Vandalism	62.90	17.10	17.10	2.90
Garbage and Litter	67.30	13.10	12.10	7.50
Loud Music/Parties	68.20	16.78	10.30	4.70
Drunk Driving	75.50	12.80	9.60	2.10
Domestic Violence	83.50	5.20	11.30	0.00
Automobile Theft	77.50	11.80	6.90	3.90
Gangs	85.30	4.00	9.80	0.00
Illegal Parking	77.10	13.30	6.70	2.90
Violent	78.30	12.30	7.50	1.90
Begging	84.30	6.50	7.40	1.90
Drinking in Public	78.80	12.50	5.80	2.90
Overgrown Shrubs and Weeds	83.30	8.30	5.60	2.80
Loitering	84.10	8.40	5.60	1.90
Homelessness	90.70	1.90	6.50	0.90
Drug Use	86.00	7.00	5.00	2.00
Rundown Houses and Buildings	87.00	6.50	4.60	1.90
Truancy	86.60	7.20	6.20	0.00
Drug Sales	91.90	3.00	4.00	1.00
Abandon Cars	93.50	2.80	3.70	0.00
Prostitution	95.00	2.00	3.00	0.00
Graffiti	93.50	4.60	0.90	0.90
Stealing Car Registration Stickers	96.90	2.10	1.00	0.00

Figure 1.4 District 4 (D) Crime/ Disorder Problems



APPENDIX C

District-level Fear of Crime Tables and Figures

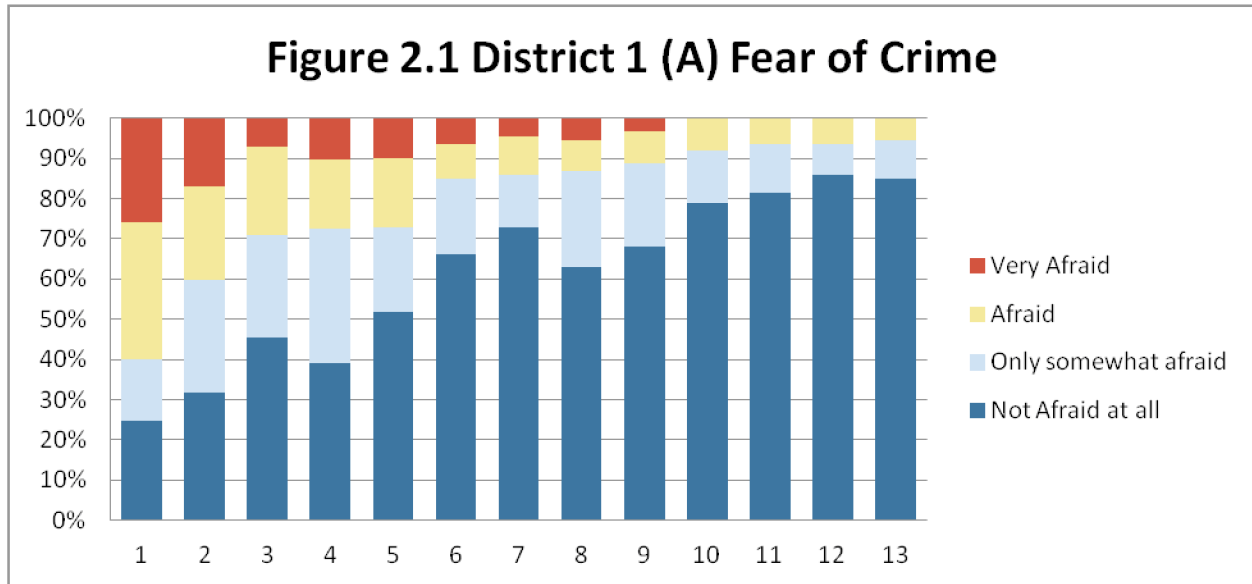
District 1 (A)

Public parks and playgrounds were also cited by respondents in District 1 (A) as their greatest safety concern with 60 percent reporting feeling afraid or very afraid in that location. Conversely, no residents stated that they were very afraid during daytime activities (see items 10-13) in their neighborhood or while shopping and dining in the downtown area.

Table 2.1 District 1(A) Fear of Crime

Data shown as percent

	Activity Type	Not Afraid at all	Only somewhat afraid	Afraid	Very Afraid
1	Visiting a neighborhood park/playground	24.70	15.30	34.10	25.90
2	Shopping or dining in the downtown area at night	31.70	28.00	23.20	17.10
3	Shopping or dining in areas outside of downtown at night	45.30	25.60	22.10	7.00
4	Walking/jogging in your neighborhood after dark	39.10	33.30	17.20	10.30
5	Walking/jogging in the downtown area during the day	51.90	21.00	17.30	9.90
6	Being home alone after dark	66.30	18.50	8.70	6.50
7	Walking/jogging in the downtown area at night	72.90	12.90	9.40	4.70
8	Crime in your neighborhood (in general)	63.00	23.90	7.60	5.40
9	Parking your car overnight on the street	68.20	20.50	8.00	3.40
10	Shopping or dining in the downtown area during the day	78.80	12.90	8.20	0.00
11	Shopping or dining in areas outside of downtown during the day	81.30	12.10	6.60	0.00
12	Being home alone during the day	85.90	7.60	6.50	0.00
13	Walking/jogging in your neighborhood during the day	84.80	9.80	5.40	0.00



District 2 (B)

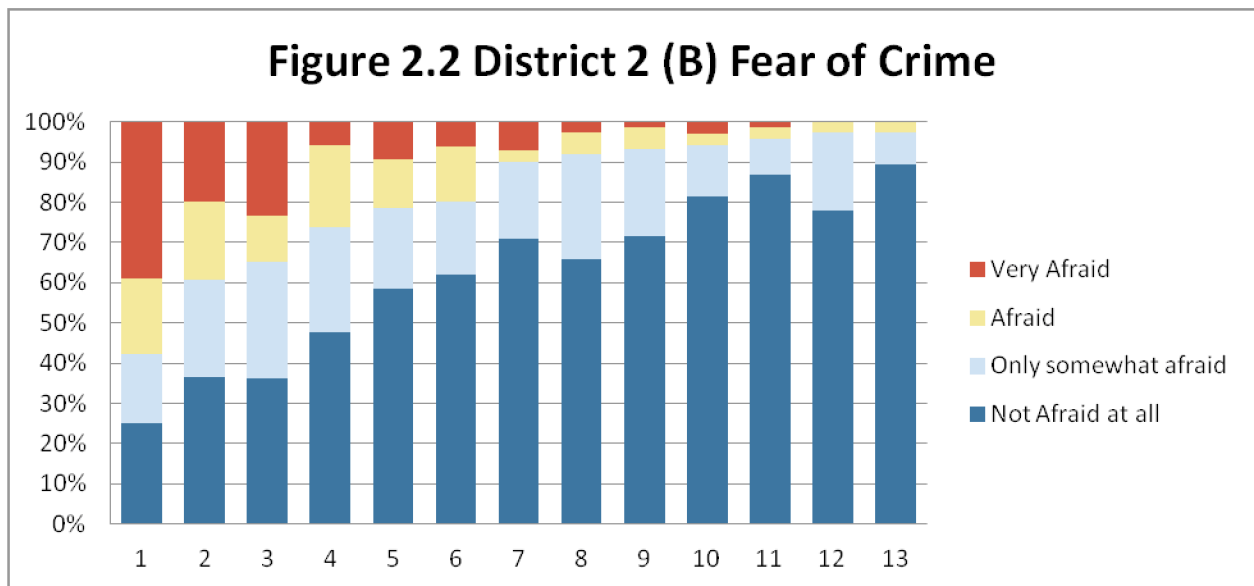
The same pattern is observed in District 2 (B) regarding fear of crime in neighborhood parks and playgrounds. Interestingly, however, almost 40 percent of respondents in this district were afraid or very afraid to walk in the downtown area during the day. This compares with only 27 percent in District 1 and 30.2 percent city-wide. Moreover, only 14 percent expressed a fear of crime when walking in the same area at night. Almost 35 percent stated that they were afraid to shop or dine at night in the same location.

Table 2.2 District 2 (B) Fear of Crime

Data shown as percent

Activity Type		Not Afraid at all	Only somewhat afraid	Afraid	Very Afraid
1	Visiting a neighborhood park/playground	25.00	17.20	18.80	39.10
2	Walking/jogging in the downtown area during the day	36.40	24.20	19.70	19.70
3	Shopping or dining in the downtown area at night	36.20	29.00	11.60	23.20
4	Shopping or dining in areas outside of downtown at night	47.80	26.10	20.30	5.80
5	Walking/jogging in your neighborhood after dark	58.50	20.00	12.30	9.20
6	Parking your car overnight on the street	62.10	18.20	13.60	6.10

7	Walking/jogging in the downtown area at night	71.00	18.80	2.90	7.20
8	Being home alone after dark	65.80	26.00	5.50	2.70
9	Crime in your neighborhood (in general)	71.60	21.60	5.40	1.40
10	Shopping or dining in the downtown area during the day	81.40	12.90	2.90	2.90
11	Walking/jogging in your neighborhood during the day	86.80	8.80	2.90	1.50
12	Shopping or dining in areas outside of downtown during the day	77.80	19.40	2.80	0.00
13	Being home alone during the day	89.30	8.00	2.70	0.00



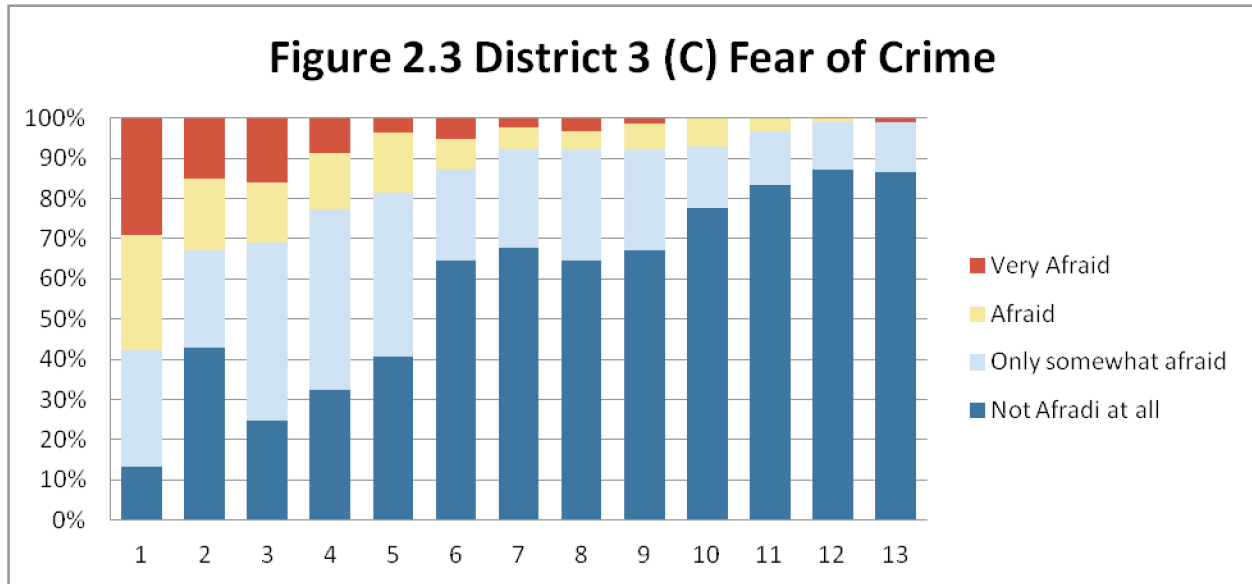
District 3 (C)

In this district, once again parks topped the list with 32.9 percent more than minimally afraid to walk downtown in the daytime and 30.8 percent expressing that view when shopping or dining in that area at night. Among the same respondent group, in contrast, 22.6 percent felt similarly afraid shopping or dining outside of the downtown area. Yet, most were not afraid to engage in daytime activities in those areas.

Table 2 .3 District 3 (C) Fear of Crime

Data shown as percent

	Activity Type	Not Afraid at all	Only somewhat afraid	Afraid	Very Afraid
1	Visiting a neighborhood park/playground	13.20	28.90	28.90	28.90
2	Walking/jogging in the downtown area during the day	43.00	24.10	17.70	15.20
3	Shopping or dining in the downtown area at night	24.70	44.40	14.80	16.00
4	Shopping or dining in areas outside of downtown at night	32.50	45.00	13.80	8.80
5	Walking/jogging in your neighborhood after dark	40.70	40.70	15.10	3.50
6	Parking your car overnight on the street	64.40	22.80	7.60	5.10
7	Crime in your neighborhood (in general)	67.80	24.40	5.60	2.20
8	Being home alone after dark	64.40	27.80	4.40	3.30
9	Walking/jogging in the downtown area at night	67.10	25.30	6.30	1.30
10	Shopping or dining in areas outside of downtown during the day	77.60	15.30	7.10	0.00
11	Being home alone during the day	83.30	13.30	3.30	0.00
12	Shopping or dining in the downtown area during the day	87.10	11.80	1.20	0.00
13	Walking/jogging in your neighborhood during the day	86.50	12.40	0.00	1.10



District 4 (D)

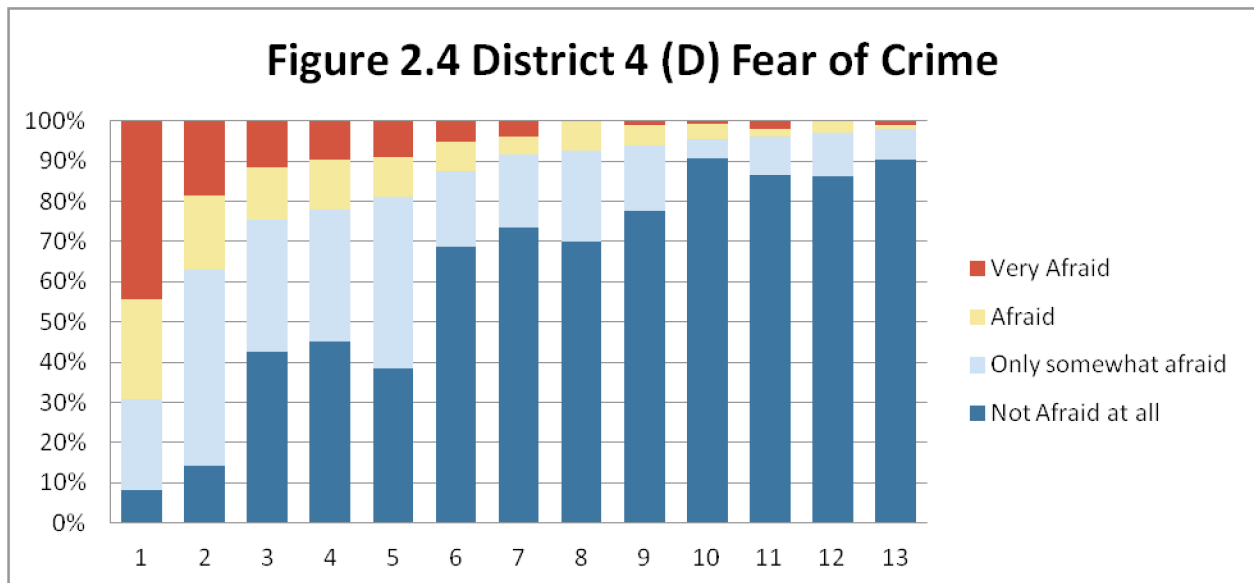
At 69 percent, District 4 residents reported the highest fear of crime in neighborhood parks and playgrounds among the districts as well as city-wide. Their safety concern about nighttime shopping and dining was slightly higher at 37.2 percent than the city-wide figures.

Table 2.4 District 4 (D) Fear of Crime

Data shown as percent

Activity Type		Not Afraid at all	Only somewhat afraid	Afraid	Very Afraid
1	Visiting a neighborhood park/playground	8.20	22.70	24.70	44.30
2	Shopping or dining in the downtown area at night	14.40	48.50	18.60	18.60
3	Walking/jogging in the downtown area during the day	42.60	33.00	12.80	11.70
4	Walking/jogging in your neighborhood after dark	45.20	32.70	12.50	9.60
5	Shopping or dining in areas outside of downtown at night	38.60	42.60	9.90	8.90
6	Parking your car overnight on the street	68.80	18.80	7.30	5.20
7	Being home alone after dark	73.60	17.90	4.70	3.80
8	Crime in your neighborhood (in general)	70.10	22.40	7.50	0.00

9	Walking/jogging in the downtown area at night	77.60	16.30	5.10	1.00
10	Being home alone during the day	90.70	4.70	3.70	0.90
11	Shopping or dining in the downtown area during the day	86.40	9.70	1.90	1.90
12	Shopping or dining in areas outside of downtown during the day	86.30	10.80	2.90	0.00
13	Walking/jogging in your neighborhood during the day	90.40	7.70	1.00	1.00



APPENDIX D

District-level Police Satisfaction Tables and Figures

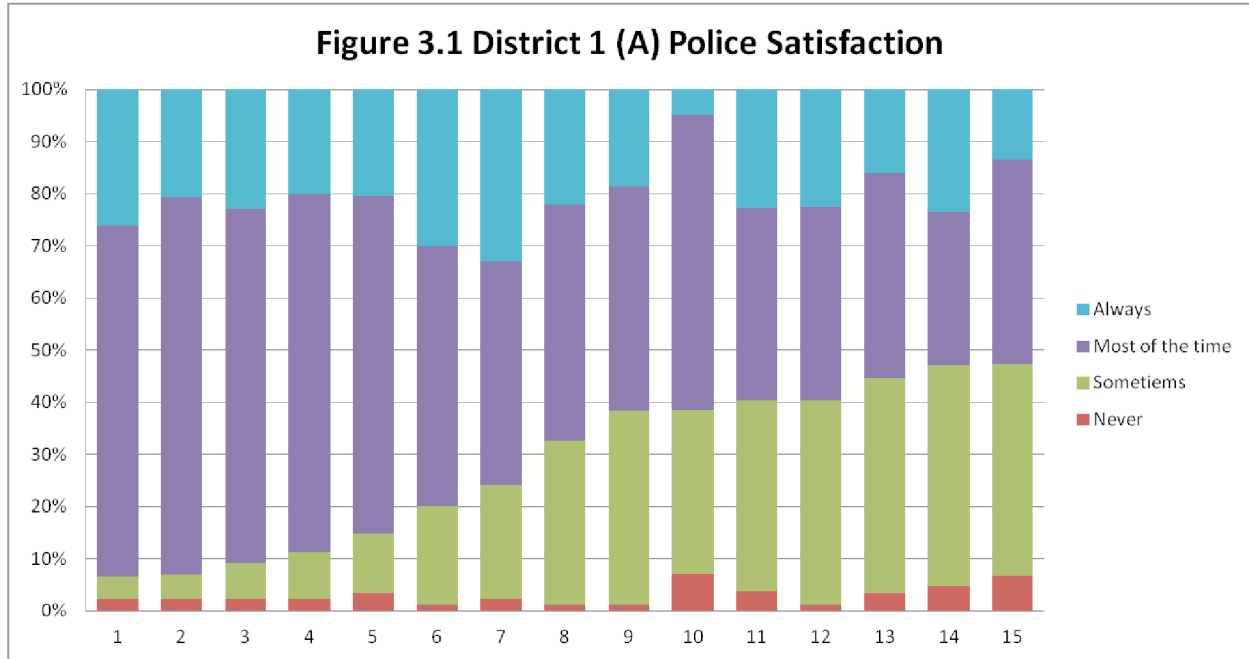
District 1 (A)

Although slightly lower on some individual measures, the pattern of police satisfaction in District 1 generally mirrors that of the city-wide levels, as seen in Table and Figure 3.1. In this district, however, 47.3 percent of residents thought the police used appropriate force sometimes or never, which is higher than the city-wide findings.

Table 3.1 District 1(A) Police Satisfaction

Data shown as percent

Resident Opinion		Never	Some Times	Most of the time	Always
1	I feel comfortable contacting the Greenville Police Department	2.20	4.30	67.40	26.10
2	The Greenville Police Department is concerned for my safety	2.30	4.60	72.40	20.70
3	The police provide quality service to the residents of my community	2.30	6.90	67.80	23.00
4	I trust the Greenville Police Department	2.20	9.00	68.50	20.20
5	I believe the police respond quickly in emergency situations	3.40	11.40	64.80	20.50
6	The police act professionally	1.10	18.90	50.00	30.00
7	The police are willing to help people	2.20	22.00	42.90	33.00
8	The police treat people with respect	1.20	31.40	45.30	22.10
9	The police treat people fairly	1.20	37.20	43.00	18.60
10	The police solve crimes quickly	7.20	31.30	56.60	4.80
11	The police understand my values	3.80	36.70	36.70	22.80
12	The police effectively investigate crime	1.20	39.30	36.90	22.60
13	The police effectively prevent crime	3.40	41.40	39.10	16.10
14	The police inform the public about major issues in Greenville, NC	4.70	42.40	29.40	23.50
15	The police use an appropriate amount of force	6.80	40.50	39.20	13.50



District 2 (B)

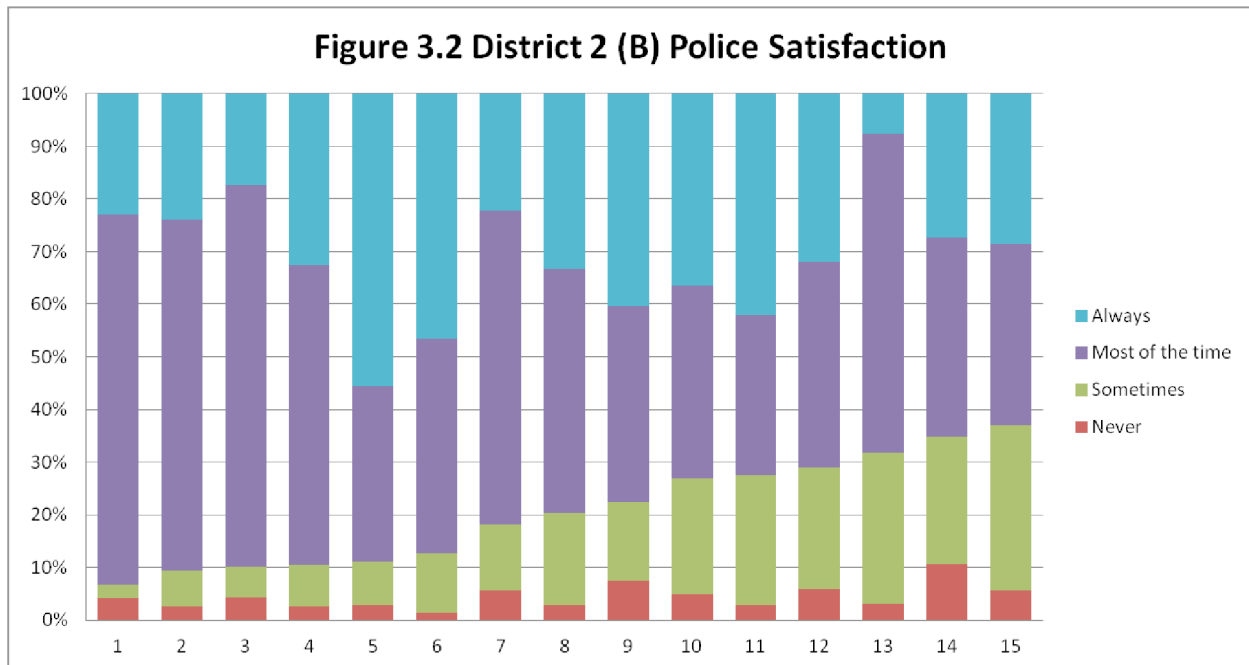
In District 2, as Table and Figure 3.2 show, the item ranking in terms of highest to lowest percentage of satisfaction is ordered differently with the quality measure at 93.3 percent. Here, respondents also rated emergency rapid response higher than District 1 or city-wide. In this area, almost 35 percent of residents said that the police informed the public about major issues sometimes or never. Otherwise, police satisfaction levels remained constant.

Table 3.2 District 2 (B) Police Satisfaction

Data shown as percent

Resident Opinion		Never	Some Times	Most of the time	Always
1	The police provide quality service to the residents of my community	4.10	2.70	70.30	23.00
2	The Greenville Police Department is concerned for my safety	2.70	6.70	66.70	24.00
3	I believe the police respond quickly in emergency situations	4.30	5.80	72.50	17.40
4	I feel comfortable contacting the Greenville Police Department	2.60	7.80	57.10	32.50
5	The police are willing to help people	2.80	8.30	33.30	55.60
6	The police act professionally	1.40	11.30	40.80	46.50

7	I trust the Greenville Police Department	5.60	12.50	59.70	22.20
8	The police effectively investigate crime	2.90	17.40	46.40	33.30
9	The police understand my values	7.50	14.90	37.30	40.30
10	The police use an appropriate amount of force	4.80	22.20	36.50	36.50
11	The police treat people with respect	2.90	24.60	30.40	42.00
12	The police treat people fairly	5.80	23.20	39.10	31.90
13	The police solve crimes quickly	3.00	28.80	60.60	7.60
14	The police inform the public about major issues in Greenville, NC	10.60	24.20	37.90	27.30
15	The police effectively prevent crime	5.70	31.40	34.30	28.60



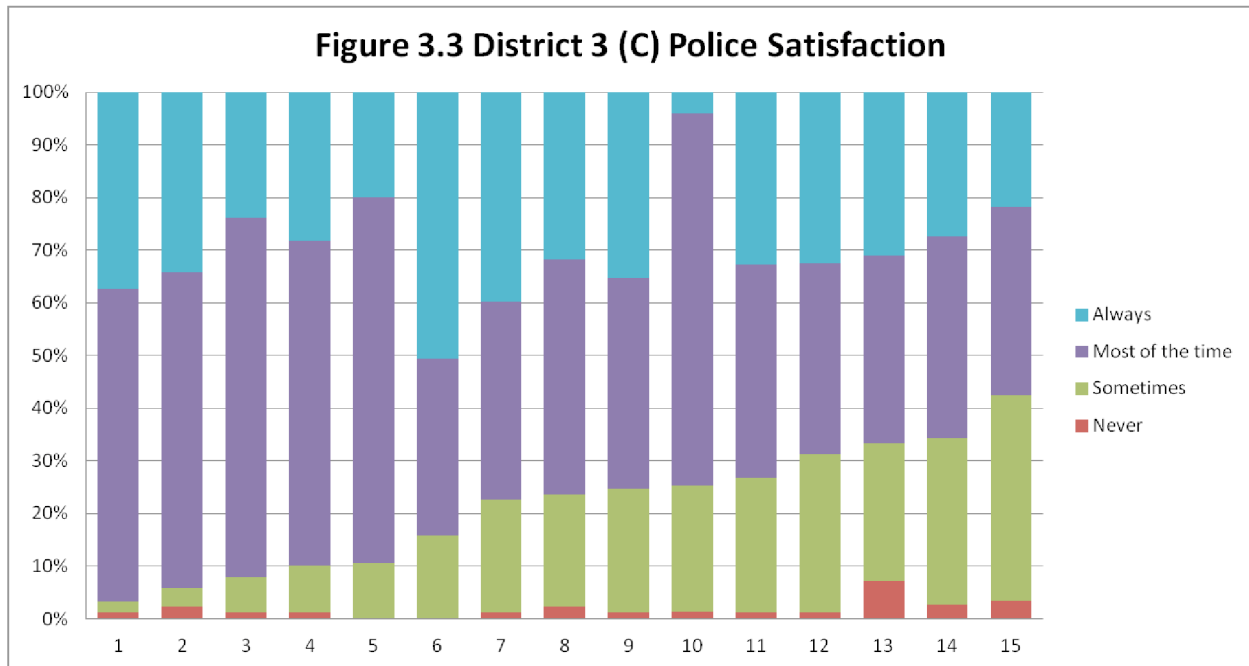
District 3 (C)

Once again, Table and Figure 3.3 show that area residents are very comfortable with contacting the police. Akin to city-wide attitudes, respondents here rated police less favorably when it came to crime prevention effectiveness and appropriate use of force.

Table 3.3 District 3(C) Police Satisfaction

Data shown as percent

Resident Opinion		Never	Some Times	Most of the time	Always
1	I feel comfortable contacting the Greenville Police Department	1.10	2.20	59.30	37.40
2	The Greenville Police Department is concerned for my safety	2.40	3.50	60.00	34.10
3	The police provide quality service to the residents of my community	1.10	6.80	68.20	23.90
4	I trust the Greenville Police Department	1.10	9.00	61.80	28.10
5	I believe the police respond quickly in emergency situations	0.00	10.60	69.40	20.00
6	The police are willing to help people	0.00	15.70	33.70	50.60
7	The police act professionally	1.10	21.60	37.50	39.80
8	The police effectively investigate crime	2.40	21.20	44.70	31.80
9	The police treat people with respect	1.20	23.50	40.00	35.30
10	The police solve crimes quickly	1.30	24.00	70.70	4.00
11	The police treat people fairly	1.20	25.60	40.70	32.60
12	The police understand my values	1.20	30.10	36.10	32.50
13	The police inform the public about major issues in Greenville, NC	7.10	26.20	35.70	31.00
14	The police use an appropriate amount of force	2.70	31.50	38.40	27.40
15	The police effectively prevent crime	3.40	39.10	35.60	21.80



District 4 (D)

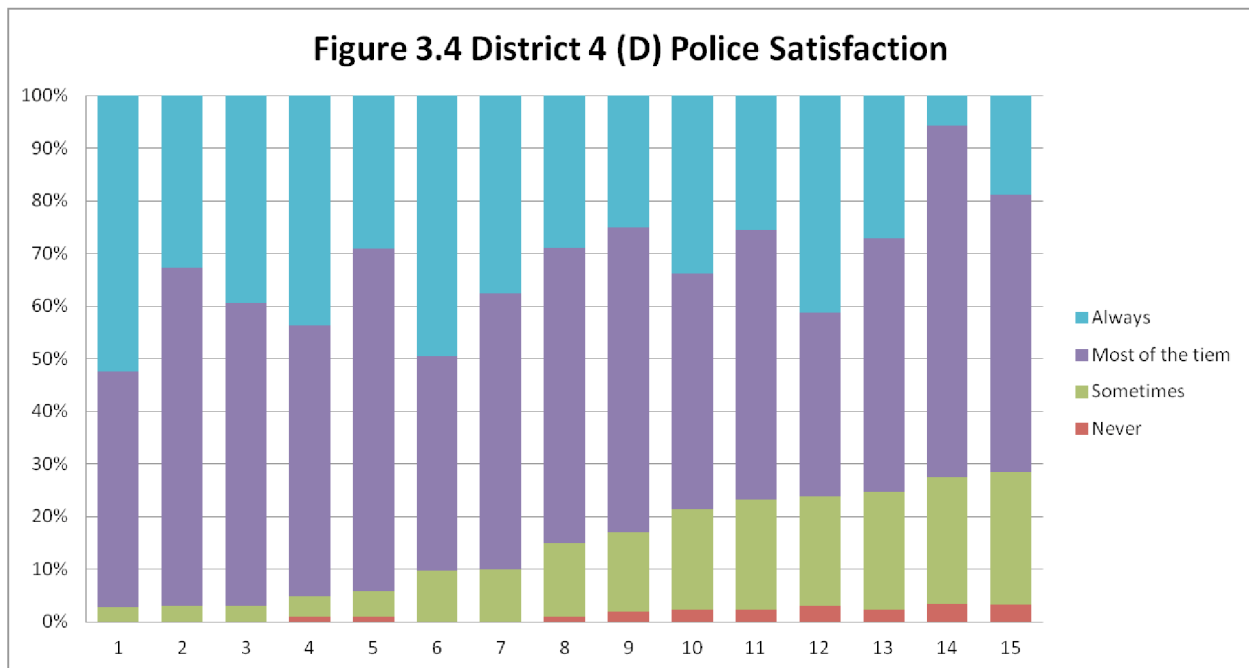
District residents rated police favorably on quality-related measures such as trust, service quality, and professionalism. Similar to District 2, here there was higher agreement that police used appropriate use of force. Yet, respondents voiced less agreement with crime control effectiveness in terms of crime prevention, investigation, and solving. For example, 71.5 percent felt that the police most of the time or always effectively prevented crime, 72.4 percent solved crimes quickly, and 75.3 percent effectively investigated crimes. Whereas, the sometimes or never disagreement was somewhat higher compared to other districts or city-wide percentages.

Table 3.4 District 4(D) Police Satisfaction

Data shown as percent

Resident Opinion		Never	Some Times	Most of the time	Always
1	I feel comfortable contacting the Greenville Police Department	0.00	2.90	44.70	52.40
2	I trust the Greenville Police Department	0.00	3.10	64.30	32.70
3	The police provide quality service to the residents of my community	0.00	3.00	57.60	39.40
4	The Greenville Police Department is concerned for my safety	1.00	3.90	51.50	43.70
5	I believe the police respond quickly in emergency situations	1.00	4.90	65.00	29.10

6	The police are willing to help people	0.00	9.70	40.80	49.50
7	The police act professionally	0.00	9.90	52.50	37.60
8	The police treat people with respect	1.00	14.00	56.00	29.00
9	The police treat people fairly	2.00	15.00	58.00	25.00
10	The police understand my values	2.20	19.10	44.90	33.70
11	The police use an appropriate amount of force	2.30	20.90	51.20	25.60
12	The police inform the public about major issues in Greenville, NC	3.10	20.60	35.10	41.20
13	The police effectively investigate crime	2.20	22.50	48.30	27.00
14	The police solve crimes quickly	3.40	24.10	66.70	5.70
15	The police effectively prevent crime	3.20	25.30	52.60	18.90



APPENDIX E

District-level Social Cohesion Tables and Figures

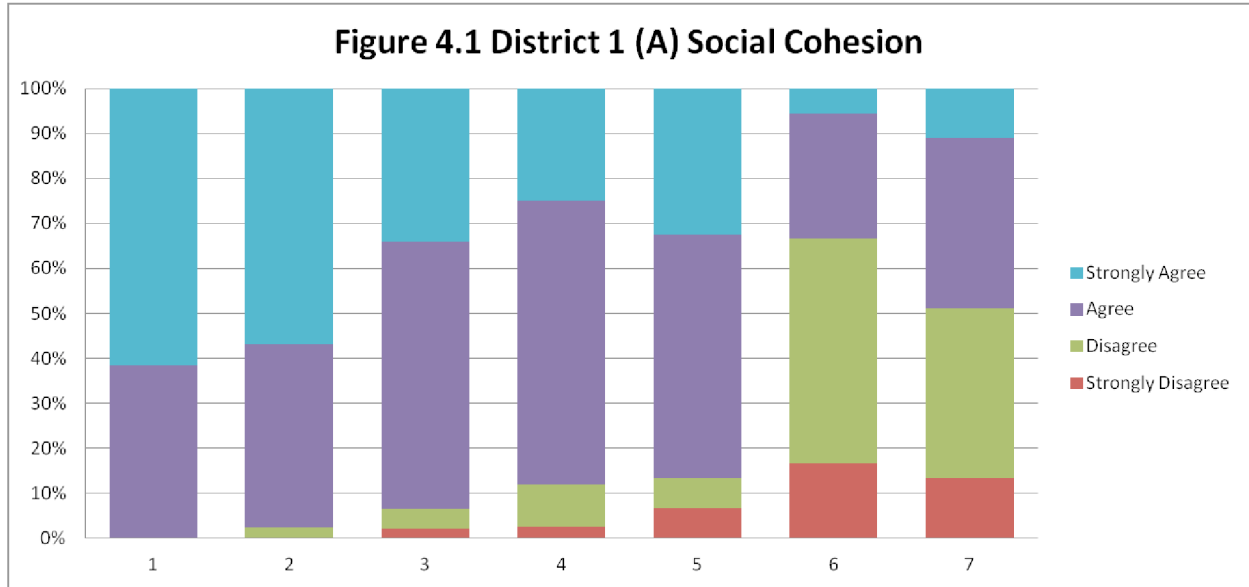
District 1 (A)

As indicated in Table and Figure 4.1, resident opinions in District 1 (A) closely paralleled the city-wide views on social cohesion-related matters. Although 100 percent considered important to work with the police to solve crime problems, 66.7 percent viewed crime prevention as a shared responsibility. This is lowest percentage among the four districts on that measure.

Table 4.1 District 1 (A) Social Cohesion

Data shown as percent

	Resident Opinion	Strongly Disagree	Disagree	Agree	Strongly Agree
1	It is important for community members to work with the police to solve local problems	0.00	0.00	38.30	61.70
2	It is important for citizens to take an active role in preventing crime	0.00	2.20	40.90	57.00
3	My neighborhood is a safe place to live	2.10	4.30	59.60	34.00
4	If a neighbor left their car on the street for an extended time, I would first ask them to move it before I called the police	2.40	9.50	63.10	25.00
5	If I saw children in my neighborhood causing problems, I would first ask them to stop before I called the police	6.70	6.70	53.90	32.60
6	Crime prevention is the responsibility of the police; NOT citizens like me	16.70	50.00	27.80	5.60
7	If there was trash or illegal dumping in my neighborhood, I would take care of the problem myself before I called the police	13.30	37.80	37.80	11.10



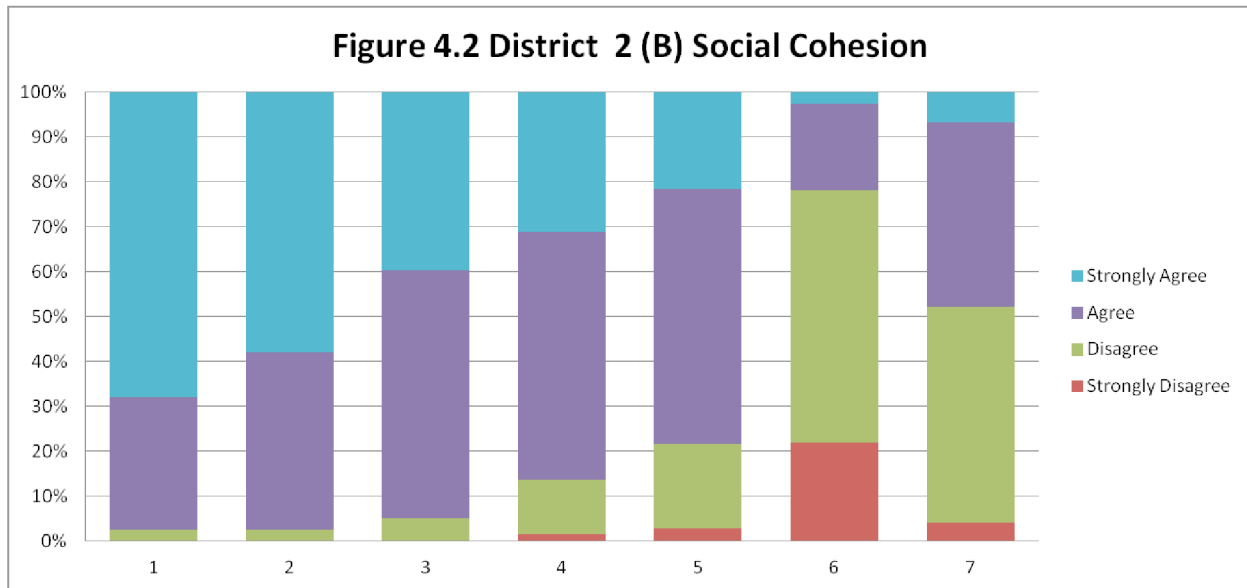
District 2 (B)

Similarly, a slight variation is found as shown in Table and Figure 4.2. District resident opinions mirrored the city-wide views on social cohesion measures.

Table 4.2 District 2 (B) Social Cohesion

Data shown as percent

Resident Opinion		Strongly Disagree	Disagree	Agree	Strongly Agree
1	It is important for community members to work with the police to solve local problems	0.00	2.60	29.50	67.90
2	It is important for citizens to take an active role in preventing crime	0.00	2.60	39.50	57.90
3	My neighborhood is a safe place to live	0.00	5.10	55.10	39.70
4	If I saw children in my neighborhood causing problems, I would first ask them to stop before I called the police	1.40	12.20	55.40	31.10
5	If a neighbor left their car on the street for an extended time, I would first ask them to move it before I called the police	2.70	18.90	56.80	21.60
6	Crime prevention is the responsibility of the police; NOT citizens like me	21.80	56.40	19.20	2.60
7	If there was trash or illegal dumping in my neighborhood, I would take care of the problem myself before I called the police	4.10	47.90	41.10	6.80



District 3 (C)

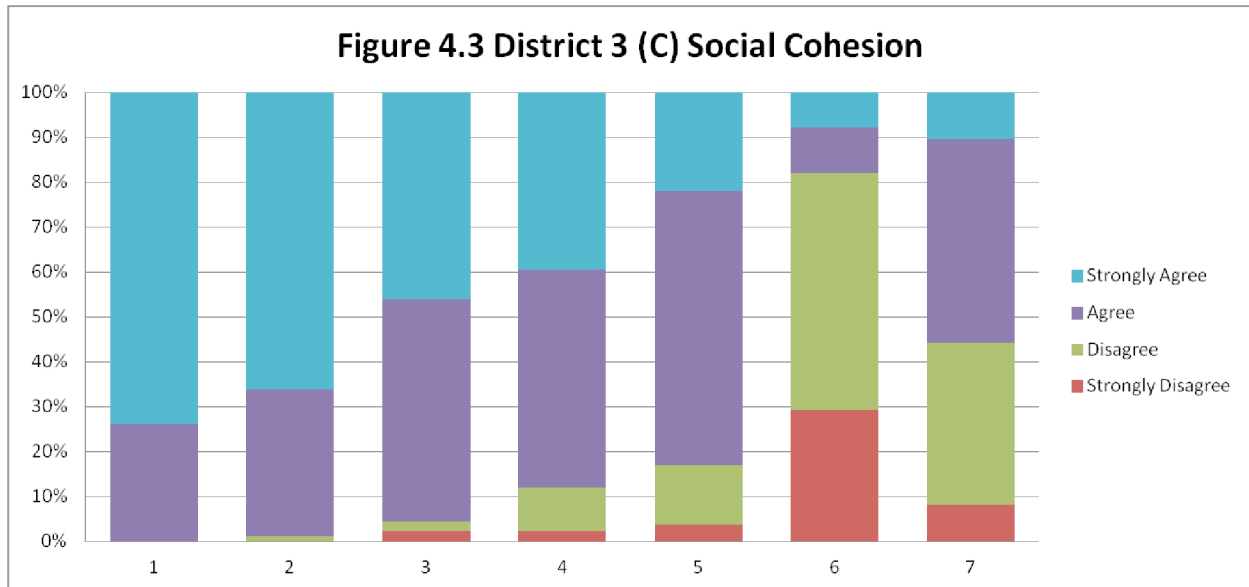
As indicated in Table and Figure 4.3, resident views varied insignificantly from the other districts, however, 55.8 percent of district respondents agreed that they would personally intervene in incidents of illegal trash dumping in their neighborhood rather than contact the police. This was the highest percentage on that item across all of the districts.

Table 4.3 District 3 (C) Social Cohesion

Data shown as percent

Resident Opinion		Strongly Disagree	Disagree	Agree	Strongly Agree
1	It is important for community members to work with the police to solve local problems	0.00	0.00	26.10	73.90
2	It is important for citizens to take an active role in preventing crime	0.00	1.10	32.60	66.30
3	My neighborhood is a safe place to live	2.20	2.20	49.50	46.20
4	If I saw children in my neighborhood causing problems, I would first ask them to stop before I called the police	2.20	10.00	48.90	39.90
5	If a neighbor left their car on the street for an extended time, I would first ask them to move it before I called the police	3.70	13.40	61.00	22.00
6	Crime prevention is the responsibility of the police; NOT citizens like me	29.20	52.80	10.10	7.90

7	If there was trash or illegal dumping in my neighborhood, I would take care of the problem myself before I called the police	8.10	36.00	45.30	10.50
----------	--	------	-------	-------	-------



District 4 (D)

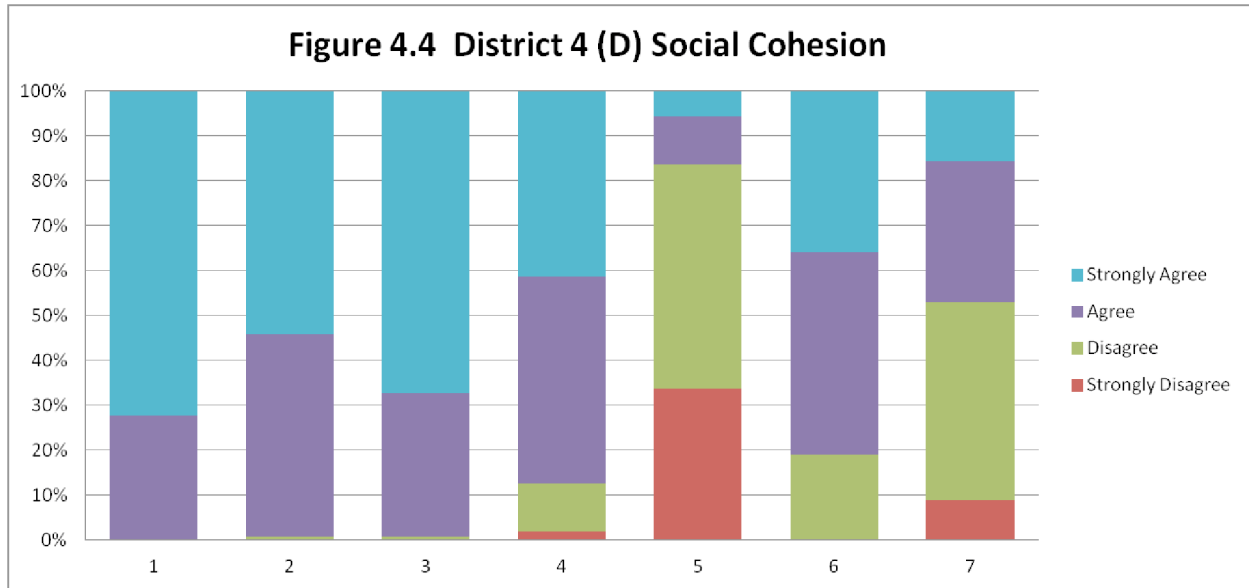
District 4 (D) resident views were very similar to those of District 2 (B) as shown in Table and Figure 4.4. The remaining items reflect percentages akin to city-wide averages.

Table 4.4 District 4 (D) Social Cohesion

Data shown as percent

Resident Opinion		Strongly Disagree	Disagree	Agree	Strongly Agree
1	It is important for community members to work with the police to solve local problems	0.00	0.00	27.80	72.20
2	My neighborhood is a safe place to live	0.00	0.90	44.90	54.20
3	It is important for citizens to take an active role in preventing crime	0.00	0.90	31.80	67.30
4	If I saw children in my neighborhood causing problems, I would first ask them to stop before I called the police	1.90	10.60	46.20	41.30
5	Crime prevention is the responsibility of the police; NOT citizens like me	33.70	50.00	10.60	5.80
6	If a neighbor left their car on the street for an extended time, I would first ask them to move it	0.00	19.00	45.00	36.00

	before I called the police				
7	If there was trash or illegal dumping in my neighborhood, I would take care of the problem myself before I called the police	8.80	44.10	31.40	15.70



APPENDIX F
District-level Police Opinion Formation Tables and Figures

Table 5.1 a District 1 (A) Police Opinion Formation
Data shown as percent

Opinion Source	No	Yes
Direct Contact	28.40	71.60
Secondary Contact	42.00	58.00
Police Sponsored Activity	42.00	58.00
Local Television	28.90	71.10
National Television	47.20	52.80
Local Print Media	31.00	69.00

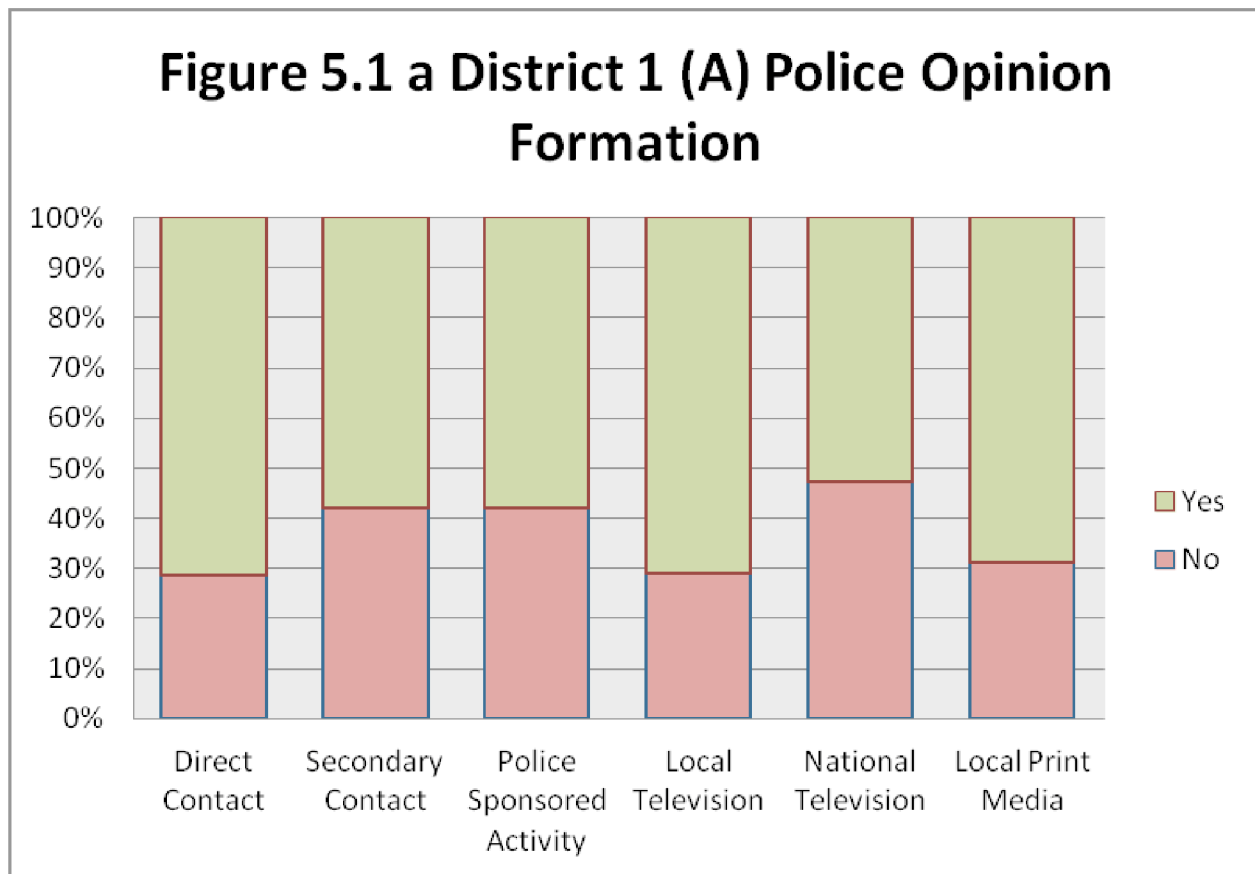


Table 5.2a District 2 (B) Opinion Formation
Data shown as percent

Opinion Source	No	Yes
Direct Contact	34.70	65.30
Secondary Contact	47.20	52.80
Police Sponsored Activity	58.30	41.70
Local Television	22.20	77.80
National Television	47.90	52.10
Local Print Media	26.00	74.00

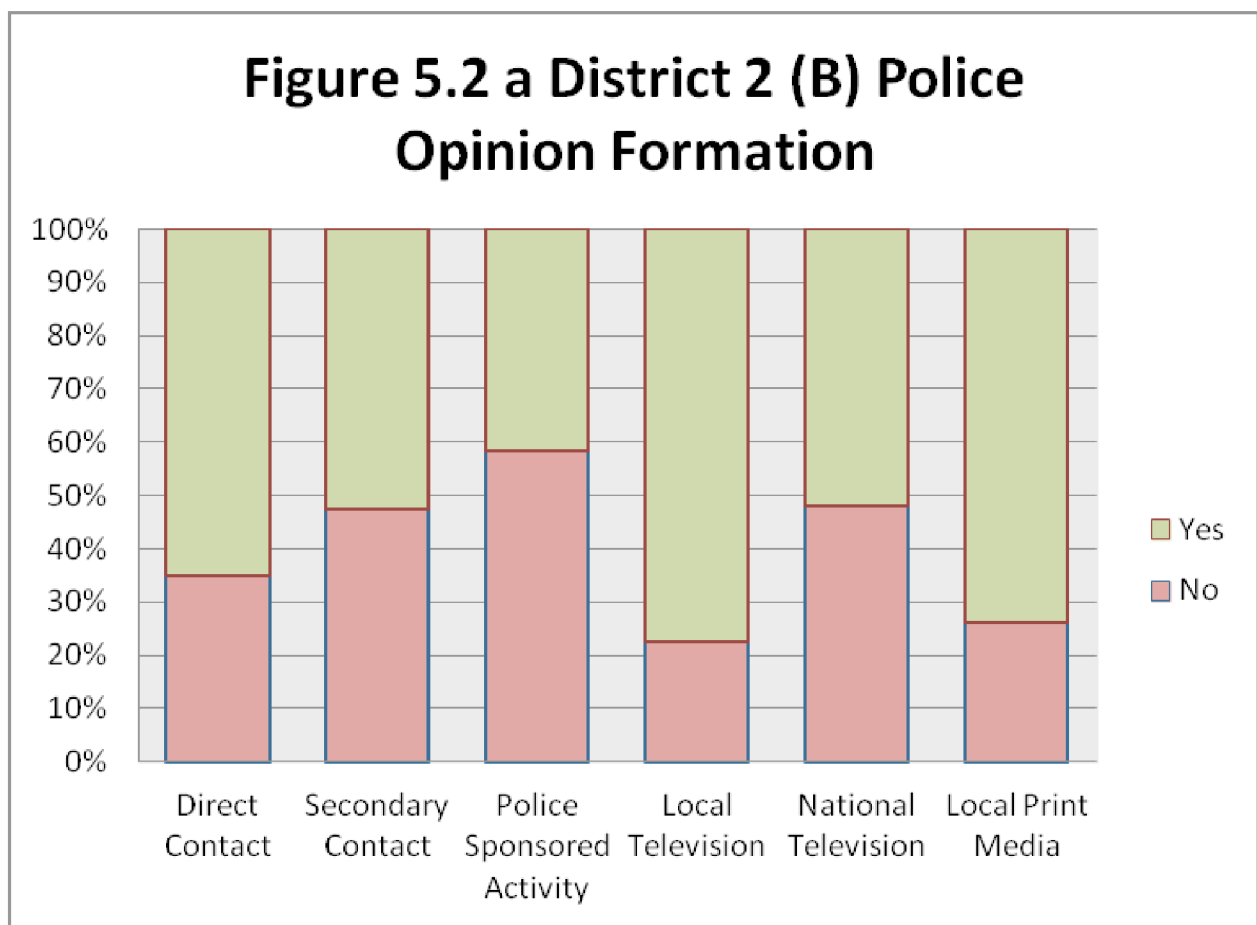


Table 5.3a District 3 (C)_Police Opinion Formation
Data shown as percent

Opinion Source	No	Yes
Direct Contact	37.90	62.10
Secondary Contact	35.30	64.70
Police Sponsored Activity	57.30	42.70
Local Television	19.10	80.90
National Television	44.20	55.80
Local Print Media	20.70	79.30

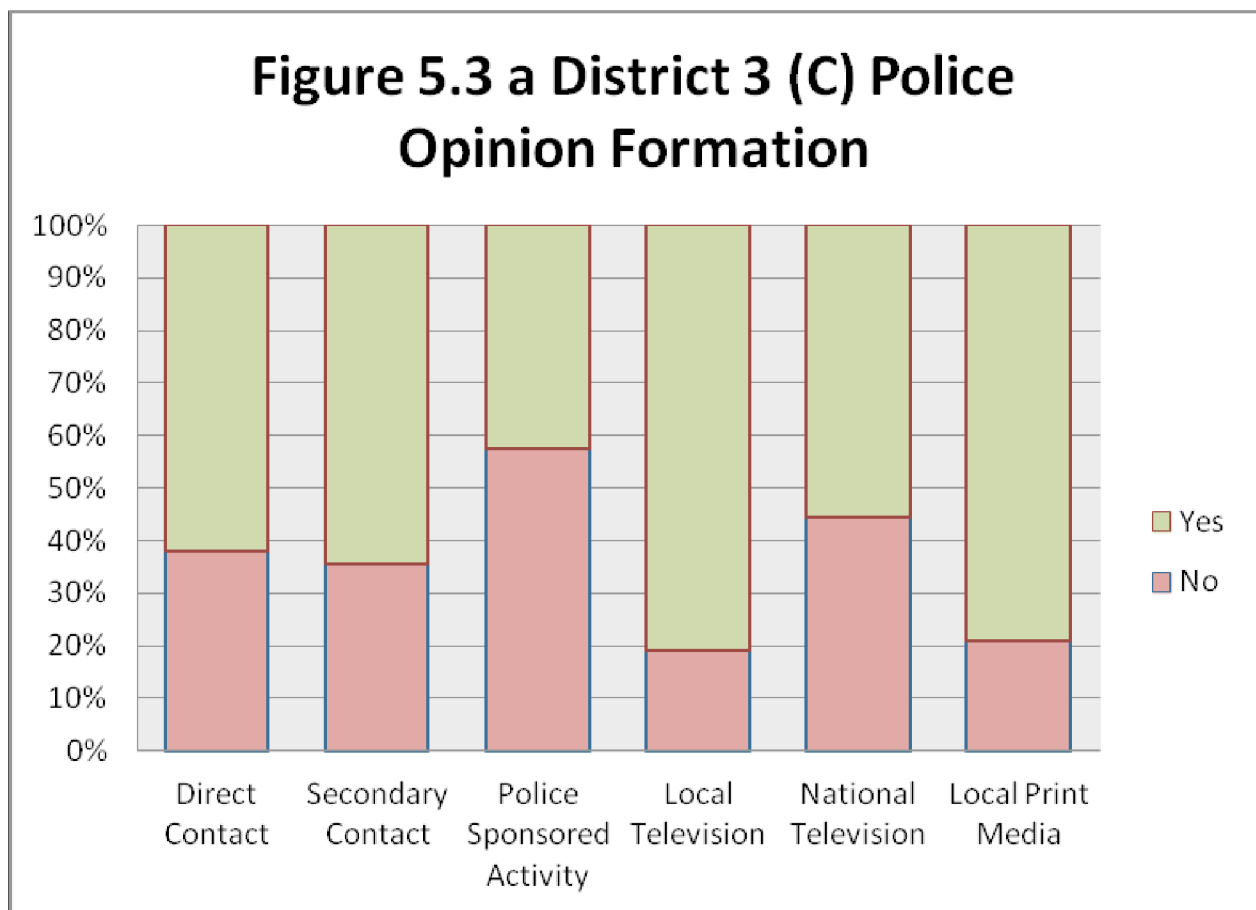
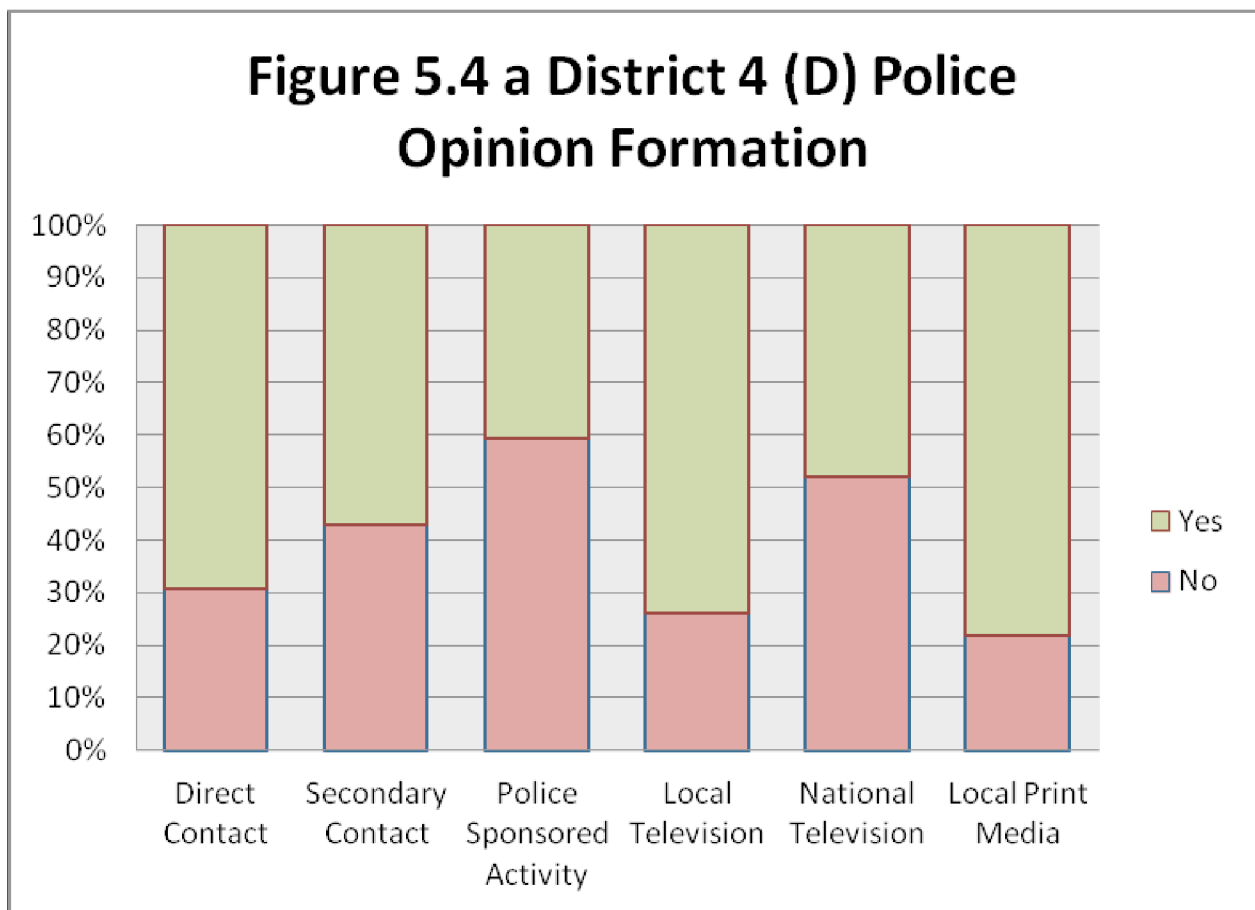


Table 5.4a District 4 (D) Police Opinion Formation
Data shown as percent

Opinion Source	No	Yes
Direct Contact	30.40	69.60
Secondary Contact	42.70	57.30
Police Sponsored Activity	59.20	40.80
Local Television	26.00	74.00
National Television	51.90	48.10
Local Print Media	21.60	78.40



APPENDIX G District-level Type of Police Contact Tables and Figures

Respondents reporting contact with the police were asked to select all types that apply.

Table 5.1 c District 1 (A) Type of Police Contact

Data shown as percent

Contact Type	%
Victim	14.7
Police Sponsored Event	11.6
Witness	10.5
Traffic Stop	9.5
Person of Interest	6.3
Traffic Citation	4.2
Arrested	3.2

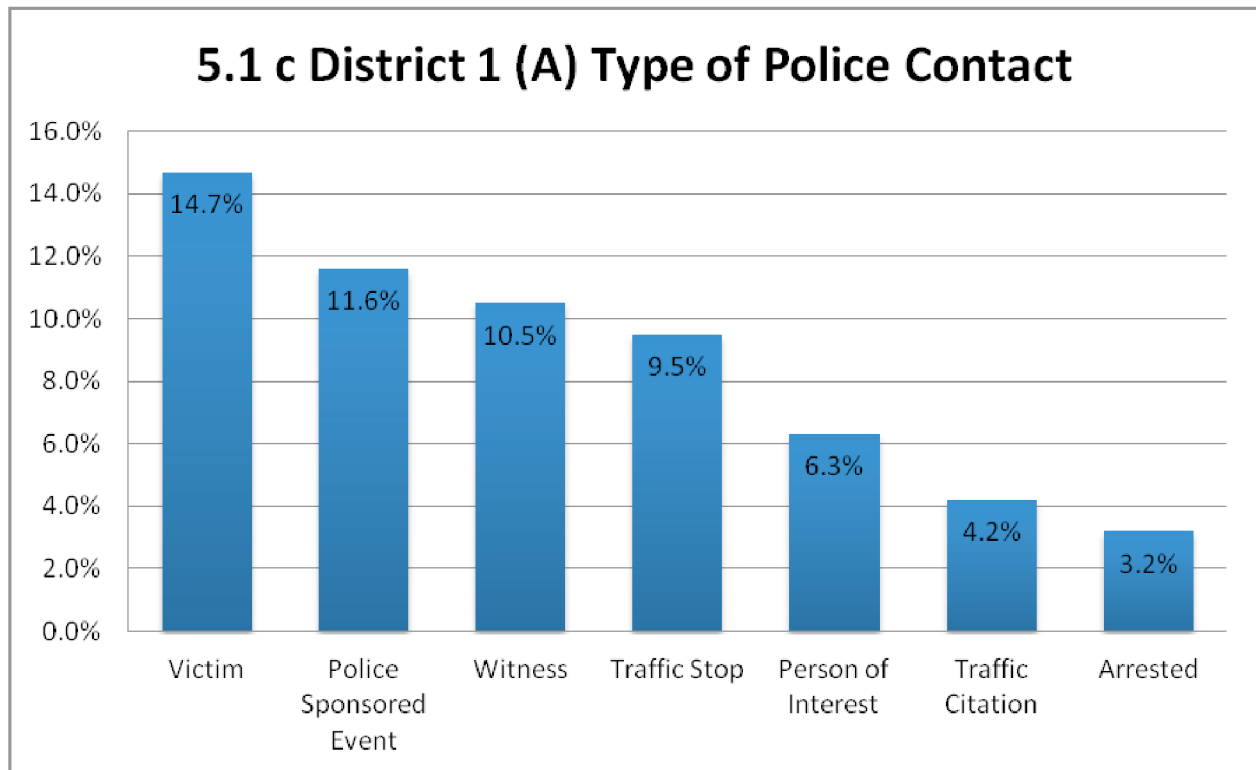


Table 5.2c District 2 (B) Type of Police Contact
Data shown as percent

Contact Type	%
Police Sponsored Event	6.4
Victim	6.4
Traffic Stop	5.1
Person of Interest	3.8
Witness	2.6
Traffic Citation	1.3
Arrested	0.0

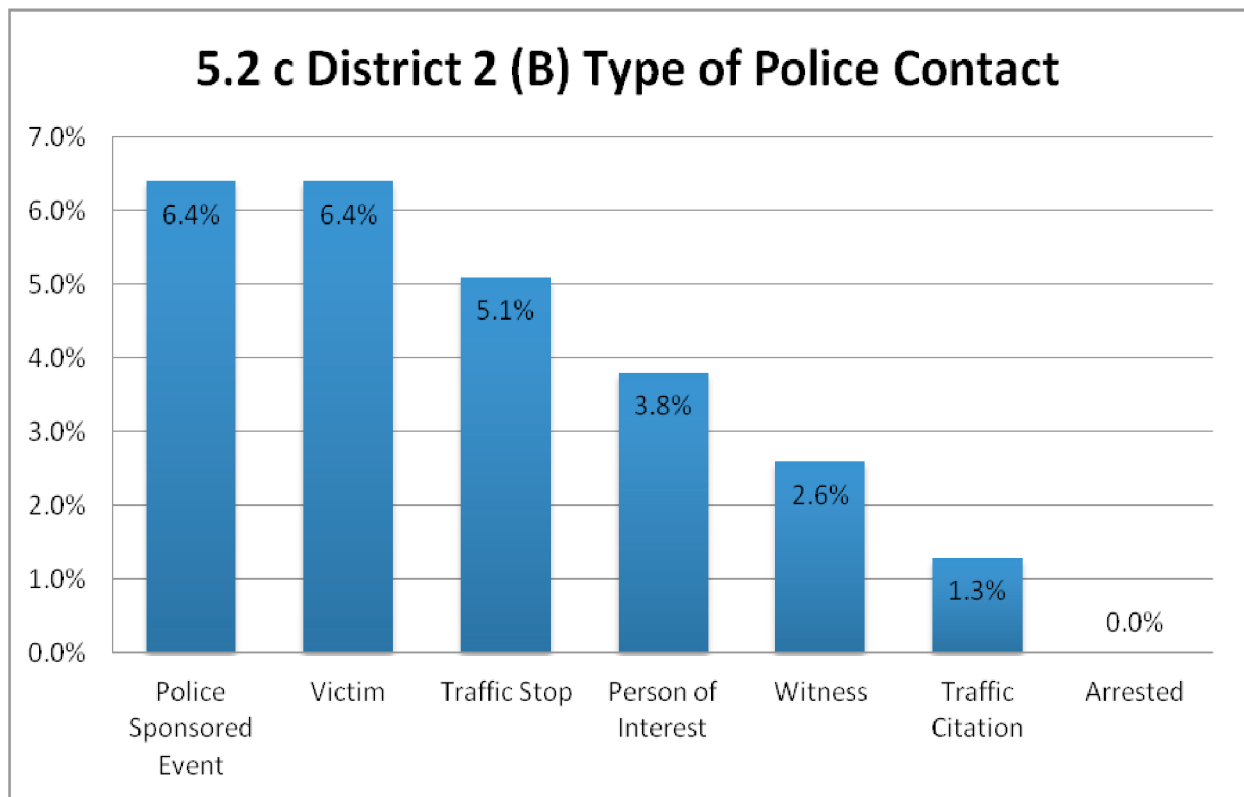


Table 5.3c District 3 (C)_Type of Police Contact
Data shown as percent

Contact Type	%
Police Sponsored Event	9.4
Witness	9.4
Victim	8.3
Traffic Stop	8.3
Traffic Citation	4.2
Person of Interest	3.1
Arrested	3.1

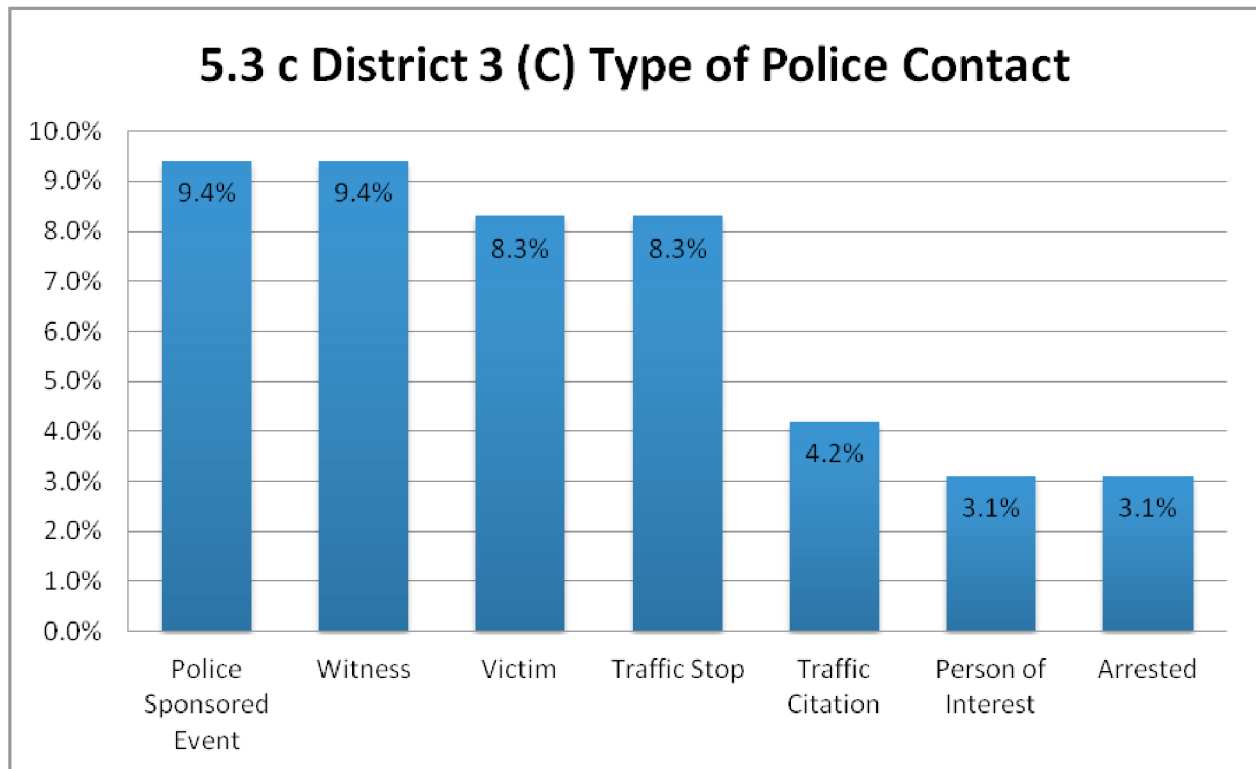
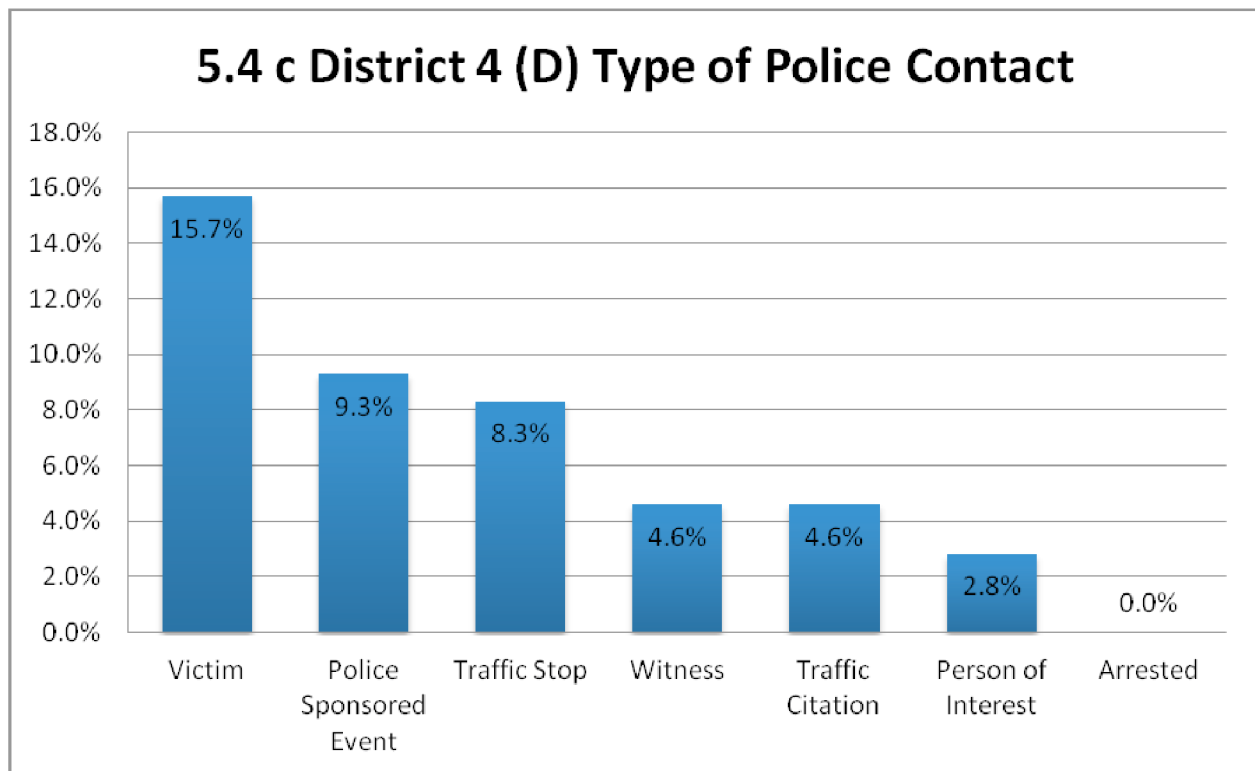


Table 5.4c District 4 (D) Type of Police Contact
Data shown as percent

Contact Type	%
Victim	15.7
Police Sponsored Event	9.3
Traffic Stop	8.3
Witness	4.6
Traffic Citation	4.6
Person of Interest	2.8
Arrested	0.0



APPENDIX H District-level Respondent Demographics Tables and Figures

Table 6.1 District 1 (A)_Demographics
Data shown as percent

Demographics	Percent
Rent Home	15.5
Own Home	84.5
Male	30.2
Female	69.8
White	85.3
Non-White	14.7
Less than HS	7.6
High School	11.4
Some College	21.0
College Degree	61.0
Not Employed or Retired	53.9
Employed	46.1

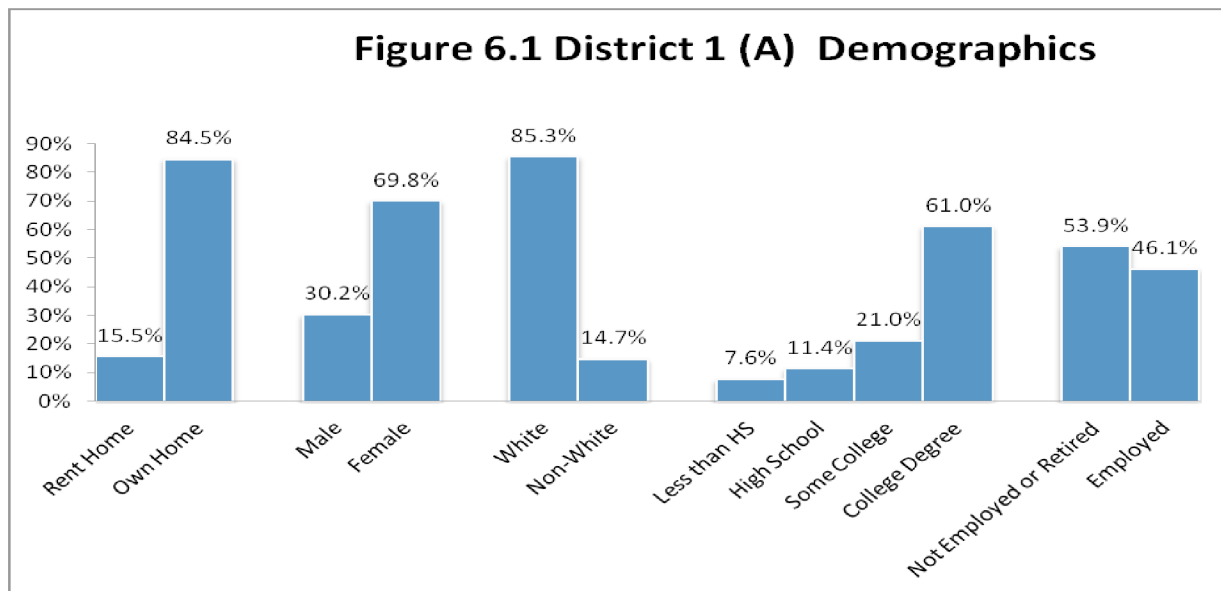


Table 6.2 District 2 (B) Demographics

Data shown as percent

Demographics	Percent
Rent Home	21.9
Own Home	78.1
Male	35.3
Female	64.7
White	72.9
Non-White	27.1
Less than HS	13.6
High School	16.2
Some College	18.9
College Degree	51.3
Not Employed or Retired	63.4
Employed	36.6

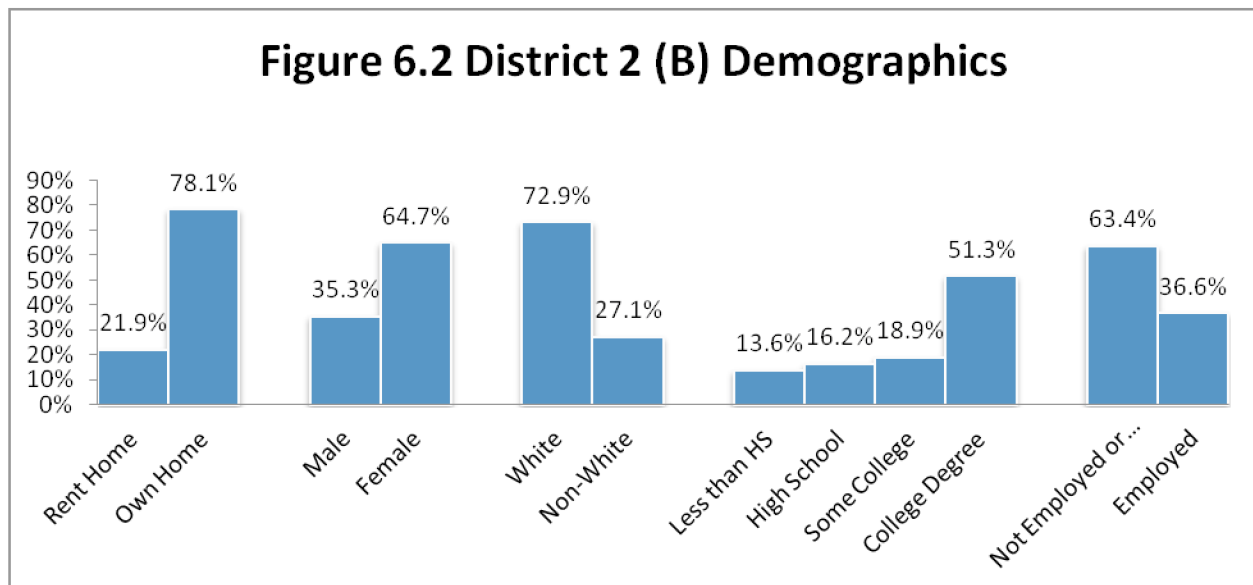


Table 6.3 District 3 (C) Demographics

Data shown as percent

Demographics	Percent
Rent Home	25.0
Own Home	75.0
Male	28.4
Female	71.6
White	66.3
Non-White	33.7
Less than HS	4.4
High School	21.0
Some College	31.0
College Degree	43.6
Not Employed or Retired	48.3
Employed	51.7

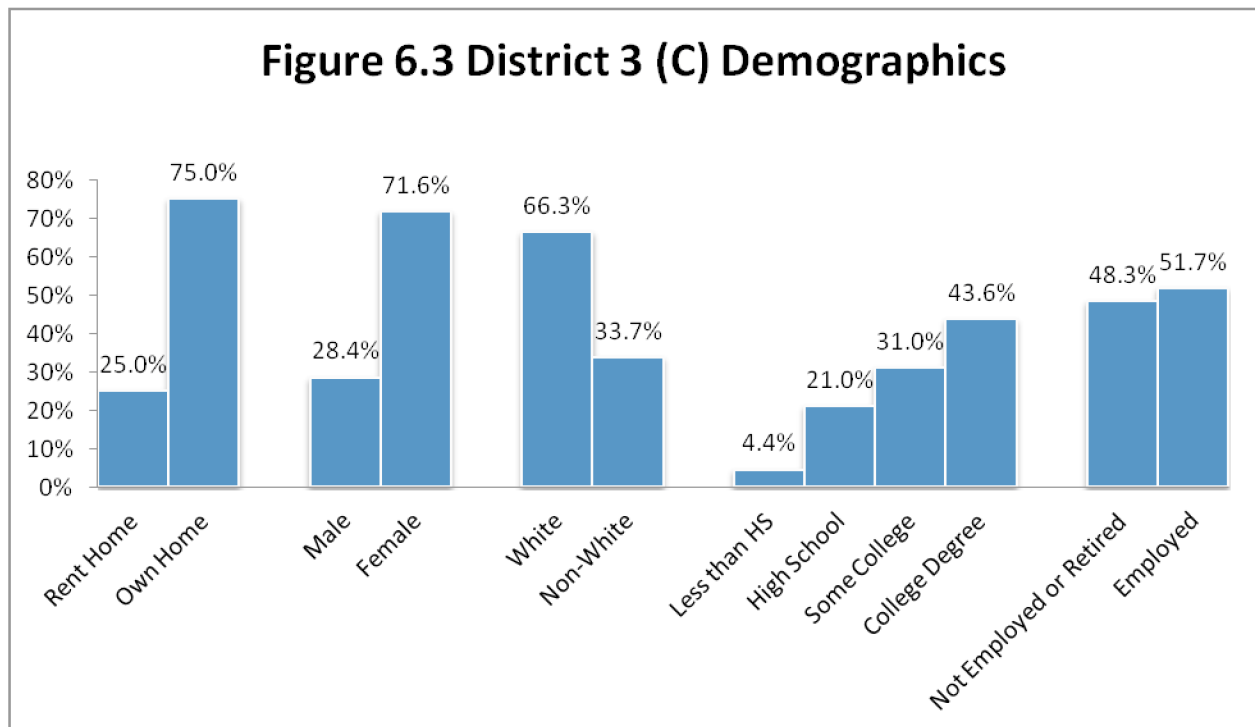
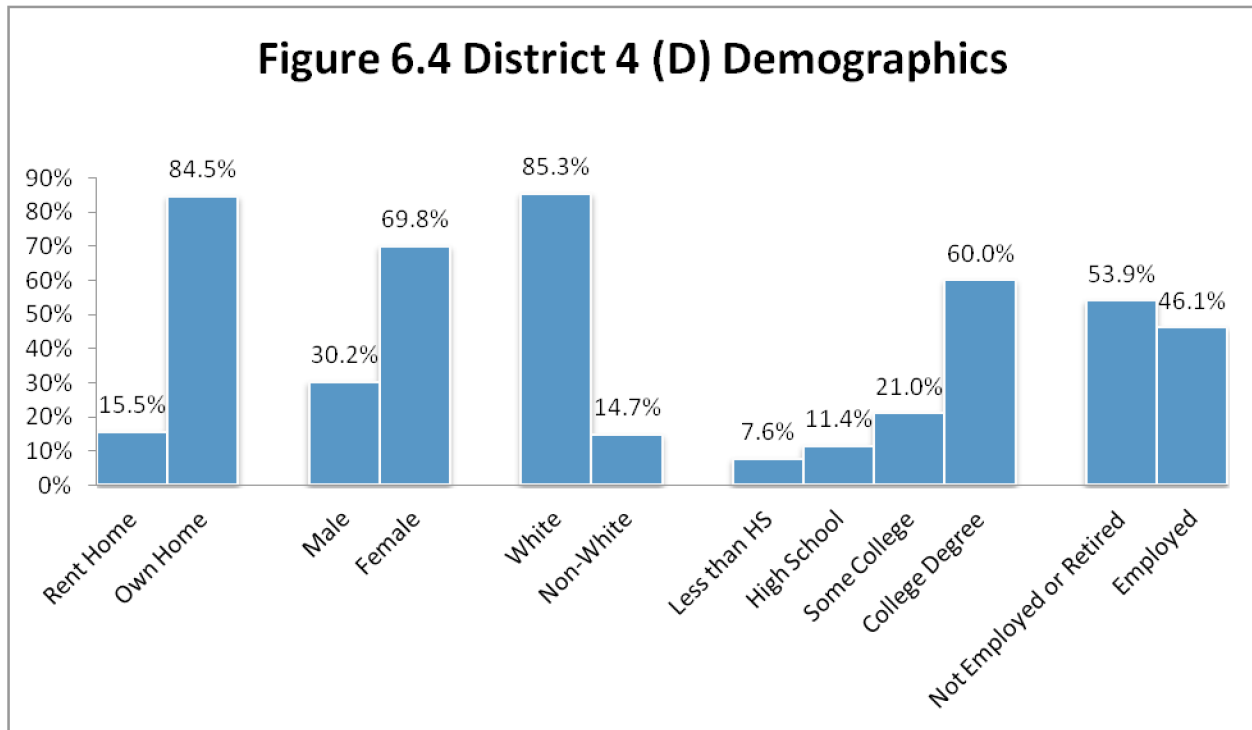


Table 6.4 District 4 (D) Demographics

Data shown as percent

Demographics	Percent
Rent Home	15.5
Own Home	84.5
Male	30.2
Female	69.8
White	85.3
Non-White	14.7
Less than HS	7.6
High School	11.4
Some College	21.0
College Degree	60.0
Not Employed or Retired	53.9
Employed	46.1





City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Report on Eastern North Carolina Regional Science Center (Go Science)

Explanation: Council Member Dennis Mitchell requested a report on the Eastern North Carolina Regional Science Center (Go Science). Acting Executive Director Roger Conner and Board of Directors Chairman Richard Eakin will provide the City Council with a report on the Center's activities, including its renovation and expansion plans for the former Pugh's Tire Center located at 729 Dickinson Avenue.

Fiscal Note: No cost to receive the update.

Recommendation: Receive report on Go Science.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / [click to download](#)



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Uptown District Public Parking Review

Explanation: The attached report was prepared at the request of numerous Uptown District business and property owners who shared common concerns regarding what they perceived as a decline in readily available parking for their patrons, employees, and tenants. In response, the Community Development Department staff led a collaborative effort that included Uptown Greenville as well as the Greenville Police Department and City's Traffic Engineering Division. Other outside agencies such as Pitt County Engineering and ECU Parking Services provided input and assistance with this report.

The first three sections of this report provide details on the City's existing parking inventory, results of an Uptown area building and business owner parking survey, and results of a demand study of City-controlled public parking lots. The final section outlines a series of recommendations for improved parking practices that were agreed to by the parking study group and that have also received considerable public support.

Fiscal Note: This report was completed by City staff and other volunteers. There are 11 parking objectives outlined in the report, each with a variety of implementation strategies, some of which carry substantial costs such as constructing a parking deck and others that have virtually no cost component such as consolidating parking information on one City web page. Other strategies such as installation of parking meters in new areas or increasing parking citation fees may generate additional general government revenue over time.

Recommendation: The Redevelopment Commission, Public Transportation and Parking Commission, and Uptown Greenville Board of Directors have all received presentations on this report with each endorsing the goals and implementation strategies outlined in the report. Staff recommends that City Council accept the report and instruct staff to begin the process to implement the strategies. Implementation of many of the strategies will require additional City Council action to include amendments to the Parking Ordinance as well as the Manual of

Fees. Staff will bring these items forward for City Council consideration at a future date.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

 [Uptown Parking Report](#)

City of Greenville

Uptown District

Public Parking Review



January - 2012

Prepared by the City of Greenville

Economic Development Division

TABLE OF CONTENTS

	Introduction.....	
1.	Uptown District Parking Overview.....	
1.01.	November 2010 Public Meeting.....	
1.02.	Uptown Parking Lot Map.....	
1.03.	On-Street Public Parking Map.....	
2.	Parking Survey Report.....	
2.01.	Overview of Report.....	
2.02.	Select Survey Data.....	
2.03.	Customer Visits.....	
2.04.	Parking Options.....	
3.	Parking Demand Study Report.....	
3.01.	Uptown District Public Parking Lot Demand Study.....	
3.02.	Uptown Parking Lot Summary.....	
	3.02. (a) Merchant Lot.....	
	3.02. (b) Edwards Lot.....	
	3.02. (c) Five Points Plaza Lot.....	
	3.02. (d) Harris Lot.....	
	3.02. (e) Moseley Lot.....	
	3.02. (f) Roses Lot.....	
	3.02. (g) Greene Street Lot.....	
	3.02. (h) Blount Harvey Lot.....	
	3.02. (j) Georgetown Lot.....	
3.03.	City of Greenville Uptown District Total Parking Demand.....	
4.	Uptown District Parking Improvement Strategies.....	
4.01.	Uptown District Parking Goals & Objectives.....	
4.02.	“E-Tag” Program Features.....	



4.03. Proposed “E-Tag” Program Lots.....

4.04. “E-Tag” On Street Parking.....

4.05. “E-Tag” Combined Parking.....

4.06. Uptown District Parking as a Commodity.....

4.07. Parking Fees: Greenville Compared to Other Cities.....

4.08. Greenville Parking Fees: Current vs. Proposed.....

4.09. Importance of Loading Zones.....

4.10. Uptown Loading Zone Locations.....

4.11. City Parking Website.....

4.12. First Street Parking.....

4.13. Parking Decks Considerations.....

 4.13. (a) Parking Deck Cost Model.....

 4.13. (b) Potential Deck Sites.....

4.14. Parking Pay Stations.....

 4.14. (a) Parking Pay Station Locations.....

4.15. Parking Wayfinding System Installation.....

4.16. Implementation Timelines.....

Appendix A – 2004 Carl Walker Parking Report.....

Appendix B – City of Greenville Parking Regulations.....

Introduction

The purpose of this report is to present an overview of parking conditions in Greenville's Uptown District, (also referred to as "downtown"), as well as to present a series of recommendations that an ad hoc parking study group believes will lead to more favorable experiences for parking patrons. This report was prepared at the request of numerous Uptown District business and property owners who shared common concerns regarding what they perceived as a decline in readily available parking for their patrons, employees and tenants. In response, Greenville's Economic Development Division led a collaborative effort that included the Uptown Greenville organization as well as other City agencies including the Greenville Police Department and the Greenville Traffic Engineering Division. Other outside agencies such as Pitt County Engineering and ECU Parking Services provided input and assistance with this report.

Although this report is presented as an independent review of parking conditions in the Uptown District, it should be noted that there have been previous parking studies, most notably in 2004 when the City accepted a downtown parking report from parking and traffic consulting firm Carl Walker. The conclusions of that study indicated an adequate supply of downtown parking but also noted that with completion of several downtown development projects that were then on the drawing board, parking would likely be in greater demand. A number of those projects such as the renovation of the Brody and Jefferson's buildings have in fact occurred. One flaw that the current study group noted with the 2004 Walker report was that the study included parking lots in many blocks that are controlled by East Carolina University. Parking spaces in those lots are restricted to various types of university use and are never available for use by the general public. A copy of the 2004 Carl Walker study is attached as an appendix to this report.

The first three sections of this report provide details on the City's existing parking inventory, results of an Uptown area building and business owner parking survey, as well as present results of a demand study of City-controlled public parking lots. The final section outlines a series of recommendations for improved parking practices that were agreed to by the parking study group and that have also received considerable public support. In summary, this report characterizes Uptown area parking as a valuable commodity, and seeks to utilize that commodity in the most efficient ways possible. The report recommends a gradual move away from lease parking which is viewed as inefficient, and recommends that the City move toward other more efficient classes of parking to include zone parking, metered parking and time limited parking. Finally, the report recommends a number of administrative improvements including centralization of parking information on the City's web site, updates to the City's parking fee structure, and potential centralization of administrative responsibility for the City's parking programs. With enactment of these recommendations, as well as continued review of City parking programs and policies, the parking study group believes that Uptown District parking can become an even greater asset to businesses, employees and parking patrons.



Uptown Parking Overview

1.01. November 2010 Public Meeting

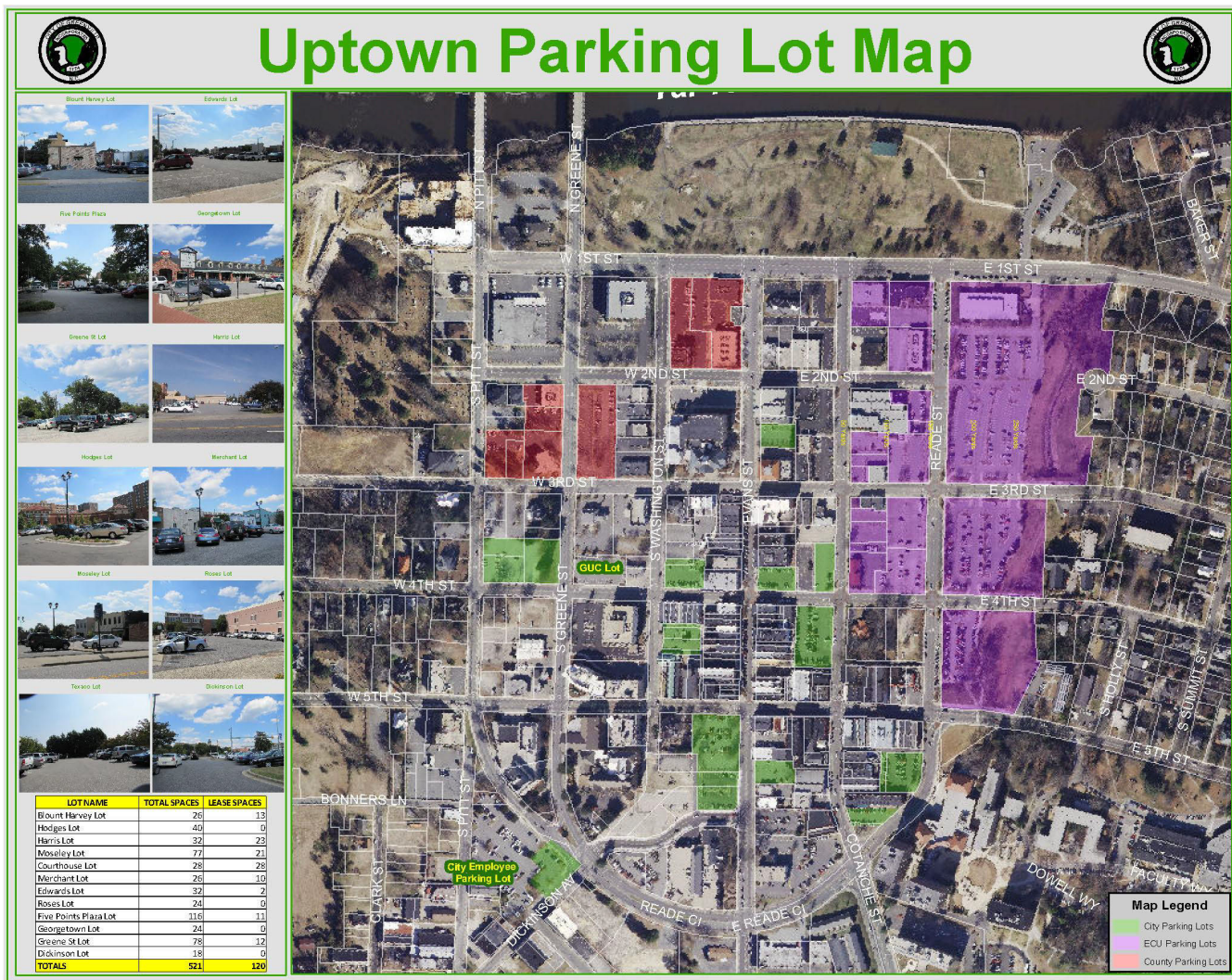
At the request of many merchants, building owners and tenants in Greenville’s Uptown Commercial District, the City of Greenville and Uptown Greenville, Inc. organized a public forum in November of 2010 for the purpose of discussing public parking issues. During the well attended forum, many participants expressed their desire for more nearby parking for their customers, tenants and employees. The prevailing view of many in attendance was that Uptown area employees frequently occupy available parking spaces near businesses due to a lack of dedicated parking for those same employees. Many participants also noted that public parking in the Uptown area is hard to identify with many parking lots apparently underutilized during high demand periods such as the lunch hour. Attendees also discussed the need for additional parking spaces and expressed strong support for the construction of a central parking deck in the Uptown District. Perhaps most importantly, meeting participants urged the City of Greenville to view parking planning as an ongoing task as opposed to what participants viewed as the on again, off again approach the City has followed with parking planning in the past.

As a method to gain input from meeting participants, facilitators from the City and Uptown Greenville utilized a “SWOT” analysis method to elicit comments from participants. Through this method, facilitators were able to better understand the participant’s perceptions of the strengths, weaknesses, opportunities and threats associated with Uptown area parking. Participant comments are summarized in the following table.

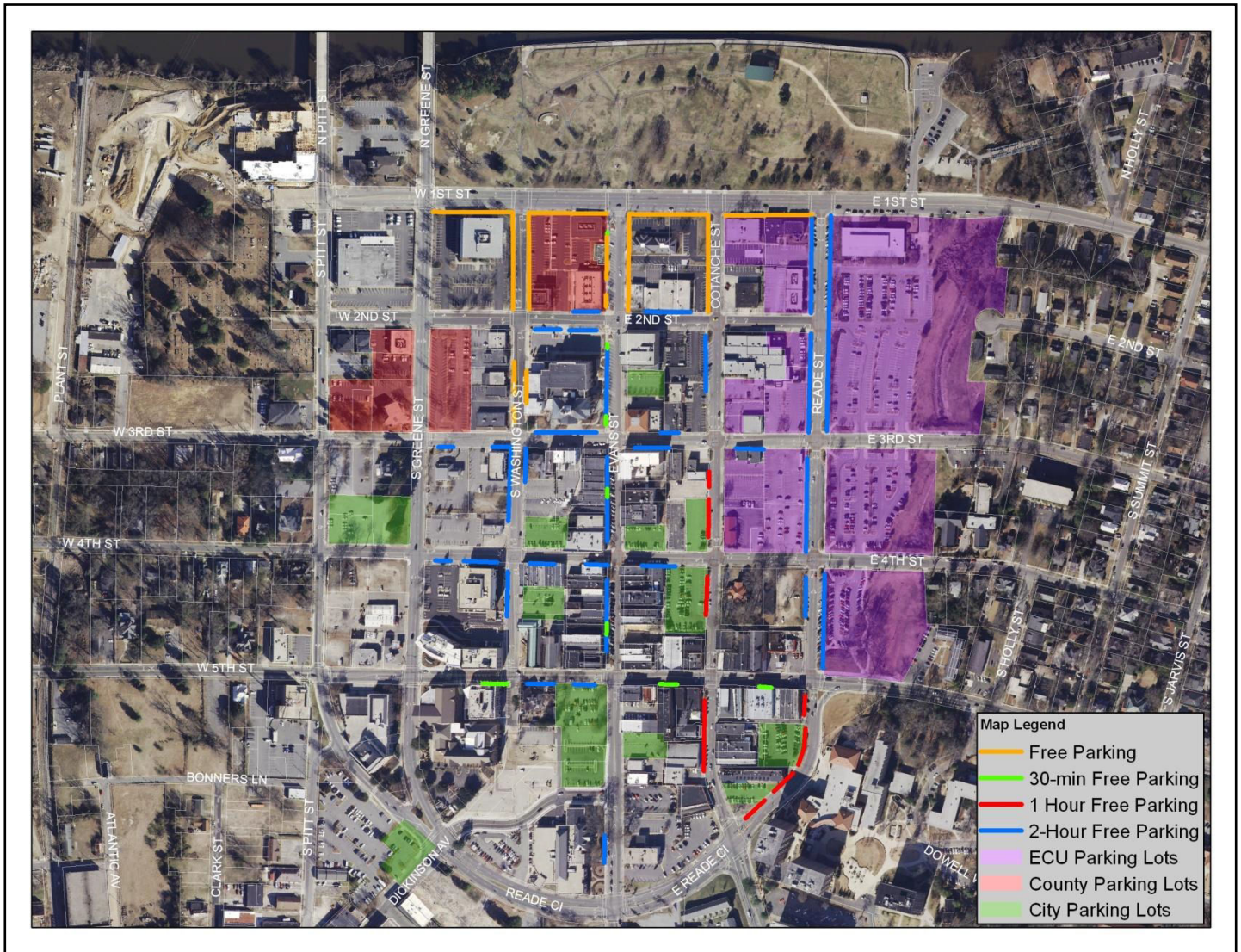
STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Newly constructed parking at Five Points Plaza available to library.	Parking for customers not available due to employee’s parking near businesses.	Construction of a parking deck that is centrally located to Uptown businesses.	Existing parking spaces may be re-tasked for other uses. (Redevelopment)
On-street parking spaces are near businesses.	Hard to identify where public parking is located.	There are surface lots and on-street parking spaces that are underutilized.	Short term thinking by City regarding parking strategies.
Recently opened businesses creating a greater demand for parking.	Free public parking in evening causes some businesses not to have adequate parking.	Additional loading zones could be created to better serve downtown businesses.	More businesses – less loading zones.
		Long term parking for residents and employees could be created.	
		Be more consistent with parking enforcement.	

1.02. Uptown Parking Lot Map

For the purposes of this parking review and report, the boundaries of the Uptown District are marked by the Tar River to the north, Reade Street to the east, Pitt Street to the west and Reade Circle and portions of Dickinson Avenue to the south. As illustrated in the maps below, there are substantial parking resources within these boundaries, however much of the parking is controlled by East Carolina University, (purple) and Pitt County, (red). These parking resources are typically not made available for general public parking. The remaining City parking inventory which is depicted in green, includes some 500 surface parking spaces along with an additional on-street parking inventory of some 400 spaces. Of the 500 surface parking spaces, approximately 100 are reserved for City employee parking during the work-week while an additional 120 spaces are available for private monthly leases. The remaining surface and on-street parking spaces are available to the general public but are either metered or time limited free parking.



1.03. On-Street Public Parking Map



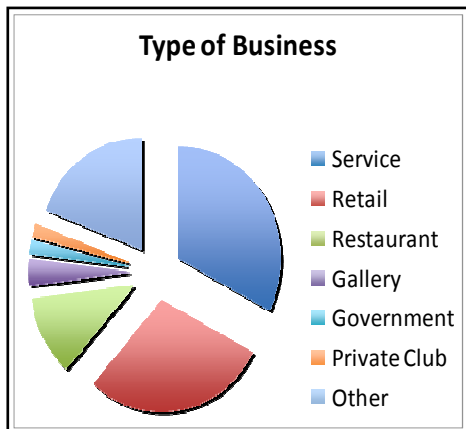
Uptown Parking Survey Report

2.01. Overview of Report

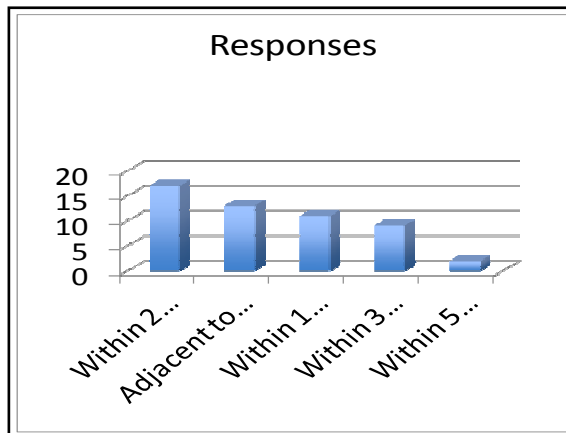
As part of this parking review, a parking survey was conducted by the Uptown Greenville organization utilizing both online and paper surveys. A total of 52 surveys were completed by Uptown District merchants and property owners during the spring of 2011. Major themes identified by survey respondents included comments regarding the lack of employee parking, concerns about the general availability of parking, and a strong interest for the City to pursue construction of a parking deck. The figures below summarize some of the key findings of the Uptown Greenville Parking Survey.

2.02. Select Survey Data

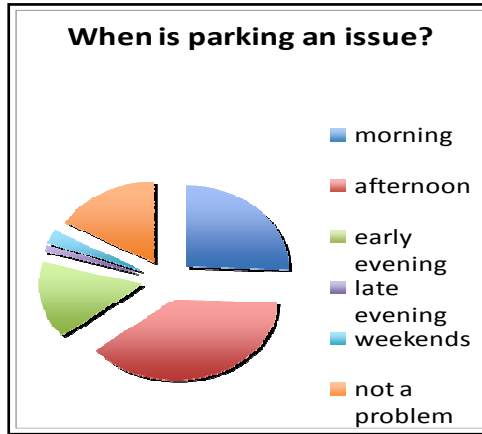
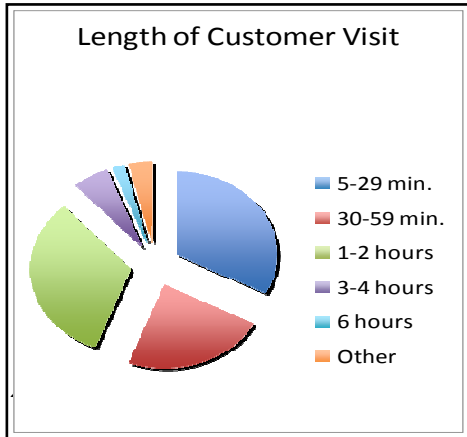
52 Surveys Were Completed



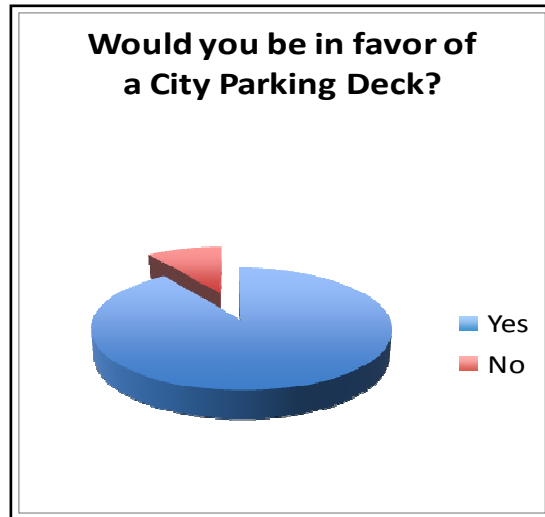
How many blocks would employees walk to parking?



2.03. Customer Visits



2.04. Parking Options

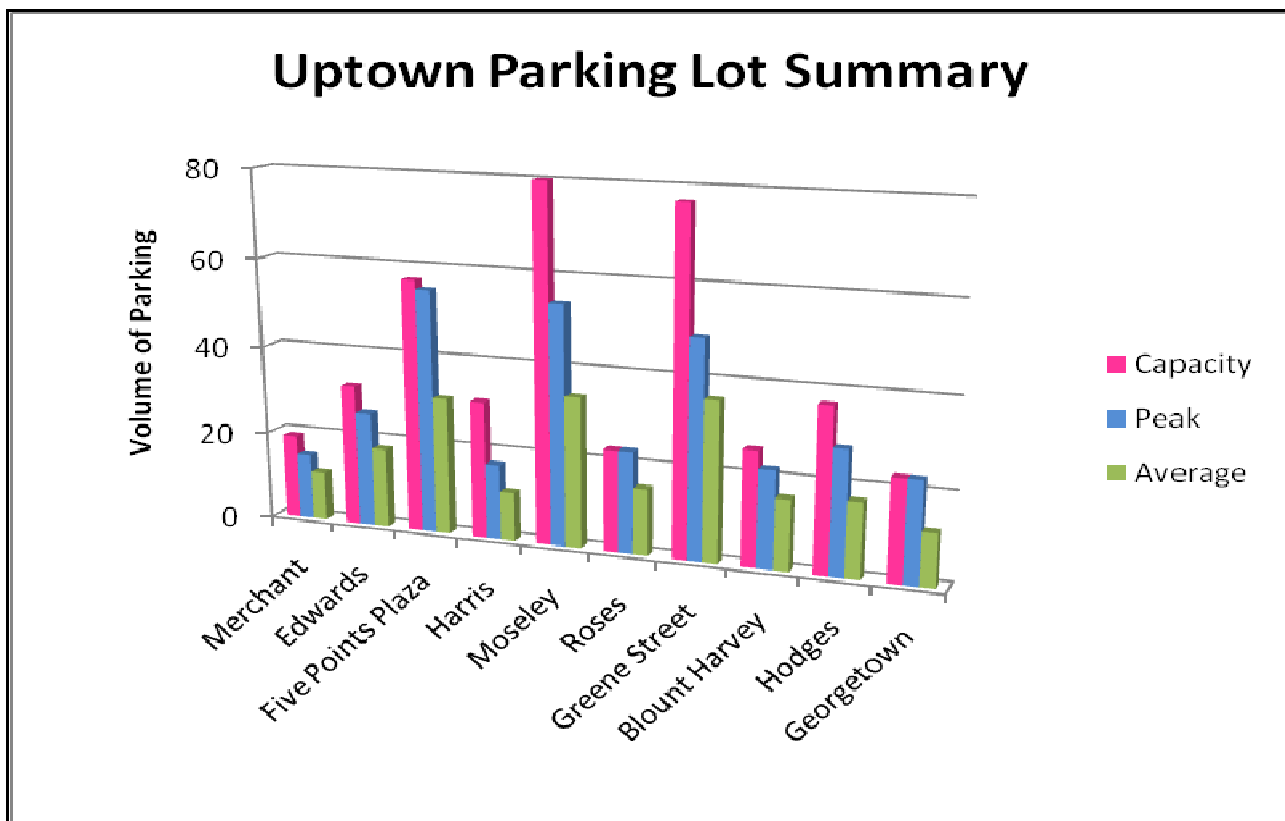


Parking Demand Study Report

3.01. Uptown Public Parking Lot Demand Study

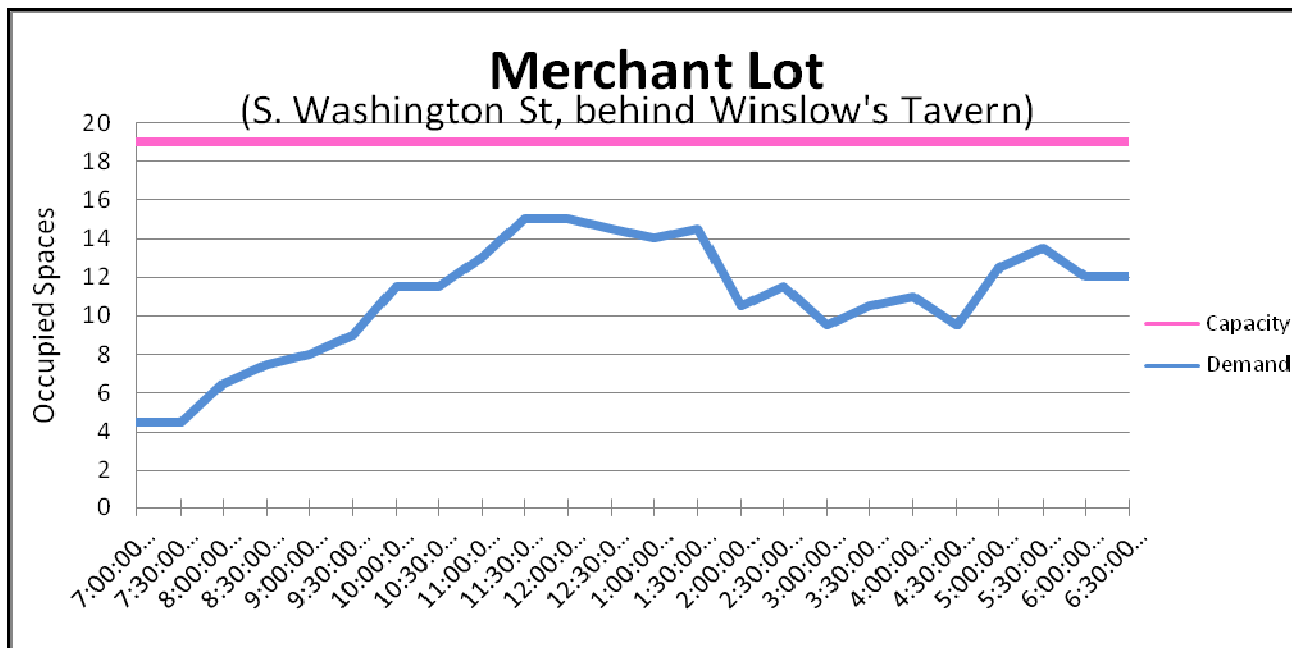
The purpose of the parking demand study was to develop a reliable “snapshot” of public parking space demand during a period of time that is representative of typical usage for those spaces. This “snapshot” can be used to gauge the demand and turn over in each lot as well as the peaking trends of the various lots within the study. The methodology of the study included the utilization of City contract workers assigned with counting vehicles in each downtown public parking lot from 7:00 a.m. to 7:00 p.m. at 30 minute intervals. These counts were taken over a three day, midweek period in late April 2011 while classes at East Carolina University remained in regular session.

3.02. Uptown Parking Lot Summary

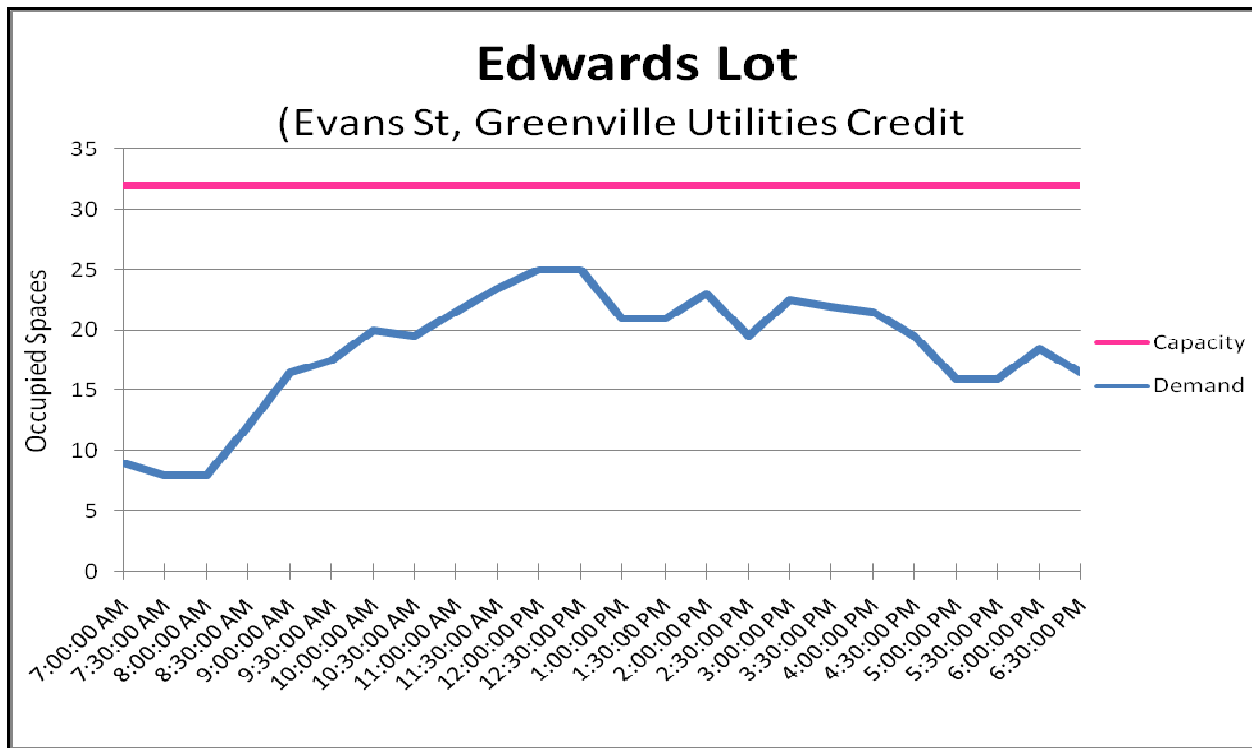


1. The pink column represents the physical capacity of each lot.
2. The blue column represents the peak parking activity within each lot.
3. The green column represents the average number of parked vehicles in the lot over the course of the 12 hour study period.

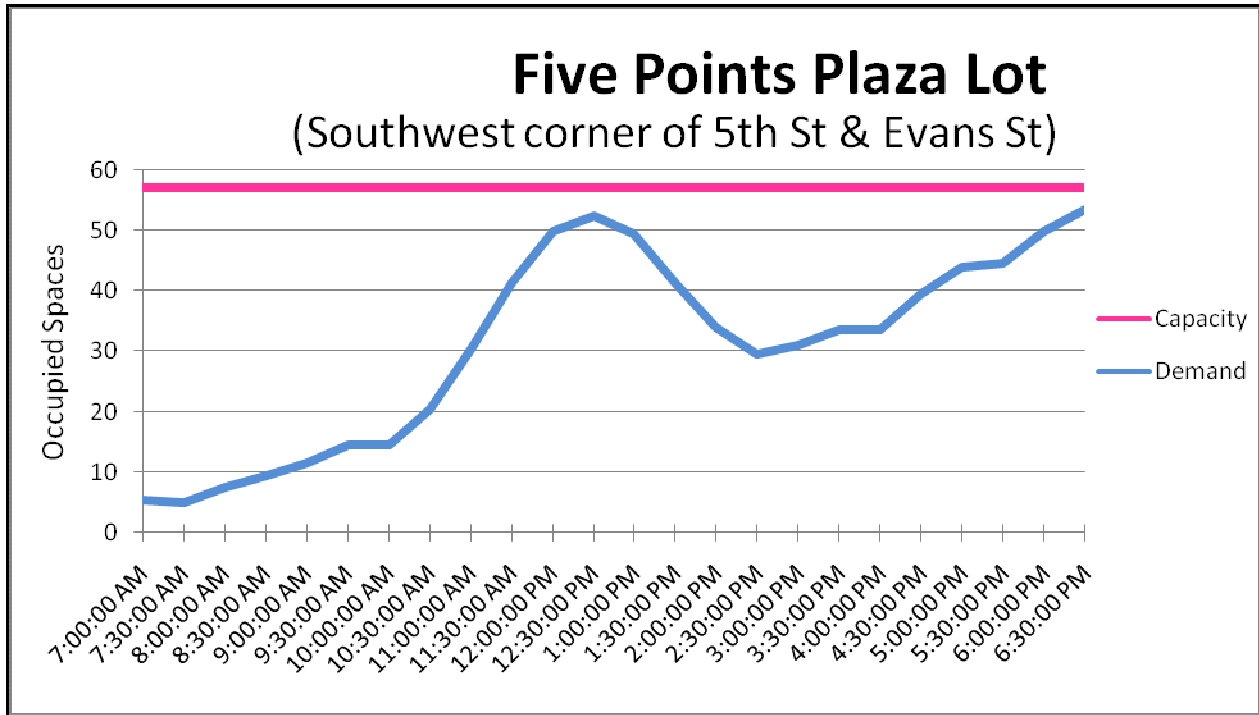
3.02. (a) Merchant Lot



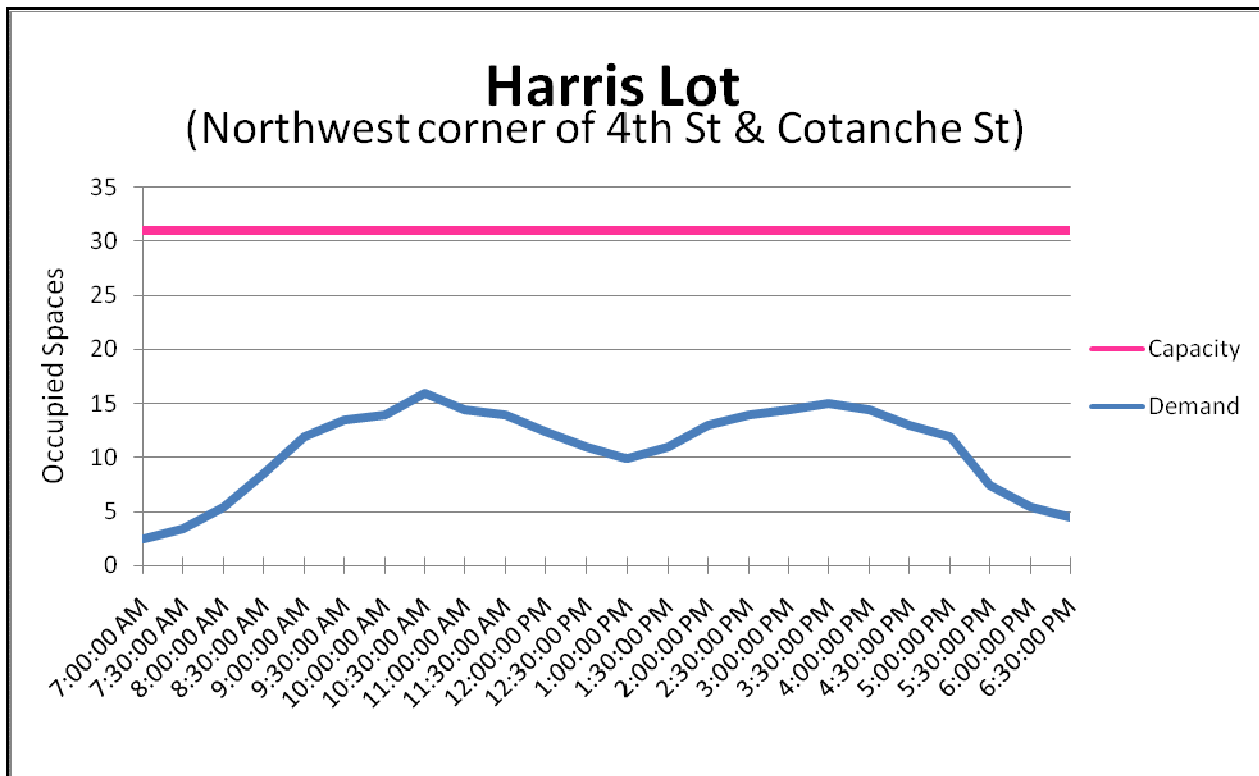
3.02. (b) Edwards Lot



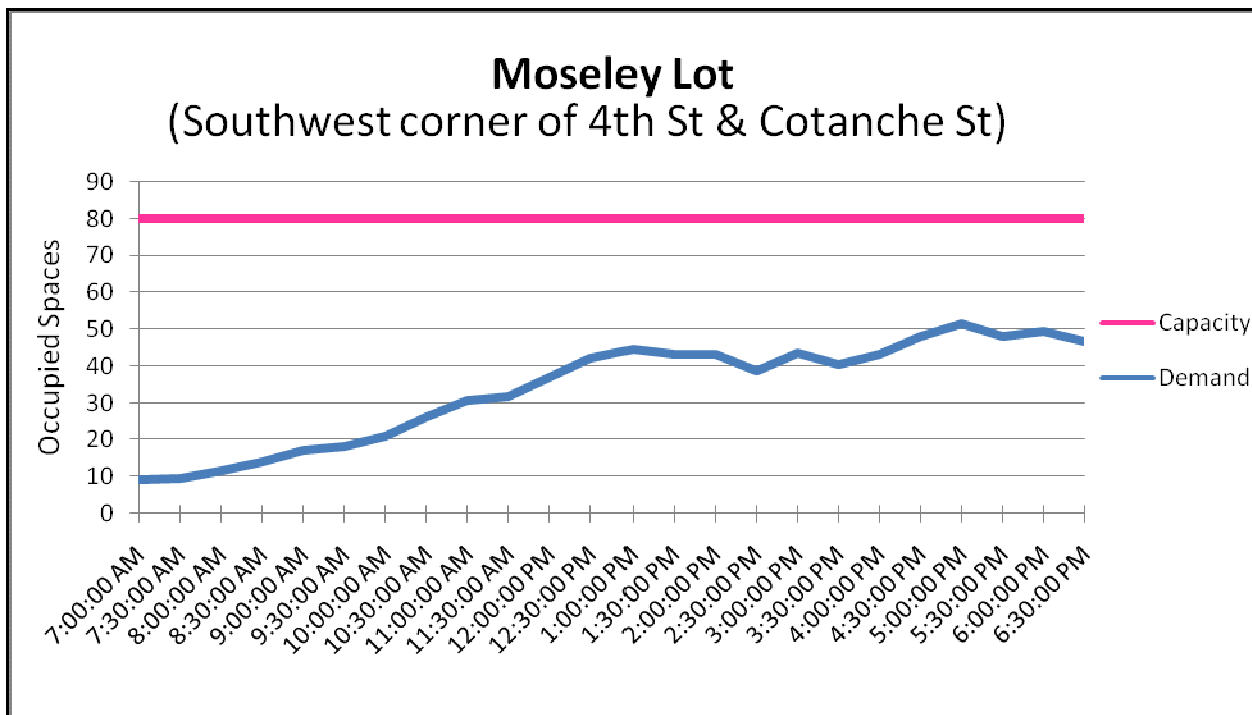
3.02. (c) Five Points Plaza Lot



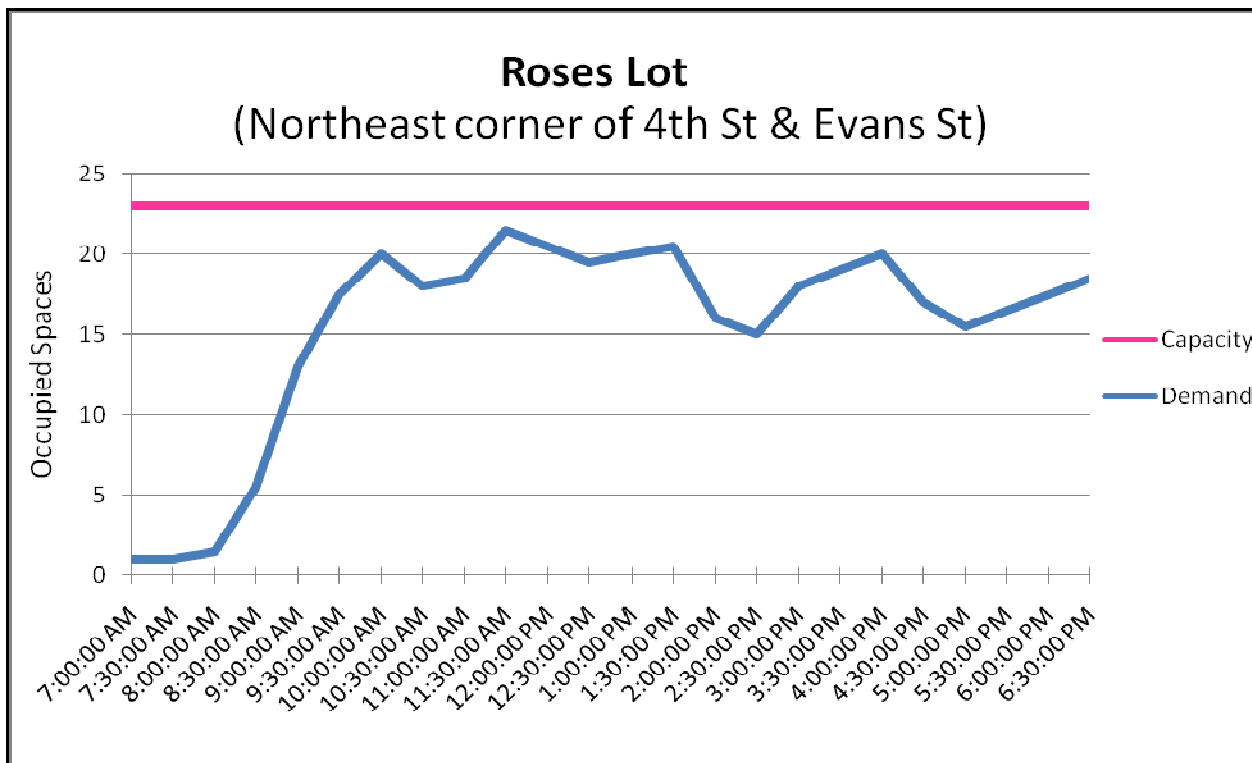
3.02. (d) Harris Lot



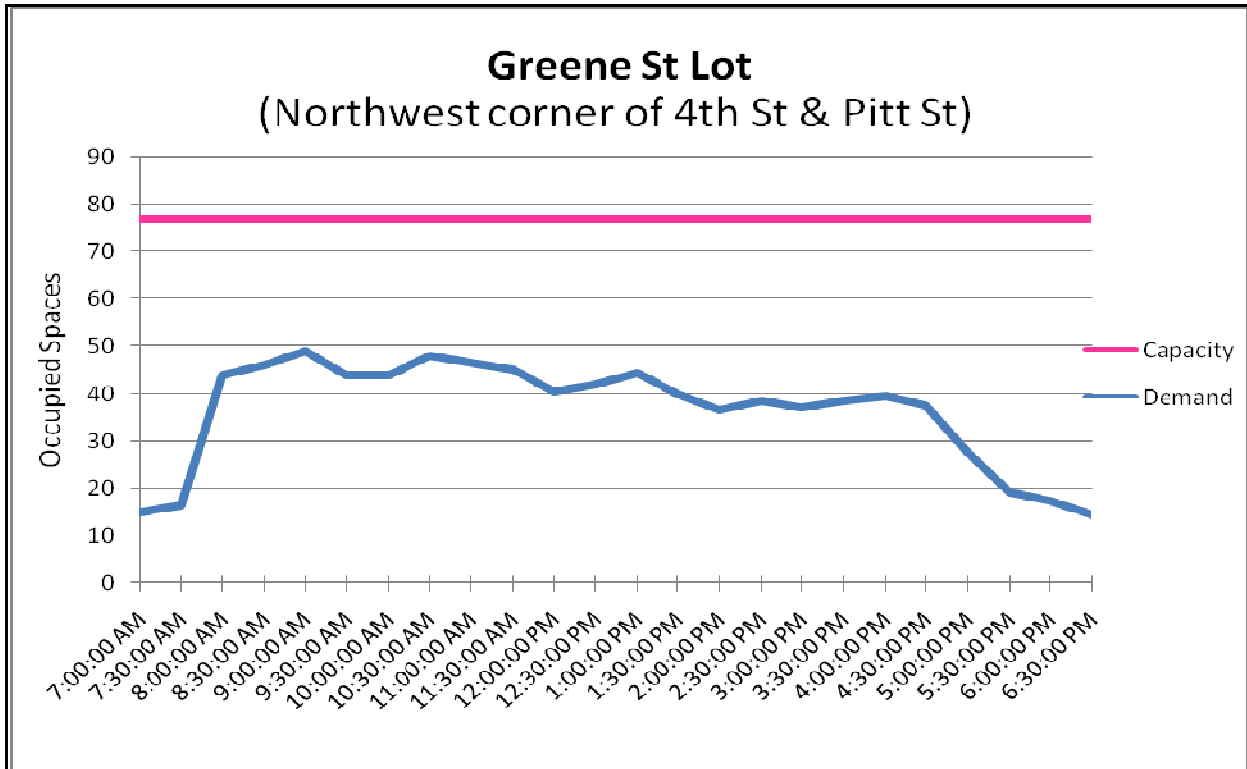
3.02. (e) Moseley Lot



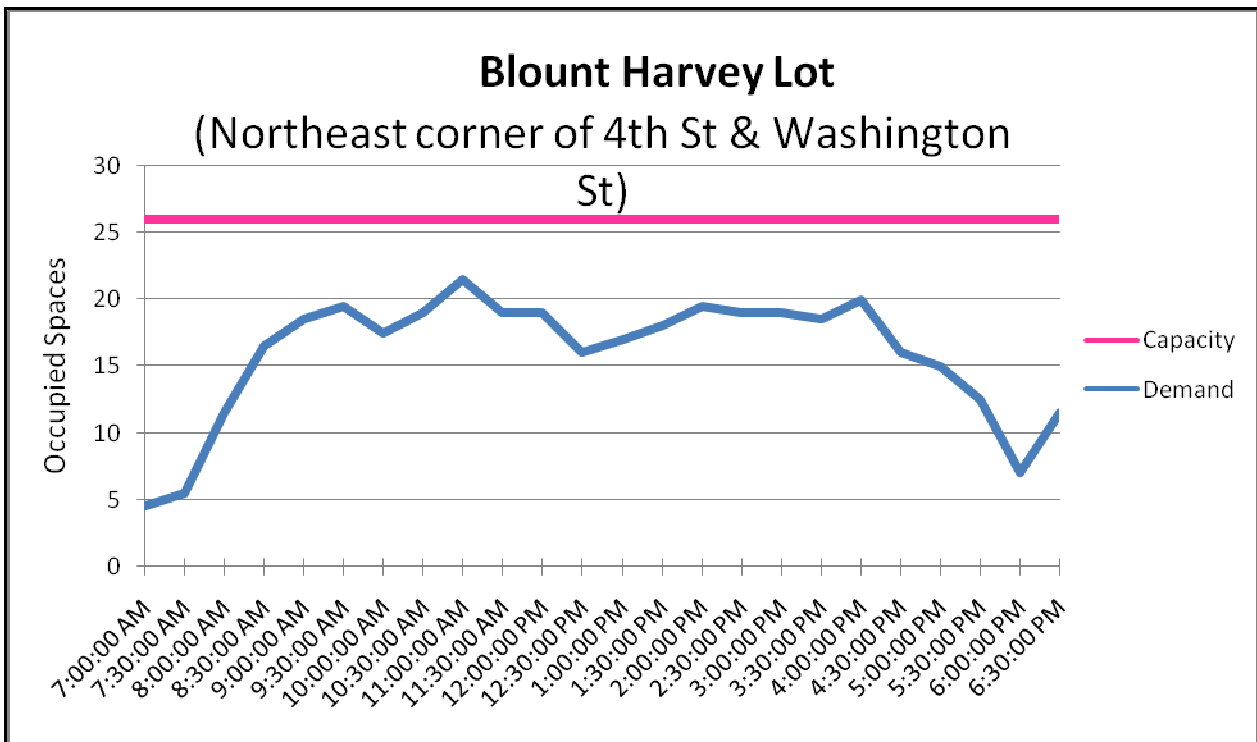
3.02. (f) Roses Lot



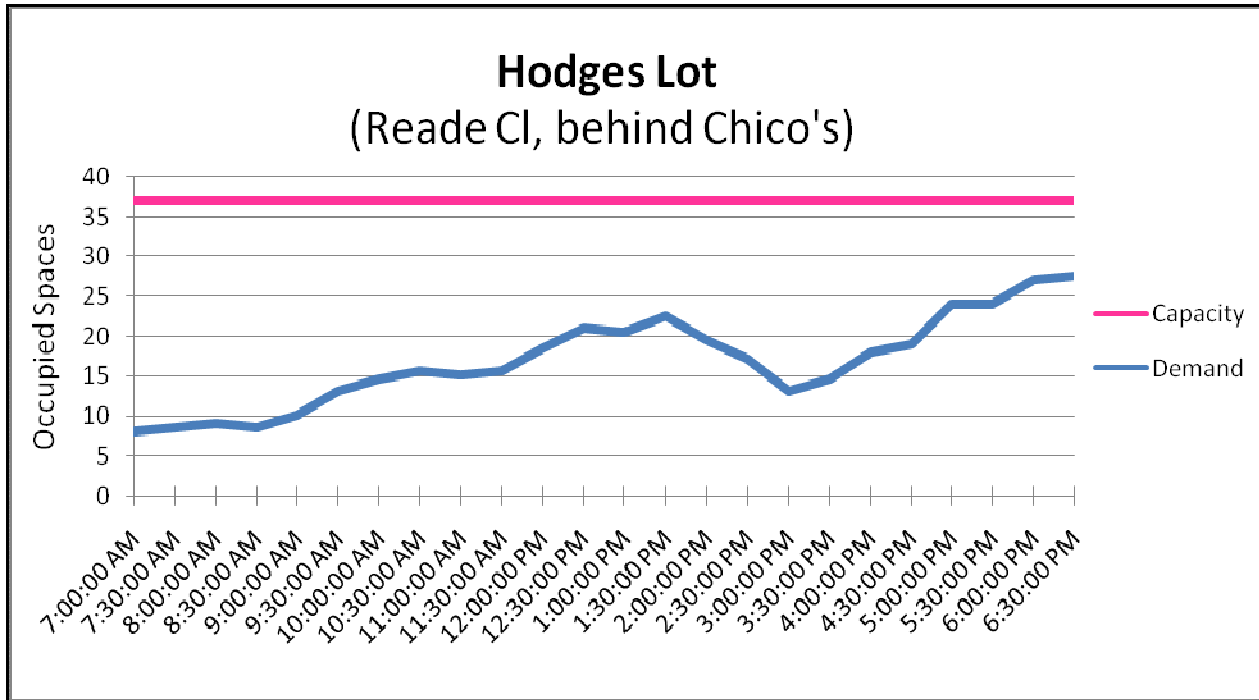
3.02. (g) Greene Street Lot



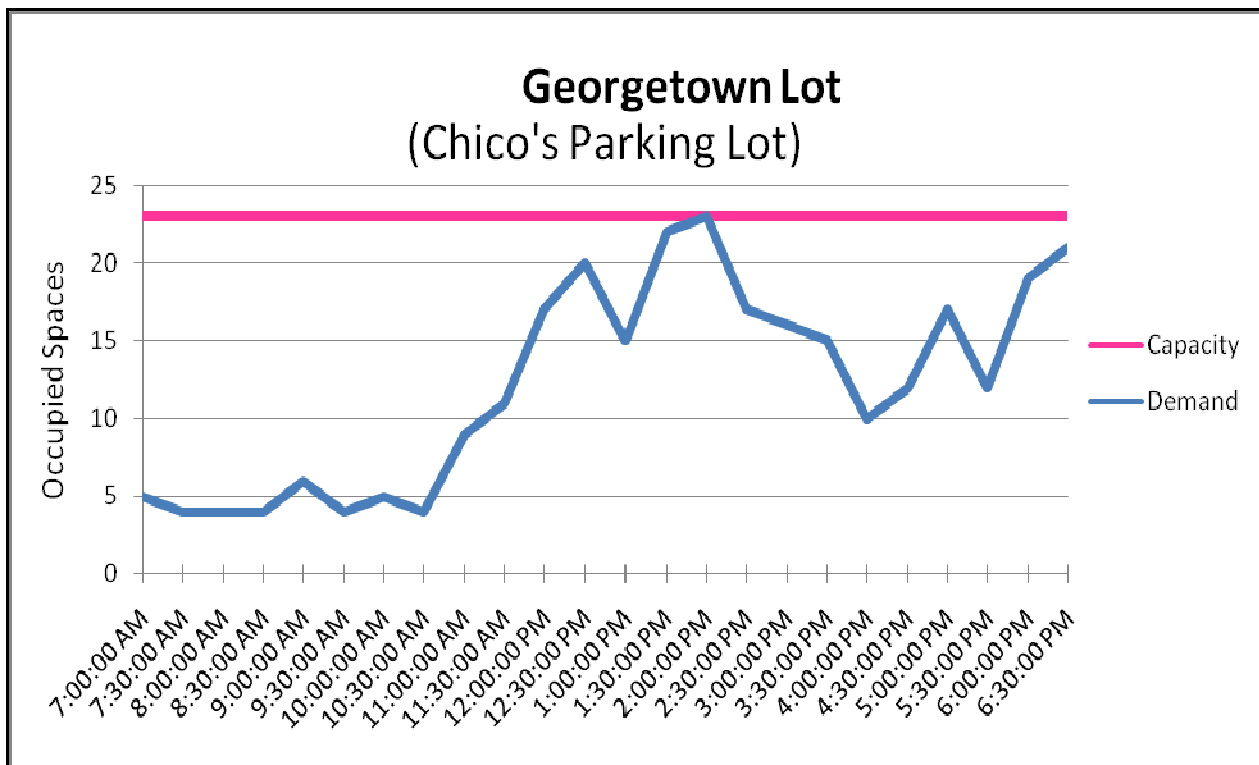
3.02. (h) Blount Harvey Lot



3.02. (i) Hodges Lot

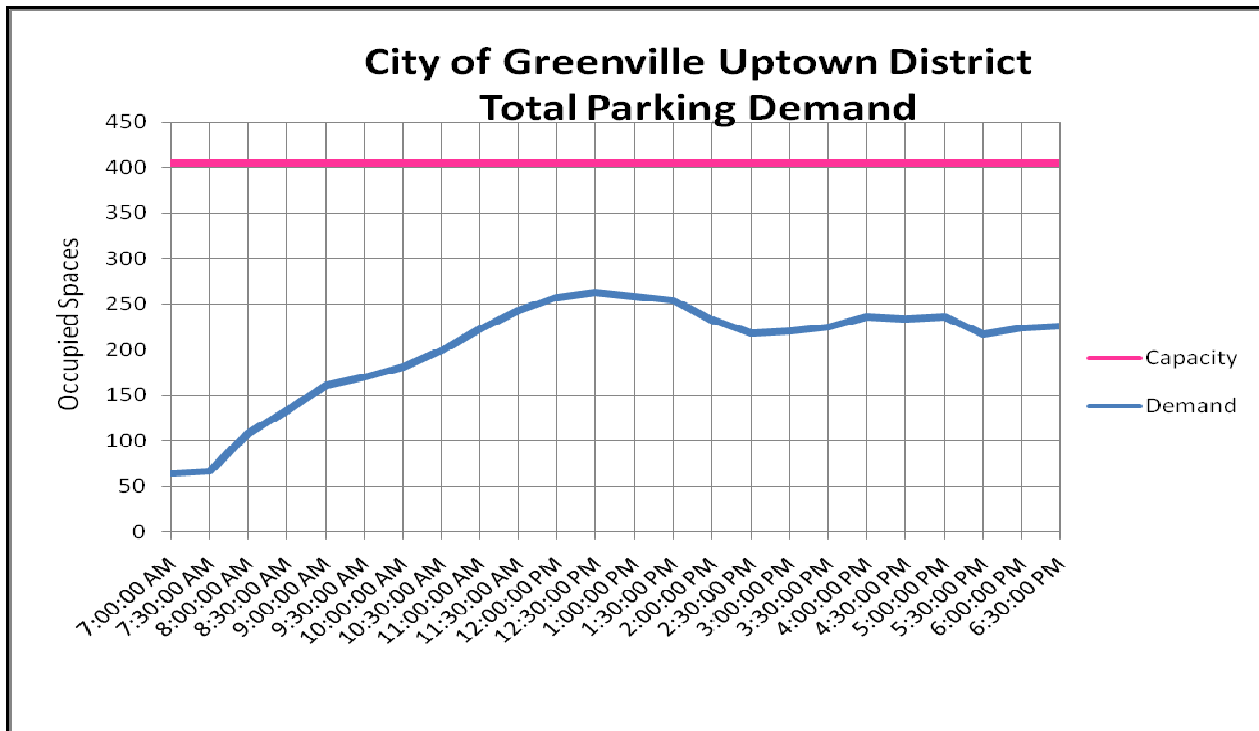


3.02. (j) Georgetown Lot



3.03. City of Greenville Uptown District Total Parking Demand

The graph below represents a total snap shot of usage of some 400 public parking spaces in the Uptown Greenville Commercial District during the three-day survey period. The graph illustrates that peak demand within the surveyed parking lots never exceeded 263 vehicles or 65% of capacity during the high traffic lunch hours. Demand at other times of the day ranges from around 15% of capacity and was steady in the 50% capacity range during the greater part of the business day.



Uptown Parking Improvement Strategies

4.01. Uptown Parking Goals & Objectives

The City of Greenville’s primary parking goal for the Uptown Commercial District is to create positive parking experience for all residents, Uptown area workers, and visitors. With this primary goal in mind, the ad hoc parking review committee developed the following objectives intended to help achieve the primary goal.

Utilize existing spaces to their maximum potential:

- New parking spaces are expensive to acquire or build so efficient use of existing parking spaces should be the highest priority.

Develop a “market based” parking fee structure:

- Due to the limited number of parking spaces within the Uptown Commercial District as well as a growing demand for use of those spaces it is clear that parking spaces are a “commodity”. As such, it makes sense to assign economic value to the parking spaces especially given the cost to the City of Greenville of acquiring and maintaining these spaces. Such an economic model would parallel commercial real estate development where the cost of parking is often included in a tenant’s rent through additional “CAM”, or *Common Area Maintenance* fees.

Move toward fewer lease spaces, and combine into all lease lots where possible:

- The City’s current policy of leasing parking spaces from 7:00 a.m. until 5:00 p.m. represents an antiquated and less efficient method of parking management. While a lease holder has rights to the parking space during the hours of the lease, the parking space may or may not be utilized at high capacity. The City’s current arrangement of mixing lease parking spaces with time limited spaces in common parking lots creates confusion for parking patrons and makes parking enforcement more difficult.

Institute “E” zone parking program:

- Of all the parking related concerns, perhaps the most common is the concern that there are no parking policies in place that account for hourly workers and residential tenants in the Uptown District. An “E” or *employee zone* parking tag system would allow for parking tag holders to park in certain designated time restricted spaces for periods longer than what is typically allowed for by City ordinance.



Convert all on-street parking to 2-Hour:

- The current mix of 15 minute, 1-hour and 2-hour time limited parking spaces along the Uptown Streets can be confusing to parking patrons. Many Uptown District business owners have made the case that typical visits to Uptown District businesses last longer than one hour and closer to two hours. Symmetrical time limits across the Uptown District will make parking enforcement more efficient.

Add on-street parking spaces along 1st Street:

- First Street in the Town Common corridor provides a vehicular capacity well above what Greenville motorists might need on a normal day. For this reason, the wide street represents an opportunity to provide as many as 200 additional parking spaces simply by rededicating the use of one or two vehicular lanes to on-street parking spaces.

Install a parking “wayfinding” system:

- A common theme heard during public parking meetings is that many parking patrons have a difficult time finding public parking in Uptown Greenville. Installation of a parking “wayfinding” system will help alleviate some of the confusion by directing motorists to the City’s parking lots.

Develop a comprehensive downtown parking web site:

- Parking information for Greenville’s Uptown District is currently available on-line through the City’s web site but is scattered on as many as five separate City web pages. Consolidation of those web pages into one user friendly site will provide for easier access and simplicity of use to potential Uptown District parking patrons.

Meter spaces around Courthouse & Courthouse Lot:

- Much as the deployment of parking pay stations has helped to manage parking in high demand parking areas adjacent to East Carolina University in the Reade Street corridor, parking pay stations can be deployed in the vicinity of the Federal and County courthouses to help manage inappropriate use of public parking spaces in those areas.

Grow reserve fund for parking capital improvements:

- With the understanding that development and maintenance of parking spaces within the Uptown District is an expensive proposition, City Council has authorized yearly parking pay station revenues that exceed expenses to be

“reserved” for future use. It would be wise for the City to formalize this process such that all parking revenues are reserved in a fund that can be used to maintain existing parking spaces and create new parking as needed.

Continue to review opportunities for structured parking:

- It is clear that businesses and building owners in the Uptown District desire additional parking that is proximate to their businesses. While current parking data suggests that Uptown area parking has not exceeded demand, it would not take many additional parking demand generators to quickly overcome current capacity. Construction of a centralized public parking deck would be a proactive signal to existing and new business interests that the City will not allow a lack of parking resources be a barrier to continued revitalization of the Uptown District.

4.02. “E-Tag” Program Features

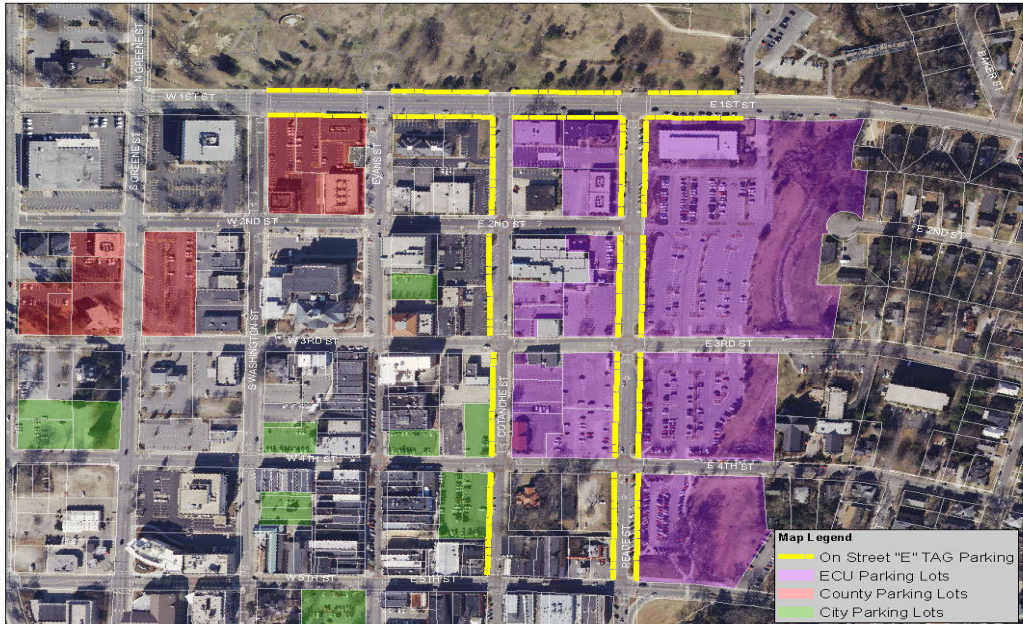
During the course of several Uptown District public parking meetings, members of the ad hoc parking committee learned from Uptown business and building owners the difficulties that area employees and tenants were having with the City’s current public parking offerings. For an Uptown resident or employee, the City’s relatively expensive and limited inventory of lease parking offerings are generally not a good option while free 1-hour and 2-hour time limited parking does little to help an Uptown area food service worker whose shift may last four to five hours. Due to the “Downtown Commercial” zoning classification that covers virtually all of the Uptown Commercial District, commercial and residential buildings are required to provide little or no parking under the assumption that residents, patrons and employees will rely upon public parking resources provided by the City, or on commercial parking facilities. These sorts of parking arrangements are standard in downtown environments across the United States. There are currently only a few privately owned parking lots and no commercial parking decks in the Uptown District so parking patrons must rely almost exclusively on City of Greenville parking resources.

At the recommendation of these same building and business owners, the ad hoc parking review committee is recommending the institution of an “E” zone or employee zone parking tag program. The program would be similar to the “A”, “B” and “C” tag system operated by East Carolina University which allows parking tag holders to park in designated lots on a first come, first served basis. Individuals who can show proof of their employment or residence in the Uptown District would be eligible to purchase a tag from the City of Greenville. Display of the “E” tag would allow the tag holder to park in designated on-street and off street spaces for longer than the standard time permitted for that space. The “E” tag holder would be required to display the tag in order to park their vehicle, and would be subject to enforcement procedures should their vehicle be parked in a City parking lot without properly displaying the tag.

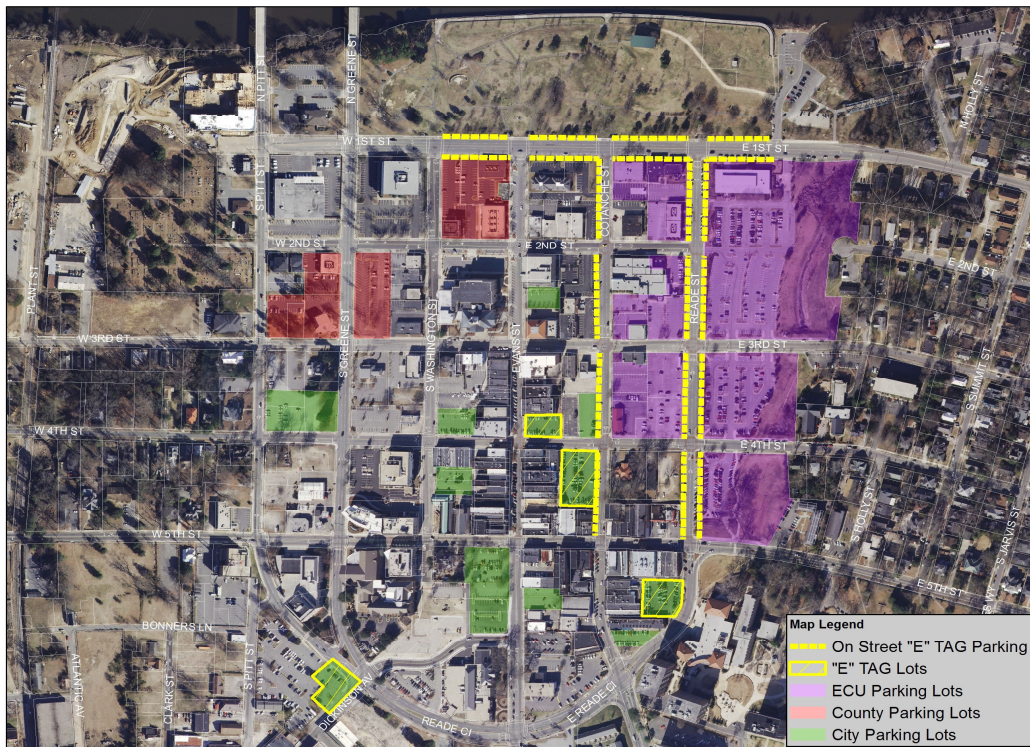
4.03. Proposed "E-Tag" Program Lots



4.04. Proposed "E-Tag" On Street Parking



4.05. Proposed "E-Tag" Combined Parking



4.06. Uptown Parking as a Commodity

Among the definitions provided by the Merriam Webster dictionary for the word “commodity” are *something useful and valued* and, *an economic good*. Both definitions apply to parking in Uptown Greenville as evidenced by the willingness of businesses employees and their patrons to park for free where they can but to pay for parking when necessary. Based on public comment and research on best practices completed during the 15 month study of Uptown District parking, the ad hoc parking committee concluded that a mix of parking at different price points was the best way to serve parking patrons in the Uptown District. Parking price points should be set based on factors including demand, proximity to heavily visited destinations, and level of access to a particular space. For instance, a lease parking space close to the core of the Uptown District should have a higher value than an “E” Zone parking space several blocks away from the core. Likewise, a metered space immediately adjacent to the County Courthouse should have a higher value than a lease space several blocks away from the Courthouse.

The following is a proposed pricing structure for Uptown District parking:

Option	Cost
Lease rate per space	\$42/month or \$504/year
“E” Tag program	\$90/6months or \$150/year
Metered parking	\$.75/hr, \$6/day, \$180/month, \$2,160 year
2-hour on-street and 2-hour surface lot parking	Free but turnover must be maintained through the use of overtime parking fees.
Overtime Parking Citations	\$10.00 (proposed)

4.07. Parking Citation Fees: Greenville Compared to Other Parking Authorities

	GREENVILLE	ECU	WILMINGTON	RALEIGH	ASHEVILLE
Overtime	\$5.00	\$15.00	\$10.00	\$12.00	\$10.00
Loading Zone	\$15.00	\$20.00	N/A	\$20.00	\$10.00
Handicap	\$100	\$250.00	\$250.00	\$100.00	\$250.00
Fire Lane	\$50.00	\$25.00 Tow	\$50.00	N/A	\$35.00
No Parking Zone	\$20.00	\$20.00	\$20.00	\$20.00	\$10.00
Illegal Use of Permit	New	\$50.00 Tow	N/A	N/A	N/A

4.08. Greenville Parking Fees: Current vs. Proposed

Based on a comparison of Greenville’s parking citation fee schedule as compared to other regional jurisdictions, it is apparent that Greenville’s fee schedule is priced below the market. Greenville parking enforcement personnel report from the field that parking patrons all too frequently are willing to take the risk of receiving a \$5 overtime parking citation in lieu of paying for hourly parking or complying with time limited parking in free public parking lots. Higher parking citation fees are a common tool used to gain compliance with parking policies and the ad hoc parking review committee recommends that the City of Greenville update their parking citation fee schedule such that it is more in line with other jurisdictions in the region.

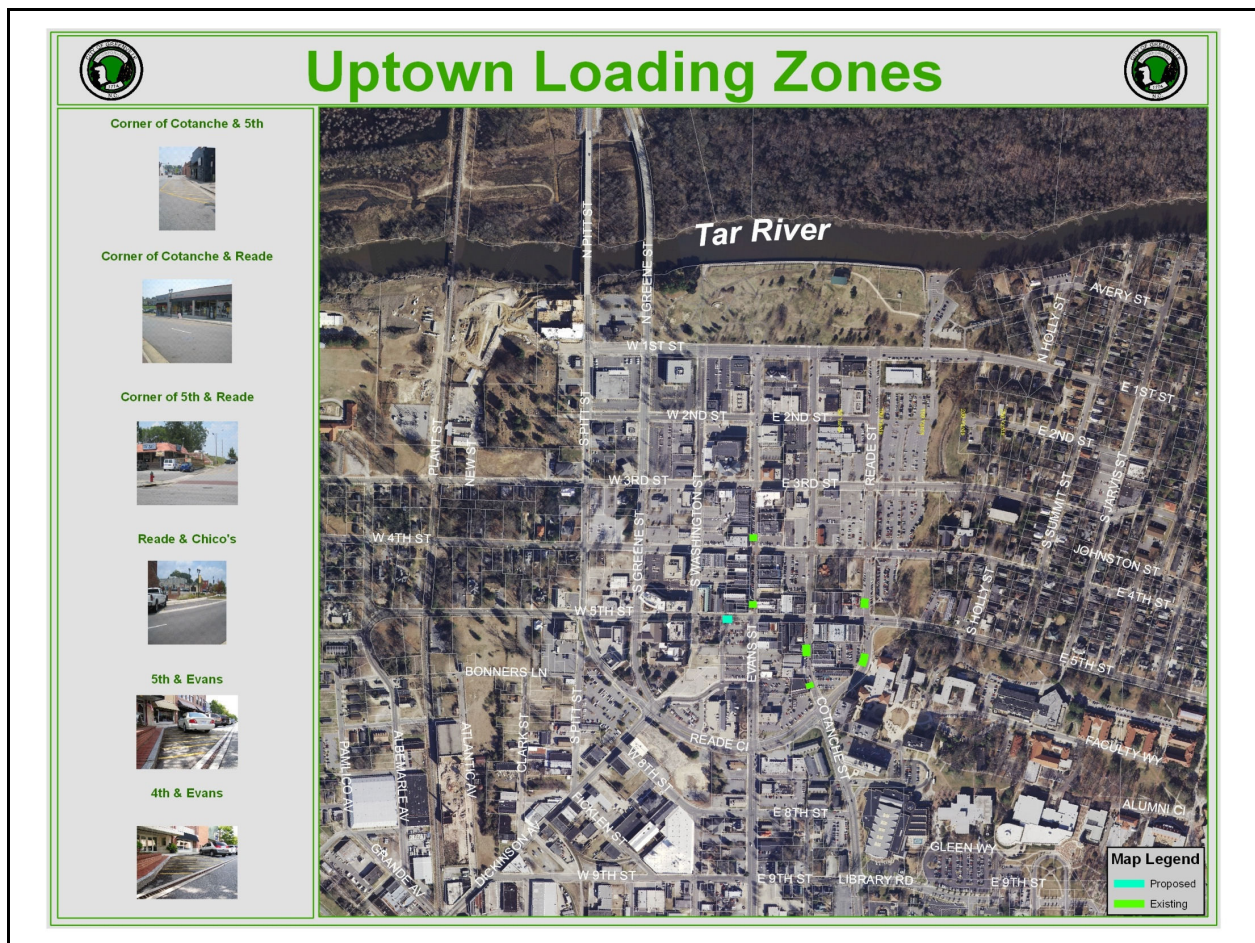
Current	Proposed
Overtime Parking: \$5.00	Overtime Parking: \$10.00
Loading Zone: \$15.00	Loading Zone: \$25.00
30’ from Intersection: \$20.00	30’ from Intersection: \$25.00
30’ from Stop Sign: \$20.00	30’ from Stop Sign: \$25.00
No Parking Zone: \$20.00	No Parking Zone: \$25.00
Parking on Sidewalk: \$20.00	Parking on Sidewalk: \$25.00
Handicap Space: \$100.00	Handicap Space: \$125.00
Fire Lane: \$50.00	Fire Lane: \$100.00

4.09. Importance of Loading Zones

Access to loading zones for the delivery of supplies and fresh goods are a vital part of the business cycle for Uptown Commercial District businesses. During each of the public parking forums, Uptown businesses made it clear that maintaining access to loading zones was a high priority. Results from the business and property owner survey conducted by the Uptown Greenville organization revealed that the majority of Uptown businesses receive deliveries of some sort, and that most of those deliveries take place during the morning hours.

A review of the City’s six existing loading zones in the Uptown District as depicted in Figure 4.10 below indicated adequate loading zone coverage throughout the core of the district. One notable exception that was discovered was in the area of Evans and Fifth Streets where deliveries to the handful of restaurants near the intersection were being made by trucks illegally parked in the roadway. Due to the danger presented by this practice, Greenville Traffic Services has developed an additional loading zone at Five Points Plaza for use by these businesses.

4.10. Uptown Loading Zone Locations



4.10. Uptown Parking Website

Parking information for Greenville’s Uptown District is currently available on-line through the City’s web site but is scattered on as many as five separate City web pages. For instance, information regarding fess for parking citations is found on the Greenville Police Department web site while information on how to pay those same fines is found on the City’s Financial Services Department web page. Consolidation of those web pages into one user friendly site will provide for easier access and simplicity of use to potential Uptown District parking patrons.

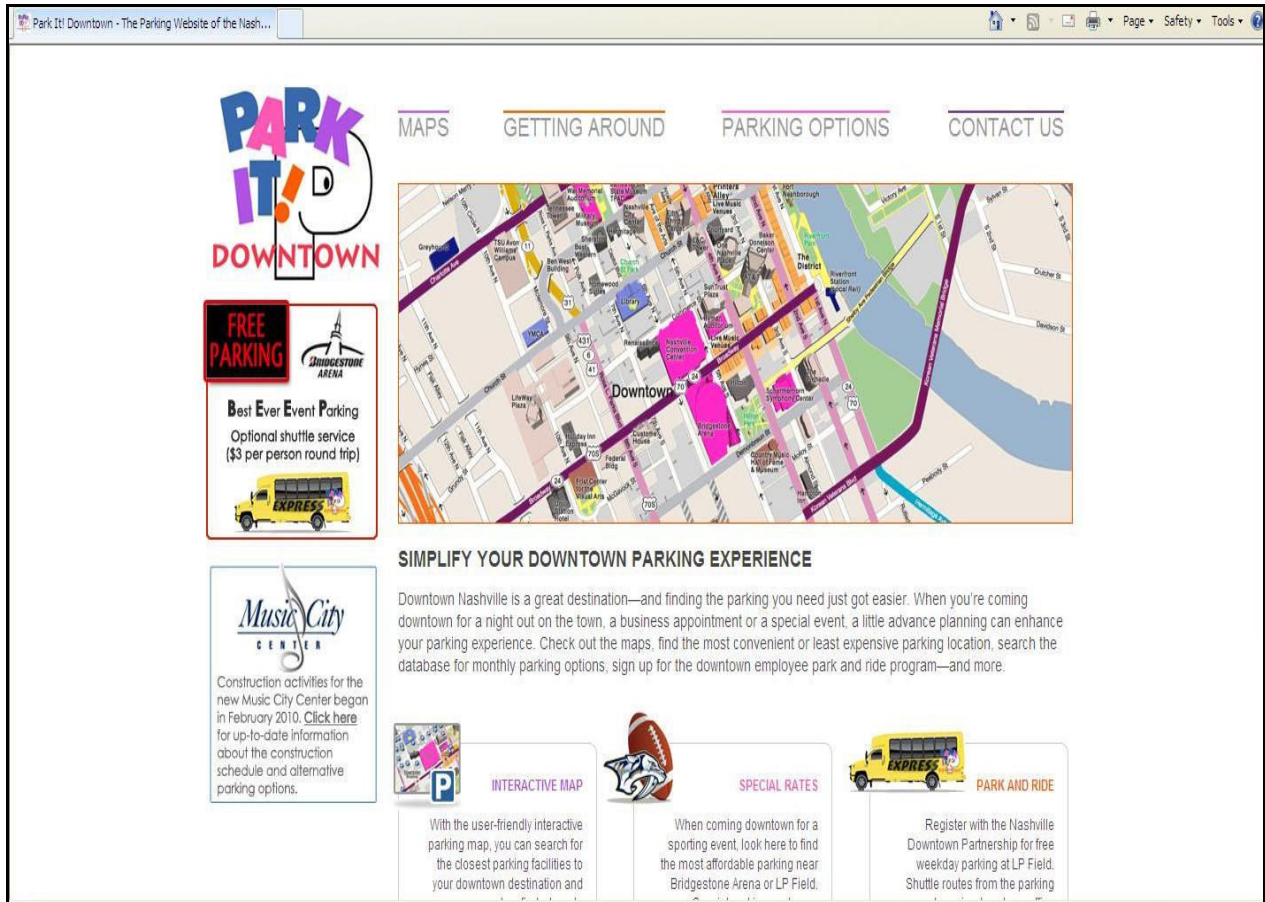
4.11 (a) Where We Are...

The screenshot shows the City of Greenville website. At the top, there is a navigation bar with links for 'About', 'City Directory', 'Services', and 'Sitemap'. Below this is the city logo and the text 'CITY OF GREENVILLE, NC' with a tagline: 'is dedicated to providing all citizens with quality services in an open, ethical manner, insuring a community of distinction for the future.' A secondary navigation bar includes 'Home', 'Residents', 'Businesses', 'Visitors', 'Departments', 'eServices', and 'Employment'. The main content area is titled 'Financial Services' and features a sub-section 'Parking In The City of Greenville'. This section includes a 'Parking Fines' sub-section with a detailed paragraph explaining the purpose of parking fines and enforcement procedures. Below this is a 'Frequently Asked Questions' section with a link to 'ECU Rules & Guidelines www.ecu.edu/parking'. A red heading 'New Parking Restrictions for The Tar River University Neighborhood' is followed by a paragraph detailing new parking patterns and safety concerns, including affected streets and public works office information.



4.11 (b) Where We Want to Be...

A consolidated parking web site would allow current and potential Uptown parking patrons to visit a “one stop shop” where they could be directed to the City’s public parking resources, apply to lease a parking spot or pay an overtime parking citation through an on-line payment system. Development of such a centralized web site could be done within the parameters of the City’s current web hosting infrastructure, and would also still allow for individual City departments to maintain parking related information on their web pages.



4.12. First Street Parking

First Street in the Town Common corridor provides a vehicular capacity well above what Greenville motorists might need on a normal day. For this reason, the wide street represents an opportunity to provide as many as 200 additional parking spaces simply by rededicating the use of one or two vehicular lanes to on-street parking spaces. This realignment was studied as part of the Town Common Master Plan, and received the endorsement of both the Recreation and Parks Commission as well as the Redevelopment Commission. As final determination to proceed with such an alteration to First Street should not be made until a Traffic Impact Analysis (TIA) has been completed.

The images below depict Town Common Master Plan (top), angled parking adjacent to a park (lower right), angled parking concept (lower middle) and current First Street alignment (lower left).



4.13. Parking Decks

It is clear that businesses and building owners in the Uptown District desire additional parking that is proximate to their businesses. While current parking data suggests that Uptown area parking has not exceeded demand, it would not take many additional parking demand generators to quickly overcome current capacity. For instance, parking at the Five Points Lot at Fifth and Evans Streets along with most of the other parking spaces near that intersection are at or near capacity during dinner hours on most Thursday, Friday and Saturday nights. In the coming years, the City hopes to renovate and reopen the former State Theatre located across from the Five Points Lot. The theatre's proposed seating capacity is between 150 – 200 patrons depending upon the type of performance. On the night of a performance, the demand from theatre patrons alone would overcome the City's parking resources in the area leading to unsatisfactory parking experiences for both restaurant customers and theatre patrons alike.

Construction of a centralized public parking deck would be a proactive signal to existing and new business interests that the City will not permit a lack of parking resources to be a barrier to continued revitalization of the Uptown District. It should be noted that construction of a parking deck is an expensive endeavor. Prior to the City of Greenville moving forward with a parking deck in the Uptown District, there are a number of considerations that should be addressed. These include the construction cost of a parking deck which can be as much as \$12,500 per space, the need for a large, relatively level building site and the fact that security issues are often common within decks. As an example, Figure 4.13(a) below provides a realistic cost model of for a medium size parking deck that might be constructed on an existing City parking lot.

4.13. (a) Parking Deck Cost Model

Construction Expenses:

- ❖ Deck – 256 spaces on 4 floors
- ❖ Hard cost - \$3.2 million
- ❖ Soft Cost - \$384,000
- ❖ Total Cost - \$3,584,000

Operating Revenues:

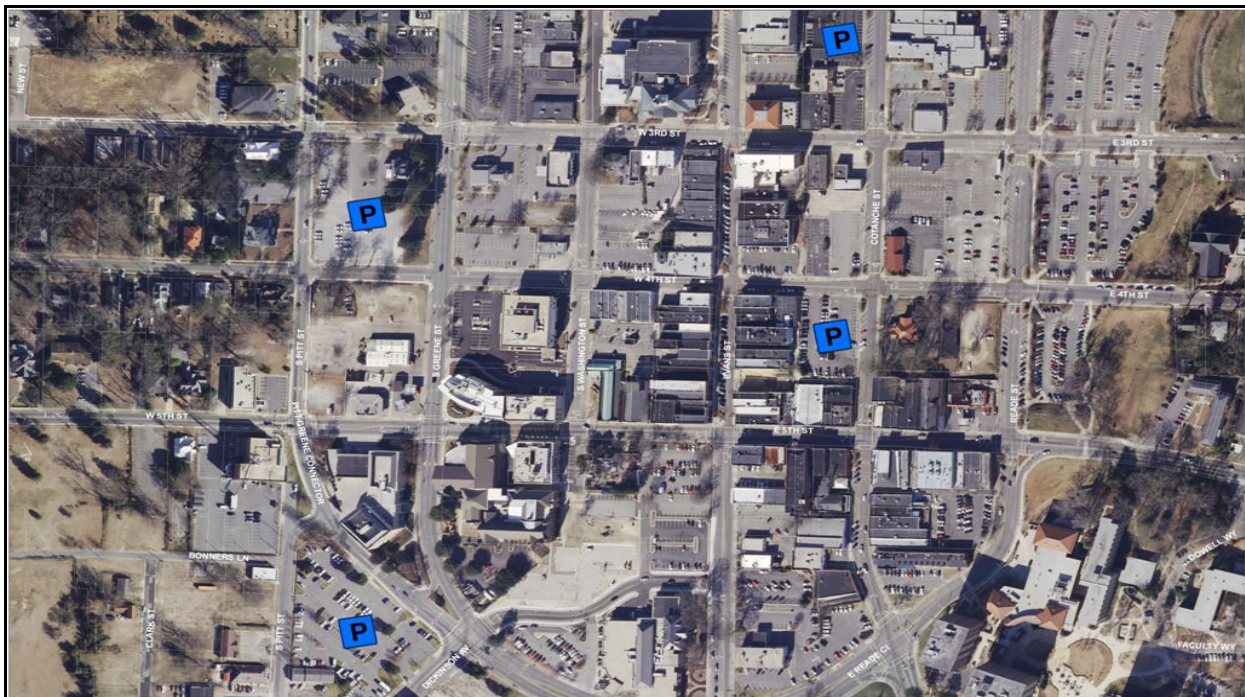
- ❖ Private spaces – 64@\$60 per month (available 24 hours/day to lessee)
- ❖ Hourly spaces – 64 (\$1/hour and free on Sunday and Mon, Tues, Wed, evenings)

- ❖ Lease spaces – 128 @\$40 per month (Leased Mon – Fri 7-5 – convert to hourly Thurs, Fri and Sat nights)
- ❖ Total revenue minus yearly operating cost – \$200,792
- ❖ Total revenue yields borrowing power of – \$2,282,000
- ❖ Remaining gap - \$1,302,000

4.13. (b) Potential Deck Sites

Site geometry is one of the most important factors in determining the location for a parking deck. Typically, a two bay parking deck requires a width of no less than 64 feet and a length of at least 260 feet. Additionally, an optimal parking deck site layout would provide ingress and egress opportunities along at least two streets.

The current City controlled parking lot locations depicted in Figure 4.13(b) below meet the general requirements for location of a parking deck. No investigation has been completed to determine if geologic conditions on the sites could support the construction of a parking deck.

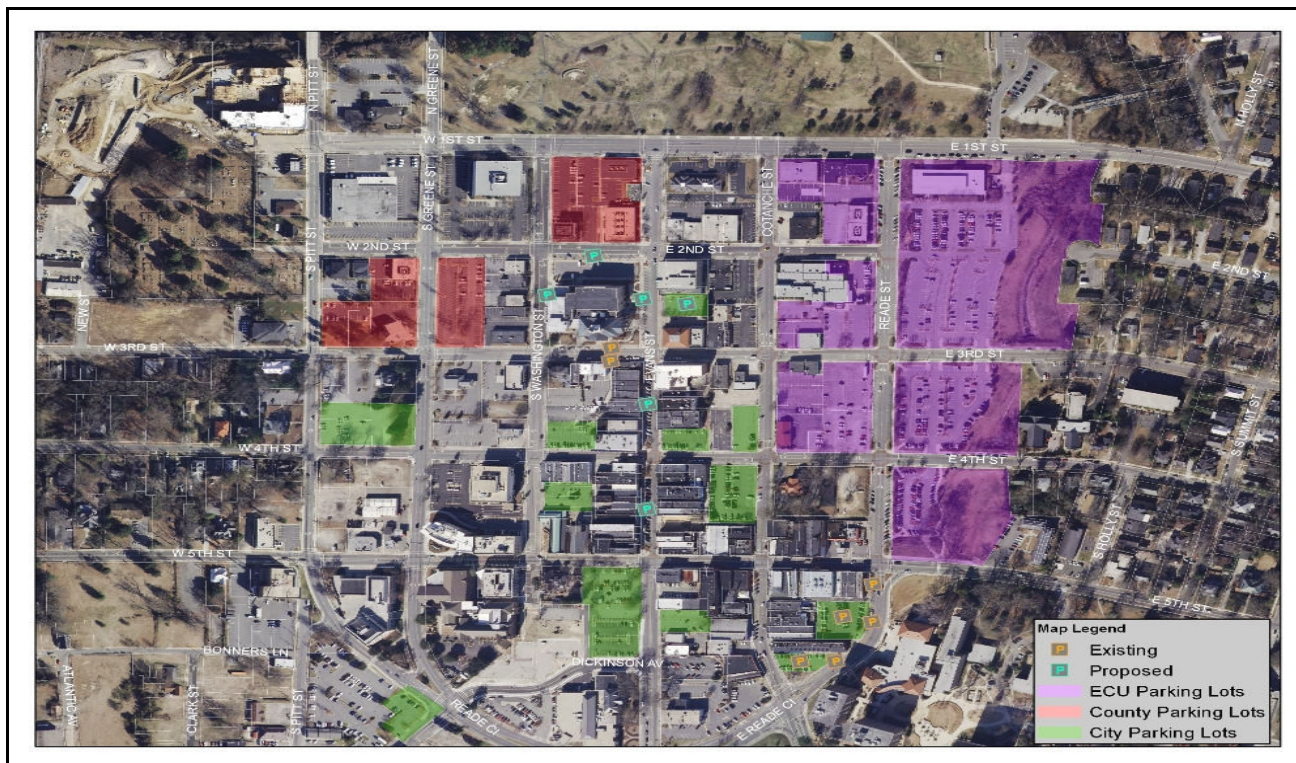


4.14. Parking Pay Stations

Much as the deployment of parking pay stations has helped to manage parking in high demand parking areas adjacent to East Carolina University in the Reade Street corridor, parking pay stations can be deployed in the vicinity of the Federal and County courthouses to help manage inappropriate use of public parking spaces in those areas. Use of parking pay stations around the courthouses will allow on-street spaces to remain open for short term visits, while pushing courthouse employees and other longer term parking patrons to their assigned spaces or to lots designated for longer duration use. It is anticipated that installation of additional pay stations in the courthouse area will be times to coincide with the addition of parking spaces along the First Street corridor in order to provide additional long term parking options for courthouse employees and patrons.

Figure 4.14(a) below illustrates propose locations for the next phase of parking pay station installation.

4.14 (a). Parking Pay Station Locations

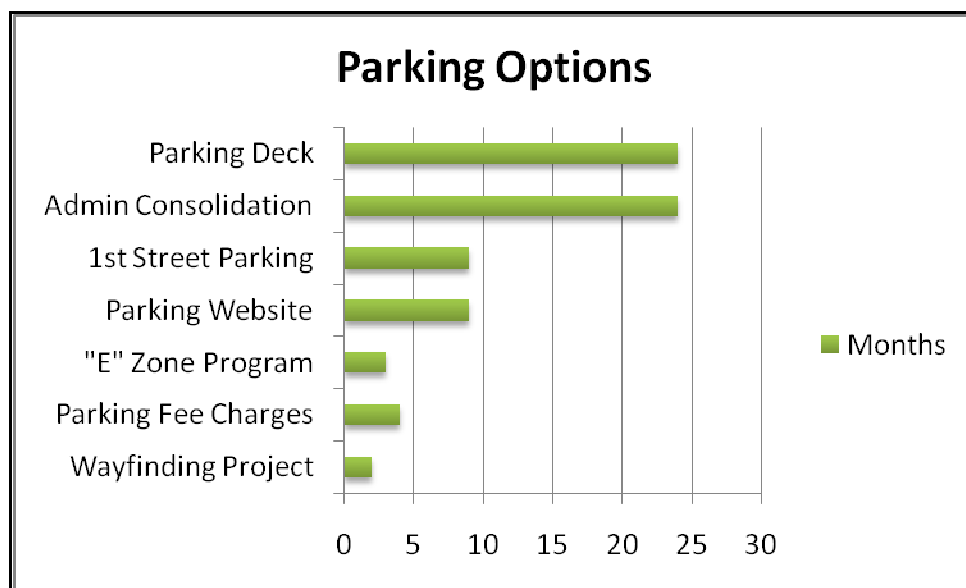


4.15. *Parking Wayfinding System Installation*

A common theme heard during public parking meetings is that many parking patrons have a difficult time finding public parking in Uptown Greenville. Installation of a parking wayfinding system will help alleviate some of the confusion by directing motorists to the City’s parking lots. Such a system was recommended as part of the Center City – West Greenville Streetscape Master Plan and has been given a high priority by both the Redevelopment Commission and the Greenville City Council. Once complete, the wayfinding system will help visitors and residents to navigate throughout the city using all modes of transportation. Motorists will be directed to the Uptown District by the sign system and once arriving in the district, those motorists will be able to follow parking trailblazer signs to public parking lots around the Uptown District. The system also includes parking lot signs with the rules of use as well as a listing of proximate destinations. Once leaving a parking lot, pedestrians will be able to pick up a pedestrian wayfinding system that will guide them to various venues and destinations throughout the Uptown District. Construction of the project is under way and will be completed in the early spring of 2012.

4.16. *Implementation Timelines*

In accordance with public input that asked for the City to view parking management as an ongoing responsibility, the ad hoc parking review committee categorized the Uptown District parking improvement strategy recommendations into short, mid, and longer term tasks ranging from four three months for a short term task to 24 months for a long term task. Figure 4.16 below provides an overview of implementation times for the various tasks.



APPENDIX A
2004 Carl Walker Parking Report



City of Greenville Uptown Parking Study Update

August 2004

Prepared for:

City of Greenville, North Carolina

1500 Beatty Street

Greenville, NC 27835

Prepared by:

Carl Walker, Inc.



TABLE OF CONTENTS

1. Introduction.....	1
1.01. Study Purpose and Approach	1
1.02. Scope of Services.....	1
1.03. Study Area.....	2
2. Current Parking Supply and Demand.....	4
2.01. Current Parking Supply.....	4
2.02. Current Parking Demand.....	5
2.03. Current Parking Adequacy.....	9
3. Future Parking Supply and Demand	14
3.01. Future Downtown Development Projects	14
3.02. Future Parking Adequacy	17
4. Parking Alternatives Analysis.....	21
4.01. Parking Alternatives.....	21
4.02. Parking Garage Financial Analysis	26
5. Recommendations Summary	32



1. Introduction

1.01. Study Purpose and Approach

The primary purpose of this parking study is to update current parking conditions (update from the previous parking study in 1998), and assist in planning for future development in downtown Greenville. Specifically, the study will determine current and future parking adequacies, provide alternatives for future parking needs, and analyze the opportunity for a downtown parking garage.

The parking study initially evaluates existing conditions, determined primarily through a parking occupancy survey and stakeholder meetings. The examination of existing conditions provides the base data from which future development, with its impact on parking supply and demand, can be effectively evaluated. Then future parking adequacies are calculated based on the likelihood of projected downtown developments. Finally, parking alternatives are considered to address future needs, including the possibility of structured parking in downtown.

1.02. Scope of Services

The City of Greenville commissioned Carl Walker to complete a downtown parking study. The original scope of services is summarized below:

- Conduct parking stakeholder meetings with City and other designated individuals to discuss downtown parking issues.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

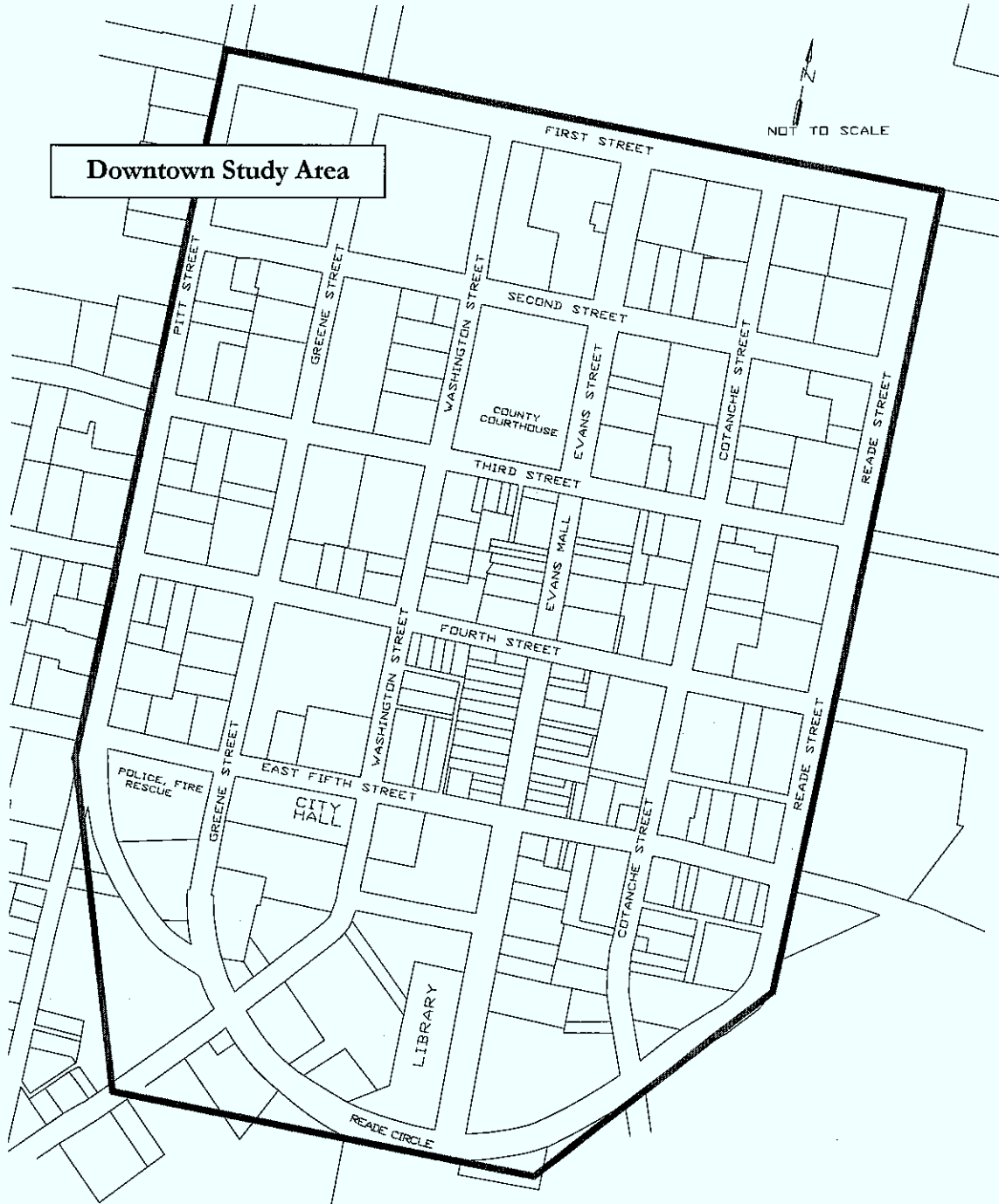
- Review available downtown statistical information, previous studies, etc. and review available information concerning future downtown development.
- Inventory downtown parking spaces within the set study area and conduct a “snapshot” occupancy survey during a typical peak parking period. Update the parking supply and demand findings from the previous downtown parking study completed in 1998.
- Determine current parking conditions, including current parking adequacies.
- Determine future parking conditions, relative to the available information concerning future downtown development, and calculate future parking adequacies.
- Review and comment on the potential parking alternatives available to address future parking needs. Specifically, review the potential for future parking supply additions on Blocks 13 and 14. Determine potential user groups, and new urban design criteria.
- Evaluate the feasibility of the selected parking addition sites, and review the financial impact of future parking development.

1.03. Study Area

The study area is bounded by First Street to the north, Reade Circle to the south, Reade Street to the east, and South Pitt Street to the west. The following graphic illustrates the study area.



City of Greenville, North Carolina
Downtown Parking Study
August 2004





2. Current Parking Supply and Demand

2.01. Current Parking Supply

On April 22, 2004 employees from *Carl Walker* conducted an inventory of parking spaces located within the downtown study area. The parking spaces were classified into two primary categories, on-street and off-street. On-street spaces refer to spaces located on a roadway, adjacent to a block. Off-street spaces refer to spaces located within a block. Generally, all on-street spaces were available for public parking while the majority of off-street spaces were reserved for a particular group (e.g. specific customers, reserved parking, Eastern Carolina University Faculty/Staff/Students, etc.) In this report, public parking will refer to parking available to all user groups, and is managed by the City. Private parking will refer to parking owned privately and designated for a specific user group.

The downtown has a total parking supply of 3,465 parking spaces within the study area. Of these, 3,060 parking spaces are in off-street parking lots and 405 spaces are located on-street. In 1998, 3,249 off-street spaces and 433 on-street spaces were identified.

Some parking areas could not be accurately inventoried, as they lacked parking stripes or the existing stripes were unrecognizable. In these situations, parking inventories were estimated based on the size of the parking area.

The following two subsections summarize the current downtown parking supply.

2.01.1. Off-Street Parking Supply

The study area contained an approximate total of 3,060 off-street parking spaces.

The City of Greenville currently manages approximately 450 off-street spaces. Based



City of Greenville, North Carolina
Downtown Parking Study

August 2004

on current parking space inventories, the City manages 15% of the total off-street parking supply. The relatively low number of off-street public (and City owned/managed) parking spaces is not unusual, as most privately built parking lots are intended to serve a specific development only. The publicly managed off-street spaces are controlled using a variety of methods including parking meters, parking permits, and time limits. Of the remaining 2,610 off-street parking spaces, the vast majority are reserved for employees and visitors of specific businesses or buildings. Within the study area, the largest owner of parking space is East Carolina University.

2.01.2. On-Street Parking Supply

The study area contains approximately 405 public on-street spaces, all of which are controlled by the City. The City uses several methods to control on-street parking including time restrictions, parking meters, and loading zones. The on-street parking is located more on the eastern side of the study area, as there is no on-street parking on South Pitt Street or South Greene Street. The on-street parking is available to the public on a first-come-first-serve basis.

2.02. Current Parking Demand

After the parking inventory was completed, *Carl Walker* conducted an occupancy survey to determine how many parking spaces were utilized during a typical peak parking period. The completed survey provided a “snapshot” of parking occupancy, and did not attempt to determine the absolute peak parking period. Based on other municipal parking occupancy studies conducted by *Carl Walker*, and on a previous downtown parking study completed in 1998, it was determined that the survey would be conducted between the hours of 10:00 a.m. and 12:00 p.m. The occupancy survey was conducted on Thursday, April 22, 2004.



City of Greenville, North Carolina
Downtown Parking Study

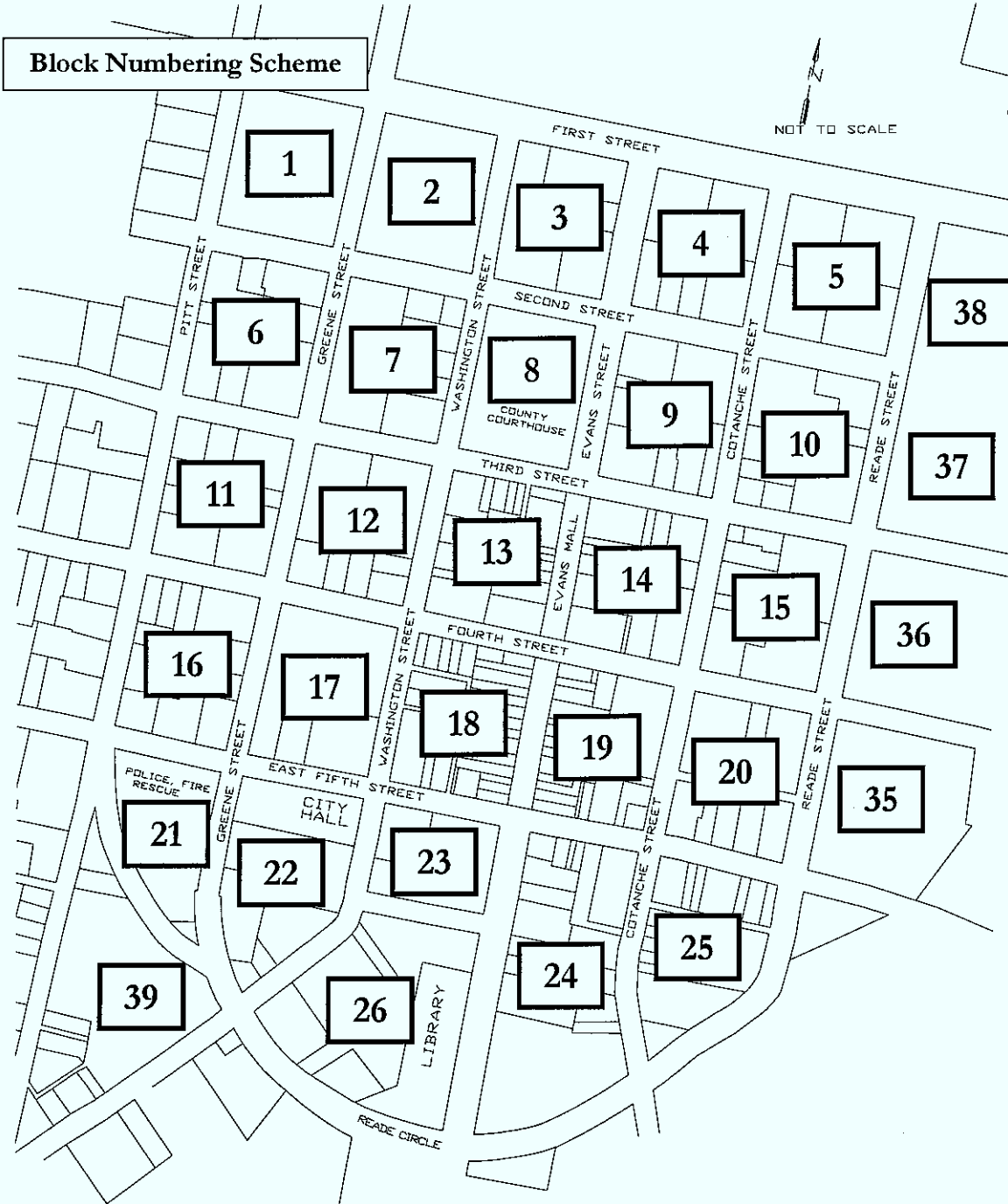
August 2004

The parking occupancy survey looked at two categories of parking, on-street and off-street. Overall, the occupancy survey did not differentiate between public and private off-street parking spaces. As most of the private parking spaces provided both employee parking and customer parking, dividing the user types for this limited occupancy survey would have been impractical. The intent of the survey was to determine the overall level of parking utilization in the study area. The results of this occupancy survey will help the City determine future parking expansion needs and options.

Block numbers were assigned to the various blocks located in the study area, and the same numbering system from the 1998 study was utilized. The following graphic illustrates the block numbering sequence.



City of Greenville, North Carolina
Downtown Parking Study
August 2004





City of Greenville, North Carolina
Downtown Parking Study
August 2004

A total of 1,842 parking spaces were occupied during the survey period. This level of usage translates into 53.16% of the total parking supply. The 1998 parking study found a peak utilization of approximately 60%. The following table illustrates the observed occupancy levels for all blocks in the study area:

Parking Occupancy Summary (by Block)

Block #	# On-Street Spaces	# of On-Street Occupied	% of Spaces Occupied	# Off-Street Spaces	# of Off-Street Occupied	% of Spaces Occupied	Total Spaces	% of Total Spaces Occupied
1	8	0	0.00%	98	52	53.06%	106	49.06%
2	8	2	25.00%	90	19	21.11%	98	21.43%
3	24	19	79.17%	107	61	57.01%	131	61.07%
4	29	23	79.31%	77	37	48.05%	106	56.60%
5	19	8	42.11%	104	69	66.35%	123	62.60%
6	0	0		80	66	0.00%	80	82.50%
7	5	5	100.00%	162	75	46.30%	167	47.90%
8	50	40	80.00%	0	0		50	80.00%
9	11	9	81.82%	124	62	50.00%	135	52.59%
10	17	3	17.65%	97	69	71.13%	114	63.16%
11	0	0		105	42	0.00%	105	40.00%
12	9	7	77.78%	109	29	26.61%	118	30.51%
13	27	24	88.89%	85	35	41.18%	112	52.68%
14	10	5	50.00%	116	74	63.79%	126	62.70%
15	18	9	50.00%	165	125	75.76%	183	73.22%
16	0	0		100	49	0.00%	100	49.00%
17	16	1	6.25%	108	29	26.85%	124	24.19%
18	24	17	70.83%	36	22	61.11%	60	65.00%
19	11	2	18.18%	80	36	45.00%	91	41.76%
20	10	8	80.00%	72	28	38.89%	82	43.90%
21	0	0		0	0		0	
22	12	10	83.33%	34	11	32.35%	46	45.65%
23	17	3	17.65%	96	47	48.96%	113	44.25%
24	13	9	69.23%	173	73	42.20%	186	44.09%
25	7	7	100.00%	65	56	86.15%	72	87.50%
26	10	1	10.00%	138	72	52.17%	148	49.32%
35	19	16	84.21%	72	72	100.00%	91	96.70%
36	0	0		193	183	0.00%	193	94.82%
37	17	1	5.88%	230	84	36.52%	247	34.41%
38	14	1	7.14%	125	27	21.60%	139	20.14%
39	0	0		19	8	0.00%	19	42.11%
TOTAL	405	230	56.79%	3,060	1,612	52.68%	3,465	53.16%



City of Greenville, North Carolina
Downtown Parking Study

August 2004

Approximately 56.79% of the on-street parking supply, and 52.68% of the off-street parking supply was occupied during the survey period. Blocks 35 and 36 had the highest overall level of occupancy, with 96.7% and 94.5% of the total parking supply occupied during the survey respectively. Both blocks are owned by ECU, and the parking located on the blocks is for the ECU community only.

In addition to surveying parking during the daytime, *Carl Walker* also observed parking during Thursday evening and the early morning hours of Friday, April 23, 2004. The southeast portion of the downtown study area was very busy from 10:00 p.m. to approximately 12:30 a.m. At 12:00 a.m. the parking areas located in Blocks 15, 19, 24, 25, 35, and 36 were completely full. The parking located in Blocks 14, 20, and 23 were approximately 60% to 75% full. The on-street parking on Reade Street and Cotanche Street was full south of Third Street. The City noted that parking for a Thursday night was approximately 60% to 70% of that on a Friday or Saturday night (during the school year). Therefore, parking demand in the study area during evening hours can have a profound impact on the available parking supply in the southeast portion of the downtown.

2.03. Current Parking Adequacy

In determining the current parking adequacy for the study area, it is important to define two terms typically used in analyzing parking adequacy: Effective Supply/Capacity and Design Day Conditions. When a parking area's occupancy reaches 85-90% of the total capacity, depending on the user group, the area becomes effectively full. When parking lot occupancy exceeds effective capacity, users become frustrated as it becomes increasingly difficult to find an available parking space. Users will begin to either park illegally in the lot or leave the lot



**City of Greenville, North Carolina
Downtown Parking Study**

August 2004

altogether and search for parking elsewhere. In a downtown environment, when visitors are faced with significant parking difficulties, they will often avoid the downtown altogether and shop in the suburbs. The accepted effective fill percentage for parking in the downtown study area is 90%. This 10% “cushion” of spaces is used to accommodate spaces lost temporarily due to construction, improper or illegal parking, and provides for shorter searches for available parking.

Design day parking conditions attempt to represent typical peak activity that may be exceeded only occasionally during the year. Due to the limited nature of the occupancy study for this project, Design day conditions will not be factored into the adequacy model. As stated earlier in this report, the occupancy survey that was conducted provided a “snap shot” of parking conditions during a typical peak parking period.

The following table illustrates the total observed parking adequacy for the entire study area. Overall, there is a substantial surplus of parking available in downtown Greenville.

Current Study Area Parking Adequacy

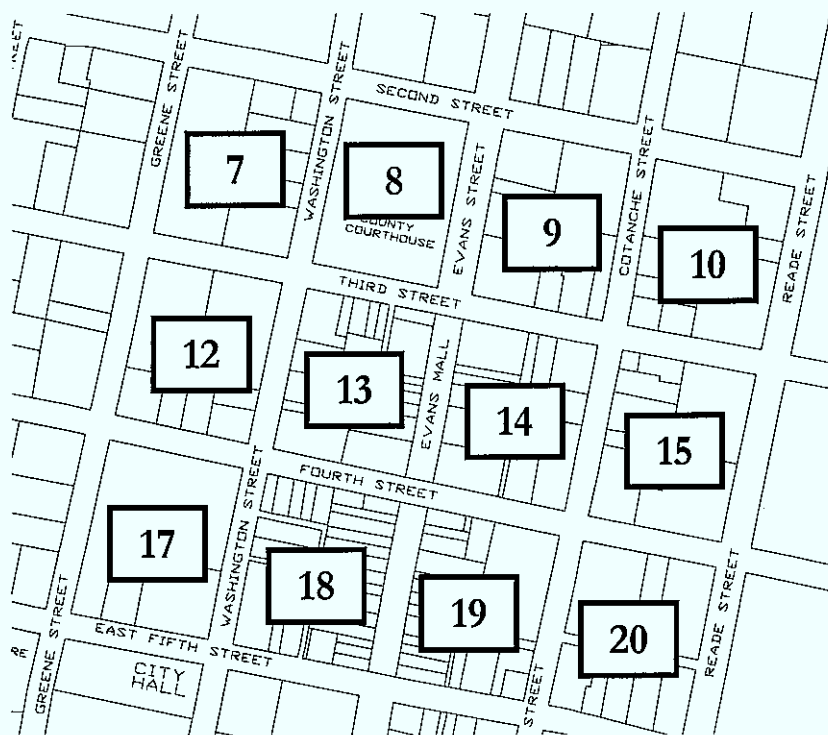
		Number of Spaces
Current Total Parking Supply		3,465
Current Effective Parking Supply (90% of Total)		3,119
Observed Parking Occupancy	53.16%	1,842
Current Effective Parking Surplus/Deficit		1,277



City of Greenville, North Carolina
Downtown Parking Study
August 2004

Based on the effective parking supply of the study area, there is currently a parking surplus of 1,277 spaces or approximately 41% of the effective supply. Current land use data for the study area was not available for this report. So, parking adequacy is based solely on observed parking demand.

At the beginning of the study, *Carl Walker* was asked to focus on two specific blocks within the study area, as they were the most likely locations for parking supply additions. Blocks 13 and 14 represent two opportunities for future parking structures. The following graphic details the location of Blocks 13 and 14, as well as the blocks immediately surrounding them.





City of Greenville, North Carolina

Downtown Parking Study

August 2004

The following parking adequacy tables illustrate the amount of available parking within each block area. The parking supplies of the specific block and the supplies of the immediately surrounding blocks are used to illustrate the amount of parking available within one block of the potential development sites. The on-street and off-street supplies are combined.

Block 13 Area Parking Adequacy

		Number of Spaces
Current Parking Supply (Blocks 13,7,8,9,12,14,17,18,19)		983
Current Effective Parking Supply (90% of Total)		885
Observed Parking Occupancy	48.02%	472
Current Effective Parking Surplus/Deficit		413

Block 14 Area Parking Adequacy

		Number of Spaces
Current Parking Supply (Blocks 14,8,9,10,13,15,18,19,20)		953
Current Effective Parking Supply (90% of Total)		858
Observed Parking Occupancy	59.60%	568
Current Effective Parking Surplus/Deficit		290



City of Greenville, North Carolina

Downtown Parking Study

August 2004

Both blocks currently have a significant surplus of available parking. The Block 13 area currently has an effective surplus of 413 parking spaces, and the Block 14 area currently has an effective surplus of 290 spaces. Individually, Block 13 has a current effective surplus of 42 parking spaces and Block 14 has a current effective surplus of 34 parking spaces.

However, while a significant parking surplus exists in both areas, most of the parking in these areas is private and use is restricted. Of the total off-street parking supply in both areas, only approximately 16% is public parking, with the remaining 84% of the parking supply restricted to private parking (e.g. employee only, customer only, etc.). Of the 308 available off-street public parking spaces, 154 were occupied during the survey period (or 50.0% were occupied). Using an effective supply factor of 90%, the effective off-street public parking supply in the two areas is 277 spaces and the effective parking surplus is 123 spaces.



3. Future Parking Supply and Demand

3.01. Future Downtown Development Projects

Currently, few specifics are known about future development of the downtown area. However, the City has noted several potential development projects that could impact parking supplies in the study area. The potential developments are as follows:

Projected Downtown Development Projects

Project	Probability	Proj. Completion Date	New Parking Demand	Block Number Impacted
1 Teague Ross Capital - Evan St.	100%	2004	30	13 or 14
2 Scores Renovation - Fifth St.	100%	2004	5	19
3 Self-Help Credit Union - Evans St.	100%	2004	150	14
4 McClellan's Building - Evans St.	100%	2004	15	14
5 One Source Communications - Evans St.	100%	2004	10	19
6 Studio Seven - Reade Circle	100%	2004	10	25
7 Brody Building - Evans St.	80%	2005	30	18
8 Blount Harvey Building - Evans St.	80%	2005	50	13
9 New Restaurant - Fifth St.	75%	2005	15	18
10 Evans St. Infill Projects - Evans St.	60%	2006	30	18,19,24
11 Alumni Center/Hotel/Office	50%	2006	320	23,26
12 Condominiums - First St.	20%	2007	0	2,3,4,5
13 Eastern NC Regional Science Center	40%	2009	0	NA
14 University Housing - Reade Circle	20%	2009	150	15,20,35,36,37
15 County Office Building	10%	2011	320	7

In addition to the above mentioned development projects, there are two other issues that will impact future parking conditions. First, there is a large demand for parking at the Pitt County Courthouse (located in Block 8). Currently, the courthouse has only on-street parking on its block, and jurors are forced to park in Block 7. A parking structure located



City of Greenville, North Carolina

Downtown Parking Study

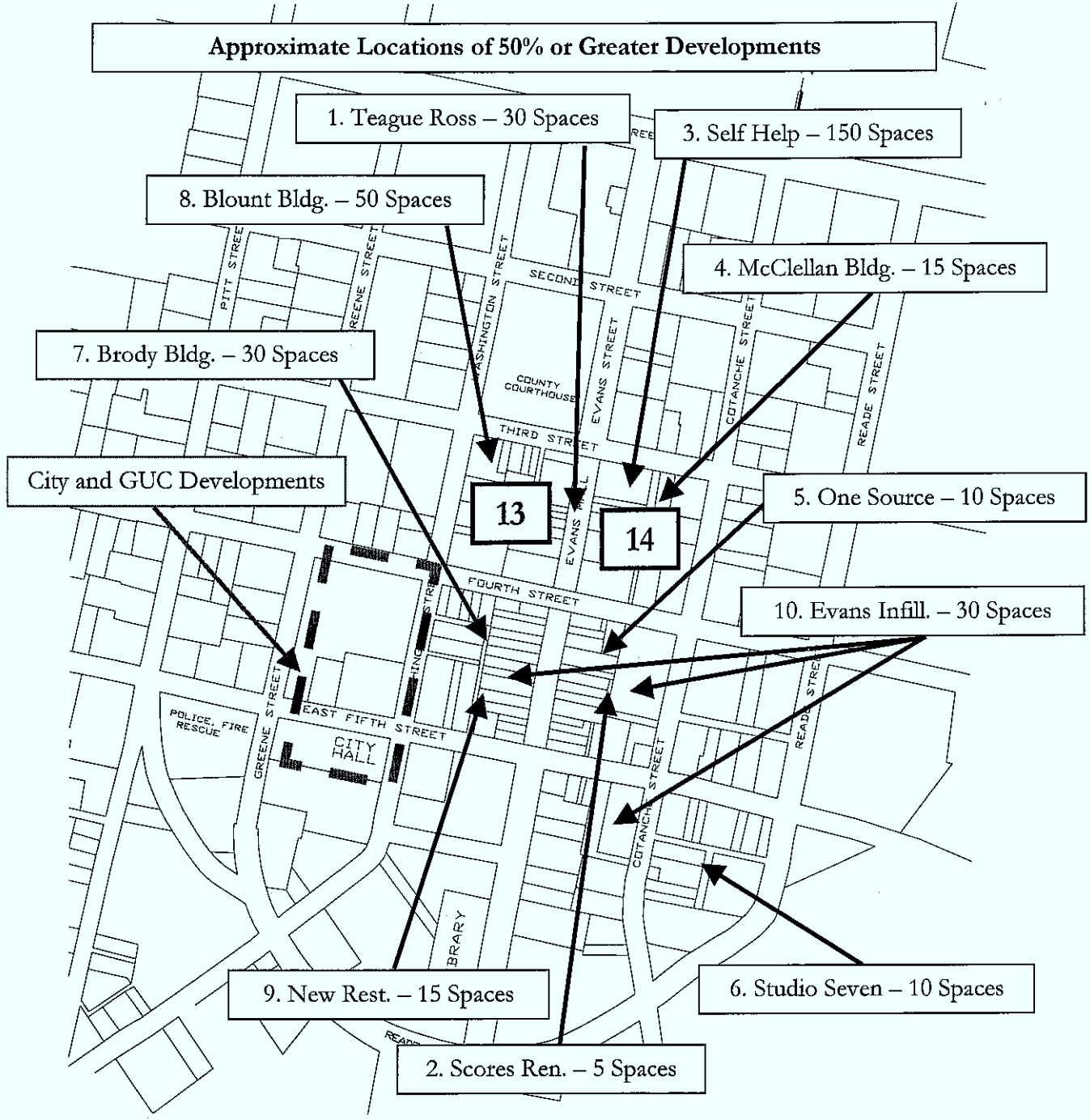
August 2004

within walking distance of the courthouse could help provide leased, visitor, and juror parking. Second, the Greenville Utilities Commission (GUC) will move their offices into the Wachovia Building (located in Block 17) beginning in January 2005. The City of Greenville will then expand administrative facilities into the vacated and expanded GUC building. In addition, the existing City Hall in Block 22 will be renovated in late 2005. Again, a parking structure located close to these developments could provide parking for GUC and City employees and building visitors.

The potential locations of the aforementioned developments are illustrated on the following study area diagram.



City of Greenville, North Carolina
Downtown Parking Study
August 2004





City of Greenville, North Carolina
Downtown Parking Study

August 2004

3.02. Future Parking Adequacy

The development projects with a greater than 50% chance of occurring would create a total parking demand increase of 345 parking spaces in downtown. This level of demand will not exceed overall existing off-street parking supplies. The following graphic illustrates the projected parking adequacies if only the available parking supplies located within the blocks containing future developments were used to meet the anticipated needs known by the City (including both on and off-street parking spaces, and both public and private spaces).



**City of Greenville, North Carolina
Downtown Parking Study**

August 2004

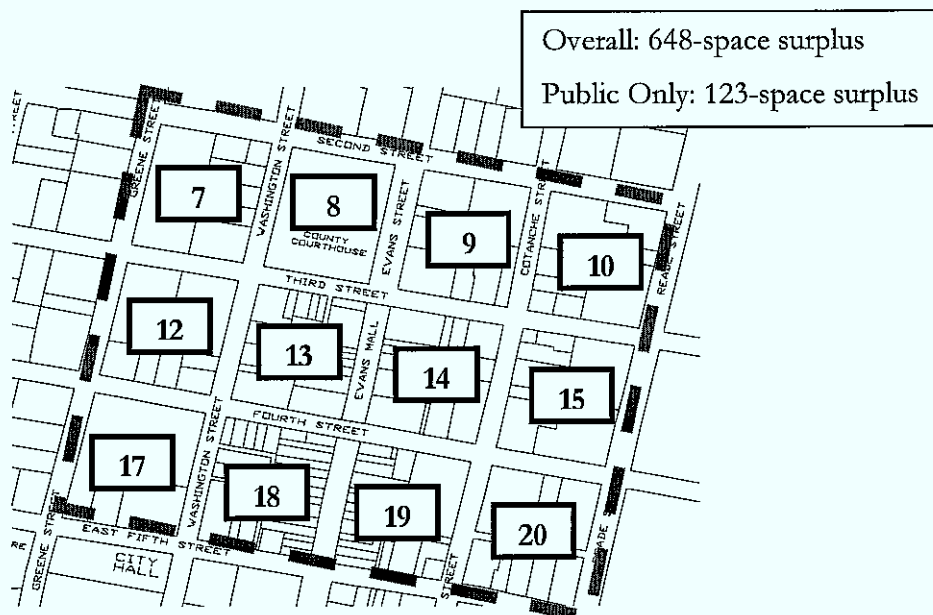
Projected Downtown Block Parking Adequacies

Project	Block Number	New Parking Demand
Block 13		
1 Teague Ross Capital - Evan St.	13 or 14	30
8 Blount Harvey Building - Evans St.	13	50
	Total Demand	80
	Existing Surplus	77
	Net Adequacy	-3
Block 14		
3 Self-Help Credit Union - Evans St.	14	150
4 McClellan's Building - Evans St.	14	15
	Total Demand	165
	Existing Surplus	52
	Net Adequacy	-113
Block 18		
7 Brody Building - Evans St.	18	30
9 New Restaurant - Fifth St.	18	15
	Total Demand	45
	Existing Surplus	38
	Net Adequacy	-7
Block 19		
2 Scores Renovation - Fifth St.	19	5
5 One Source Communications - Evans St.	19	10
	Total Demand	15
	Existing Surplus	55
	Net Adequacy	40
Block 25		
6 Studio Seven - Reade Circle	25	10
	Total Demand	10
	Existing Surplus	16
	Net Adequacy	6
Other		
10 Evans St. Infill Projects - Evans St.	18,19,24	30
	Net Adequacy	NA



City of Greenville, North Carolina
Downtown Parking Study
August 2004

As most of the parking demand is impacting Blocks 13 and 14, further analysis will utilize the parking supplies located around these areas. The following graphic details the available parking surrounding Blocks 13 and 14, based on the parking occupancy survey.



If the total effective parking supply in the above area could be utilized, sufficient parking would be available. As some of the anticipated development projects are renovations, some of the private parking supply should be available. However, if only the public parking spaces were utilized to address the projected future parking demands (without regard to block placement) only 123 parking spaces would be available (based on effective supply). This would result in an unmet future parking demand of approximately 222 spaces. Adding the unmet demand for courthouse parking and the potential demand for City office parking to



City of Greenville, North Carolina
Downtown Parking Study

August 2004

this deficit would substantially exceed available area public parking supplies. Obviously, if private parking supplies could be utilized, less public parking would be required.

The addition of parking supplies in Blocks 13 and/or 14, or very near to these blocks, can help address the parking needs currently known to the City, as well as provide parking for additional future developments. Further development of the downtown could require additional parking supplies, as public parking supplies are very limited. Blocks 13 and 14 are strategically located within the heart of Downtown Greenville, and can therefore provide convenient parking to a large section of the downtown area. Additional parking supplies located on the perimeter of downtown would obviously serve a smaller area. Additional parking supplies located in Blocks 13 and/or 14 would not only serve future parking needs, but could also address existing demands for the Pitt County Courthouse, City/GUC operations, the stores on Evans Street, and overflow parking for restaurants and bars during evening hours.



4. Parking Alternatives Analysis

4.01. Parking Alternatives

After reviewing the current parking adequacy in downtown Greenville, and projecting the future adequacy, it is clear that sufficient parking supplies exist to cover projected new developments. This assumes that the private parking supply could be tapped to provide parking for new developments, which should occur anyway in some cases. However, the City could decide to instead provide all of the needed parking through municipal parking lots or a new parking garage. If the City decides to provide the necessary parking, approximately 240 parking spaces would be needed, not including the Courthouse and City office relocation (assuming the projected unmet demand of 222 spaces plus a cushion of 10%).

To meet future parking demands, several options are available to the City:

- The City could decide to work with private parking lot owners within the impact area (Blocks 7, 8, 9, 10, 12, 13, 14, 15, 17, 18, 19, and 20) to better utilize available parking supplies.
- The City could create additional surface parking lots to provide additional visitor and employee (monthly) parking. New parking lots could be created on the perimeter of the downtown in existing unimproved areas (e.g. Blocks 11 or 16), and/or existing parking areas could be improved or expanded. Downtown employees could be required to park in perimeter surface lots.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

- The City could require new downtown developments to provide sufficient parking. New developments would provide their own parking for employees and visitors.
- The City could decide to construct a parking garage on Block 13 or 14 (Block 14 is recommended by *Carl Walker*). This garage could provide parking for both downtown employees and visitors. A two-bay parking garage could be constructed to include sufficient space for projected unmet demand. The garage could also include first level commercial or retail space.
- The City could utilize a combination of alternatives.

In the **First Alternative**, the City would work with downtown parking lot owners to better utilize available parking supplies. This would mitigate the need to construct additional parking, thereby saving perhaps millions of dollars. As sufficient parking is available in the impact area (based on the parking occupancy study), this alternative has merit. Better utilizing the available supply would eliminate at least the need for near-term parking supply additions, maintain existing green space or future development space, and reduce City parking responsibilities (e.g. maintenance, signage, etc.)

However, this approach to dealing with future parking needs may not adequately meet the projected parking deficit. First, the number of parking lot owners willing to cooperate may not be sufficient to provide the necessary parking. Second, the location of available parking supplies may not provide “acceptable” parking to future downtown developments. The available parking supplies may not be within an acceptable walking distance, etc. Finally, the available parking supply may be insufficient, should existing building vacancy rates drop.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

The **Second Alternative** available to the City is to create additional surface parking lots, or improve the capacities of existing lots, to provide sufficient parking to meet unmet future demands. This alternative would involve an analysis of existing parking lot physical layouts to determine if improvements could be made to increase lot capacities. Theoretically, both public and private parking supplies could be included in this analysis with the consent of private parking owners. If sufficient additional parking spaces could not be created through lot improvements, then additional surface parking supplies could be created using available unimproved land. Most likely, new surface parking construction would take place on the perimeter of downtown in Blocks 11 and 16.

It is unlikely that sufficient parking would be created through existing parking lot improvements. Therefore, the most likely way to meet future parking demand under this alternative is to create new surface parking lots. New surface parking lots are much less expensive to construct than parking garages. Surface parking lots cost approximately 10% of the cost of parking structures. Also, surface lots are less expensive to maintain and operate. As the construction costs are so low, the newly created surface parking lots could be viewed as land banking for future development. If needed in the future, the surface parking lots could be easily developed to a higher and better use.

However, there are several disadvantages to new surface parking lot construction. First, the new lots would most likely be constructed outside of the designated impact area (area surrounding Blocks 13 and 14). This may mean that walking distances are not acceptable, and therefore the lots may be underutilized or the lots may not be utilized by the developments for which they are intended. Second, the City would have to pay for the construction of the surface lots. Finally, locating additional surface parking lots on the perimeter of downtown would limit the size of the area the lots could serve.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

The **Third Alternative** available to the City would be to require new downtown developments to provide their own parking resources. This would involve setting parking requirements for new developments, based on projected land uses, and enforcing parking zoning codes. The main advantage to this alternative is that the City would not be required to construct, maintain, and operate new parking supplies in downtown. While some towns and cities do require downtown developments to provide their own parking supplies, the majority of downtowns that are encouraging development do not use any parking requirements. Instead, the City works with the development to provide sufficient parking. Requiring developments to provide their own parking would discourage downtown development in favor of more suburban development, where sufficient space is available for surface parking. Therefore, this option is not recommended as a single alternative to providing parking for unmet future demand.

The **Fourth Alternative** to meeting unmet future parking demand would involve the City constructing a new parking facility on Block 13 or 14. With respect to this alternative, *Carl Walker* would recommend a new facility be constructed on Block 14, opposed to Block 13. A parking facility on Block 14 would be strategically located to meet the needs of the projected downtown developments, especially those with a greater than 50% chance of materializing. The major advantages to this alternative would be providing parking as close as possible to the projected developments, providing parking close to Evans Street, and securing future parking supplies (as a garage is less likely to be redeveloped than a surface lot). The site for a parking garage on Block 14 is located on the southeast corner of the block. The location appears to be large enough to support a two-bay, multilevel parking structure. In fact, preliminary garage layouts have been developed by the Self-Help Development illustrating the potential size and extent of a structure on this site.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

While providing a parking garage on Block 14 would appear to address the parking needs of future development, there are several significant drawbacks. First, there is a substantial amount of underutilized parking in downtown. The impact area alone has an overall parking surplus of 648 parking spaces. This may mean that a new parking garage would be relatively underutilized. Second, the costs to construct a parking facility are quite high, and would result in a significant amount of debt service for the City. As the current system does not generate any income, the debt service may need to be covered using general funds. Also, operations and maintenance costs would have to be covered by the City. The financial analysis for a parking garage is included in Section 4.02. Thirdly, the construction of a new parking garage could result in a fundamental change in the downtown parking environment. If the City decided to charge a parking fee in the garage to help cover expenses, overall parking management would need to change. For example, on-street parking would have to become metered in order to encourage people to use the parking garage. Finally, constructing a parking garage will not guarantee that future developments occur in downtown.

The **Fifth Alternative** is actually a combination of the previous four alternatives. This alternative would involve the City working with private parking lot owners to better utilize the existing parking surplus before adding additional parking supplies. If sufficient parking could not be secured using this approach, then the City would consider improving existing parking supplies and/or adding new supplies as appropriate. If new surface improvements and/or additions could not supply sufficient parking, then the City would consider the design and construction of a parking structure. If new parking were added, either through surface lots or parking garages, the City would look to the development to help defray at least some of the costs (if possible). *Carl Walker* recommends this alternative, as it provides



City of Greenville, North Carolina
Downtown Parking Study

August 2004

a reasonable approach to dealing with future parking demands and should help limit future parking system expenses. Also, this approach will allow the City to show the community that all options were explored prior to expending City funds for building a parking structure.

4.02. Parking Garage Financial Analysis

This section of the report does not represent a comprehensive financial feasibility study. This financial review was performed using information received from and prepared by the City of Greenville and/or outside consultants employed by the City and downtown developers. *Carl Walker* cannot guarantee that the revenue projections contained in this report will be realized, as actual performance will be determined by downtown parking management changes, user groups served, price and demand fluctuations in the market, development timetables and occupancies, managerial decisions made by the City and/or the project developers, and other political decisions made by local, state, and national government officials.

The construction of a parking facility on Block 14 is estimated by *Carl Walker* to cost approximately \$10,120 per space in current dollars, or \$30.67 per square foot. This cost estimate is based on local construction cost factors for a 300 space parking garage with detailed architecture, and with an efficiency of 330 square feet per space. The rectangular shape of the potential development site should provide a good opportunity for an efficient footprint. As was mentioned during the final project input meeting, the City could decide to include first level retail space in the garage. This would increase construction costs due to the fact that more structure will have to be built to compensate for that portion of the structure used for retail. *Carl Walker* estimates the cost for a similar structure with a first level retail component at \$11,440 per space, or \$34.67 per square foot.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

On the proposed site, a four-level two-bay parking garage would provide approximately 300 parking spaces. This would provide enough parking to meet future projected demands and provide additional parking for further growth. Using the previously determined construction costs and assumptions, a 300 space parking-only garage would be estimated at \$3,036,000 and a garage with first level retail would be estimated at \$3,432,000 (construction costs only). The following information details the projected construction costs, soft costs, and financing for a 300 space parking garage. Final financing costs will depend on land costs, the interest rates available, and whether tax-free or taxable bonds are issued (the rates included assume a tax-free bond). In the bond debt calculation, the construction cost per space was adjusted for two years worth of inflation at 4%. The inflation adjustment increases the construction cost per space to \$10,946 for a garage with no retail and to \$12,374 for a garage with retail.



City of Greenville, North Carolina

Downtown Parking Study

August 2004

City of Greenville - New Parking Garage

Estimated Annual Debt Service

300 Space Garage (No Retail)

Number of parking spaces	300		
Parking efficiency (s.f. per space)	330.0		
Estimated cost per s.f.	\$30.67		
Estimate cost per space	\$10,120		
Construction cost		\$	3,036,000
Land acquisition		\$	-
TOTAL CONSTRUCTION COST		\$	3,036,000
REVISED CONSTRUCTION COST (1)		\$	3,283,738
Professional Services, including architecture/engineering, survey, soil report and testing, P.E. inspection, legal services (2)		\$	394,049
TOTAL DEVELOPMENT COST		\$	3,677,787
FINANCING COSTS			
Issue and other fees (3)		\$	180,314
Debt service reserves (4)		\$	409,804
Net interest during construction (less interest earned) (5)		\$	239,938
Subtotal		\$	830,055
TOTAL PROJECT COST		\$	4,507,842
LOAN CALCULATION			
Principal		\$	4,507,842
Interest rate	6.0%		
Term (years)	25		
Annual Debt Service		\$	352,634

Notes:

- (1) Plus 4% annual inflation for two years.
- (2) 12% of construction cost.
- (3) 4% of total project cost.
- (4) 10% of total project cost (less reserve fund).
- (5) First year interest (debt service) less interest earned on construction budget during periodic drawdowns (12 mo. Construction period and 5% investment rate).



City of Greenville, North Carolina
Downtown Parking Study
August 2004

City of Greenville - New Parking Garage
Estimated Annual Debt Service
300 Space Garage (With Retail)

Number of parking spaces	300		
Parking efficiency (s.f. per space)	330.0		
Estimated cost per s.f.	\$30.67		
Estimate cost per space	\$11,440		
Construction cost		\$	3,432,000
Land acquisition		\$	-
TOTAL CONSTRUCTION COST		\$	3,432,000
REVISED CONSTRUCTION COST (1)		\$	3,712,051
Professional Services, including architecture/engineering, survey, soil report and testing, P.E. inspection, legal services (2)		\$	445,446
TOTAL DEVELOPMENT COST		\$	4,157,497
FINANCING COSTS			
Issue and other fees (3)		\$	203,833
Debt service reserves (4)		\$	463,256
Net interest during construction (less interest earned) (5)		\$	271,234
Subtotal		\$	938,323
TOTAL PROJECT COST		\$	5,095,820
LOAN CALCULATION			
Principal		\$	5,095,820
Interest rate	6.0%		
Term (years)	25		
Annual Debt Service		\$	398,629

Notes:

- (1) Plus 4% annual inflation for two years.
- (2) 12% of construction cost.
- (3) 4% of total project cost.
- (4) 10% of total project cost (less reserve fund).
- (5) First year interest (debt service) less interest earned on construction budget during periodic drawdowns (12 mo. Construction period and 5% investment rate).



City of Greenville, North Carolina
Downtown Parking Study

August 2004

In addition to the expense of debt service, annual expenses will be incurred for the operation and maintenance of the parking garage. Operating costs include staffing, equipment maintenance, supplies, insurance, utilities, etc. Actual operating costs will depend on how the facility is operated and what user groups are served. For example, if the facility were used purely for monthly parkers, operating costs would be estimated at approximately \$200 per space, per year. If instead the facility were used for both monthly and transient (hourly) parking, operating costs could climb to \$600 per space, per year or more depending on how the facility is operated (e.g. cashiers, automatic pay stations, etc.) At this point, it is not possible to accurately predict parking garage operating costs. As the exact user group has not yet been determined, we conservatively assume that both monthly and transient parkers will utilize any potential parking facility resulting in the higher operating estimate. Using this assumption, the estimated operating expenses for a downtown parking garage are approximately \$180,000 per year.

The amount of revenue generated by a downtown parking garage will depend on the level of utilization (vehicle duration and space turnover) and the rates charged. While some parking lots in the downtown charge for monthly parking, most parking lots do not charge for transient parking. This will discourage downtown visitors from parking in the parking garage, as ample free parking is available. While the City cannot control parking fees in private parking lots, the City could implement paid on-street parking (e.g. parking meters). This could encourage more people to park in the parking garage, but may be difficult for the City to enact. A potential benefit of charging for on-street parking would be additional funds available to cover parking garage operations and debt service. Due to the existing downtown parking environment, and the current status of projected development, it is not possible to accurately determine potential parking revenues at this time.



City of Greenville, North Carolina
Downtown Parking Study

August 2004

In lieu of actual revenue data, the following are conceptual assumptions for possible revenues. Due to the fact that a significant amount of parking is available in the area at no charge, the amount of transient parking in the garage could be minimal or nonexistent. This would mean most of the paid parking in the garage would be monthly parking. If the garage could capture 70% of the projected unmet future parking demand, the facility would have approximately 155 paid monthly customers. If the monthly parking rate were \$50.00 per month (slightly higher than the existing highest rate due to convenience and covered parking), the facility could generate \$93,000 per year.

As it is currently not possible to determine potential transient parking revenues, using the estimates for debt, operating expenses, and monthly revenue, a garage would be projected to generate a loss of \$439,634 (no retail included). The loss is calculated as follows:

Estimated Annual Revenue	-	Estimated Annual Expenses	-	Estimated Annual Bond Debt	=	Projected Net Loss
\$93,000		\$180,000		\$352,634		-\$439,634

A parking facility with a retail component could generate additional revenue based on the lease rates charged for retail space. Also, additional funds could be raised and used to pay for parking expenses. For example, the state could approve a tax increment financing option that could be used to help pay for facility debt service. Another option could be to create a special assessment district to help pay for the garage.

It is important to note that analyzing how the facility performs financially is only a piece of the overall downtown picture. A new facility could provide a catalyst for development in downtown, as ample convenient parking is provided. The increase in development could bring additional jobs and tax revenues into the downtown.



5. Recommendations Summary

The parking surplus identified during the parking occupancy conducted by *Carl Walker* was very similar to that found during the previous parking study conducted in 1998. Currently, almost half of the available parking supply in downtown is unused during the typical peak parking period. With this level of surplus parking, it is unlikely that a new parking garage will be financially viable today. However, a future parking garage could be viable should the anticipated developments outlined in this report, or another specific development, come forth prepared to partner with the City in providing a parking structure. With this in mind, *Carl Walker* recommends the following steps be taken by the City:

- With respect to new developments, attempt to better utilize existing parking supplies prior to designing and constructing new parking areas. As stated previously, there is currently enough unused parking in the main impact area (blocks surrounding Blocks 13 and 14) to more than accommodate projected parking needs. Work with private parking lot owners to better utilize existing supplies, to the benefit of the City, developers, and the private lot owners.
- If area private parking lot owners are unwilling to work with the City, or the number of spaces required cannot be achieved using this approach, then the City should look to improving existing parking capacities or adding new surface lots. The costs associated with surface lot improvement or construction are far less than parking garage construction. The City should ensure all surface options are explored prior to moving forward with garage designs. Also, the City should view the creation of surface parking as land banking, and not as a permanent downtown parking solution. If perimeter surface parking lots are created, encourage downtown employees to use



City of Greenville, North Carolina
Downtown Parking Study

August 2004

the perimeter parking in order to keep more of the convenient parking open for visitors.

- The creation of downtown structured parking, should be viewed as an option for the future. Today, a downtown parking garage will likely not be financially viable, relative to the revenues and expenses generated. However, a garage may be the only available option should the City decide to provide convenient parking for developments without the assistance of private parking lot owners. As stated previously, the value of a parking garage could extend beyond the revenues it generates by providing an incentive for downtown development.
- Ideally, the development of a downtown parking garage would coincide with the development(s) it is serving. Building a parking garage with the hope of attracting downtown development should only occur if sufficient downtown development warrants. Should developments not occur, a garage built on speculation could result in a severely underutilized facility. If a developer is interested in developing a portion of downtown, and sufficient parking supplies cannot be provided using other methods, then the City could propose providing the necessary parking along with the construction of the development.
- If a downtown parking structure is developed, the City will need to change how it views downtown parking management. To encourage the use of the parking garage, ideally there would be a charge in place for on-street parking. Also, the other City surface parking lots may need to charge for parking. Theoretically, the charge for parking should be such that it encourages short-term parking on the street and encourages long-term parking in the garage. It may be difficult to achieve



City of Greenville, North Carolina
Downtown Parking Study

August 2004

community buy-off for the creation of paid on-street parking. Even if there is a fee for on-street parking, there will still be an ample amount of free off-street parking in private parking lots. Once fees are put into place for parking, other management issues will arise such as parking validation programs, reserved parking, greater parking enforcement responsibilities, etc. This may necessitate the creation of a City department charged with the management of the parking system.

- As the downtown parking system will not generate sufficient funds to fully pay for a downtown parking garage, other revenue streams should be explored. First, the State of North Carolina may soon authorize the use of tax increment financing in the future. This would be a terrific way to fund parking system expansion, and is used by many communities today. Second, the City could team with a developer, East Carolina University, Pitt County, or another entity in construction of a parking garage. Assuming the demand patterns are favorable, a multi-use facility could help reduce City expenses. Finally, the City could create a special assessment district to help fund the facility.
- The City should work to encourage the use of alternate forms of transportation. A small marketing campaign could be created to encourage people to walk, bike, carpool, vanpool, or use public transit to travel downtown. Currently there are no disincentives to parking downtown but, in the future increasing parking costs due to parking development could become a factor.

APPENDIX B
City of Greenville Parking Regulations

ARTICLE L. METHOD OF PARKING

SEC. 10-2-131 STANDING OR PARKING CLOSE TO CURB.

No person shall stand or park a vehicle in a roadway other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement and with the right-hand wheels of the vehicle within 12 inches of the curb or edge of the roadway except as otherwise provided in this article.

SEC. 10-2-132 UNATTENDED VEHICLES.

It shall be unlawful for any person to leave the engine or motor of any motor vehicle running while it is standing parked upon the streets.

ARTICLE M. STOPPING, STANDING OR PARKING PROHIBITED IN SPECIFIED PLACES

SEC. 10-2-141 STOPPING, STANDING OR PARKING PROHIBITED; NO SIGNS REQUIRED.

(A) No person shall stop, stand or park a vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic-control device, in any of the following places:

Greenville - Transportation and Traffic

- (1) On a sidewalk;
- (2) In front of a public or private driveway;
- (3) Within an intersection;
- (4) Within 15 feet of a fire hydrant;
- (5) On a crosswalk;
- (6) Within 30 feet of an intersection;
- (7) Within 30 feet upon the approach to any flashing beacon, stop sign or traffic-control signal located at the side of a roadway;
- (8) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless signs or markings indicate a different length;
- (9) Within 50 feet of the nearest rail of a railroad crossing;
- (10) Within 30 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of the entrance (when properly signposted);
- (11) Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (12) Within ten feet of the point of tangency between the driveway opening and curb line of a residential driveway;
- (13) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- (14) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
- (15) At any place where official signs prohibit stopping;
- (16) Upon the paved or main traveled portion of any street or highway open to the public for the purpose of vehicular traffic. In emergency situations when stopping a vehicle along a street or highway is necessary, it shall be the duty of the operator to exercise reasonable care to give adequate warning to approaching traffic of the presence of the vehicle. This duty exists regardless of the reason for stopping the vehicle. Temporary or momentary stopping when there is no intent to interfere with the flow of traffic shall not be considered a violation of this subsection; or
- (17) On the area between the curb and sidewalk.

(B) No person shall move a vehicle not lawfully under his or her control into any prohibited area or away from a curb any distance as is unlawful.

(C) Stopping, standing or parking of any federal, state or local government vehicle along any road or highway while engaged in official business, and with the proper warning devices activated shall not be considered a violation of this article. (Ord. No. 1609, ● 1, passed 4-10-1986; Ord. No. 2082, ● 1, passed 10-5-1989; Ord. No. 2551, ● 1, passed 12-10-1992)

SEC. 10-2-142 PARKING NOT TO OBSTRUCT TRAFFIC.

No person shall park any vehicle upon a street, in a manner or under any conditions as to leave available less than ten feet of the width of the roadway or any area delineated as a travel lane for free movement of vehicular traffic.

Traffic Regulations

10-23

SEC. 10-2-143 PARKING IN ALLEYS IN FIRE DISTRICTS.

It shall be unlawful for any person to park any vehicle of any kind and leave it unattended in any private or public alley located within the fire district of the city in such a manner as to obstruct the free passage and repassage of other vehicles along the alley at all times.

SEC. 10-2-144 STANDING OR PARKING FOR CERTAIN PURPOSES PROHIBITED.

It shall be unlawful for any person to stand or park a vehicle upon any street of the city for the principal purposes of:

(A) Displaying for sale;

(B) Washing, greasing or repairing the vehicle, except repairs made necessary by a bona fide emergency;

(C) Storing by garages, dealers or other persons when the storing is not incidental to the bona fide use and operation of the automobile or other vehicle; or

(D) Storing of any detached trailer or van when the towing unit has been disconnected or for the purpose of transferring merchandise or freight from one vehicle to another.

SEC. 10-2-145 NO STOPPING, STANDING OR PARKING NEAR HAZARDOUS OR CONGESTED PLACES.

When official signs are erected at hazardous or congested places, no person shall stop, stand or park a vehicle in any designated place.

SEC. 10-2-146 STOPPING, STANDING OR PARKING FOR PRIMARY PURPOSE OF ADVERTISING PROHIBITED.

No person shall stand or park any vehicle on any street for the primary purpose of advertising.

SEC. 10-2-147 FIRE LANES.

(A) It shall be unlawful for any person or persons to park or leave a motor vehicle or to place any other object, structure or obstruction in a fire lane.

(B) Fire lanes may be established in privately owned public vehicular areas of shopping centers, hospitals, apartment complexes, condominiums or any other private parking area which is open to the public.
(Ord. No. 05-140, ●6, passed 11-10-2005)

(C) The Chief of Fire Rescue and Chief of Police are hereby authorized to recommend the establishment and the designation of fire lanes on private property.
(Ord. No. 05-140, ●6, passed 11-10-2005)

(D) Fire lanes may be designated on any surface, road, alley, or roadway generally used for the movement or parking of motor vehicles, when the parking of motor vehicles or other obstructions in that area would interfere with the speed and efficiency of fire fighting and emergency personnel or the proper ingress and egress of emergency vehicles and equipment.

(E) Areas designated as fire lanes shall be clearly marked, with yellow or another suitable color of paint, with the words ■No Parking, Fire Lane,● and the boundaries, borders or curbs shall be clearly visible.

(F) Fire lanes shall be designated in the Schedule of Traffic Regulations.

(G) The Chief of Police and Chief of Fire Rescue and their designees are hereby authorized to enforce the provisions of this section. For purposes of this subsection all police officers and parking control officers are considered designees of the Chief of Police.

(Ord. No. 1488, • 1, passed 4-11-1985; Ord. No. 98-134, • 8, passed 10-8-1998; Ord. No. 00-131, • 1, passed 9-14-2000; Ord. No. 05-140, • 6, passed 11-10-2005)

SEC. 10-2-148 UNAUTHORIZED PARKING IN DESIGNATED HANDICAPPED SPACES PROHIBITED.

(A) *Definitions.* For the purpose of this section, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

Curb cuts/curb ramps. Any mechanism constructed on each side of any street or road, where curbs and sidewalks are provided, and at other major points of pedestrian flow as long as the minimum requirements set out in G.S. 136-44.14 are met.

Designated handicapped parking space. Any parking space which has been designated for parking for the handicapped as defined under ■distinguished license plate• below. These spaces shall be designated in accordance with G.S. 136-30 and each space shall have an appropriate sign erected which states the maximum penalty for parking in the space in violation of this section.

Distinguished license plate. Any license plate (in-state or out) that displays the international symbol of access as defined in G.S. 20-37.5(3).

Handicapped. A person with a mobility impairment who is determined by a licensed physician to have any of the conditions stated in G.S. 20-37.5(2).

Removable windshield placard. A two-sided, hooked placard which includes on each side:

- (a) The international symbol of access which is at least three inches in height, centered on the placard, and is white and blue in color;
- (b) An identification number;
- (c) An expiration date; and
- (d) The seal or other identification of the issuing authority.

(B) *Prohibited.* It shall be unlawful for any person, who drives or is transporting a person or persons, to park or leave standing any vehicle in any designated handicapped parking space unless he or she can show that the vehicle is equipped with a ■distinguished license plate• or a ■removable windshield placard• (or a temporary ■removable windshield placard•) as defined in subsection (A) above.

(C) *Obstruction of curb cuts and curb ramps designated for handicapped persons prohibited.* It shall be unlawful for any person to park or leave standing any vehicle so that it obstructs a curb cut or curb ramp for handicapped persons as provided for by the N.C. Building Code or as designated in G.S. 136-44.14.

(D) *Enforcement.* When a violation of section 10-2-148 has occurred, a law enforcement officer or other person, authorized by and whose enforcement duties are as defined by the Chief of Police, detecting the apparent violation is authorized to take the state and license number of the vehicle involved and to place a parking ticket in or on the vehicle involved or to serve the ticket if the owner or operator is present.

Traffic Regulations

10-25

(E) *Penalties.* Any violation of the provisions of this section shall subject the offender to a civil penalty in the amount of \$100. If payment for the violation is not made within ten days of issuance, an additional \$50 late fee will be due. If payment for the violation is not made within 30 days of issuance, an additional \$50 late fee will be due. If the payment for the violation is not made within 60 days of its issuance, an additional \$50 late fee will be due. In no instance shall the penalty and late fees for this violation exceed \$250.

(Ord. No. 2715, ● 1, passed 10-25-1993; Ord. No. 94-42, ● 1, passed 3-10-1994; Ord. No. 96-110, ● 1, passed 11-14-1996; Ord. No. 00-12, ● 1, passed 1-13-2000)

SEC. 10-2-149 TEMPORARY PARKING RESTRICTIONS FOR SPECIAL EVENTS.

(A) The Chief of Police or designee is authorized to temporarily prohibit parking on public streets, highways and alleys and on the lots, garages, or other facilities owned or leased by the city for a special event for a period of time as needed for the special event, but not in excess of 48 hours. Special events shall include, but are not limited to, festivals, parades, bicycle races, football games and other events where allowing parking would present a safety or operational hazard to the citizens of Greenville.

(B) When parking has been temporarily prohibited pursuant to the provisions of this section, notification of the prohibition shall be made as follows.

- (1) At least 48 hours prior to the commencement of the time period which the restriction or prohibition of parking is effective, notice will be posted in at least two conspicuous locations adjacent to or upon the street, highway or alley or lot, garage or other facility which will have prohibited parking. The notice shall remain posted until the expiration of the time period which the prohibition of parking is effective.
- (2) The notice shall state the time and date the parking will be prohibited.
- (3) The notice shall state that violators are subject to a parking citation and any vehicle parked in violation will be towed at the owner's expense.

(C) No person shall park a vehicle on a street, highway or alley or on a lot, garage, or other facility in violation of a temporary parking prohibition designated pursuant to the provisions of this section.

(D) No person shall, without lawful authority, attempt to or in fact alter, deface, injure, knock down, possess or remove any notice posted pursuant to the provisions of this section.

(E) Any violation of this section shall subject the offender to a civil penalty as set forth in the *Manual of Fees* for the City of Greenville and any vehicle parked in violation shall be towed and removed at the expense of the vehicle's owner.

(Ord. No. 09-43, ● 1, passed 6-8-2009)

ARTICLE N. STOPPING FOR LOADING OR UNLOADING ONLY

SEC. 10-2-161 LOADING AND UNLOADING ZONES.

Whenever vehicle loading and unloading zones are designated and described by this article and when signs are placed, erected or installed, giving notice thereof, it shall be unlawful for any person to stop, stand or park any vehicle for any purpose or period of time, except in accordance with the requirements of this article.

SEC. 10-2-162 FREIGHT LOADING ZONES DESIGNATED.

The streets, or portions of streets, identified in the Schedule of Traffic Regulations are hereby designated as freight loading and unloading zones. No person shall stop, stand or park a vehicle in a loading zone at any time except for the purpose

10-26

Greenville - Transportation and Traffic

of loading or unloading freight, equipment or other goods. A vehicle which is loading or unloading pursuant to this section may remain in a loading zone for a period not to exceed one hour.

(Ord. No. 1141, passed 10-8-1981; Ord. No. 2526, ● 1, passed 10-8-1992; Ord. No. 98-134, ● 9, passed 10-8-1998)

SEC. 10-2-163 PUBLIC CARRIER STOPS AND STANDS.

No person shall stop, stand or park a vehicle other than a bus in a bus stop, or other than a taxicab in a taxicab stand, when any stop has been officially designated and appropriately signed, except that the driver of a passenger vehicle may temporarily stop therein for the purpose of and while actually engaging in loading or unloading passengers when stopping does not interfere with any bus or taxicab waiting to enter or about to enter the zone.

***ARTICLE O. STOPPING, STANDING OR PARKING RESTRICTED OR PROHIBITED
ON CERTAIN STREETS***

SEC. 10-2-171 APPLICATION OF ARTICLE.

The provisions of this article prohibiting the standing or parking of a vehicle shall apply at all times or at those times herein specified or as indicated on official signs, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device.

SEC. 10-2-172 REGULATIONS NOT EXCLUSIVE.

The provisions of this article imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the stopping, standing or parking of vehicles in specified places or at specified times.

SEC. 10-2-173 PARKING PROHIBITED AT ALL TIMES ON CERTAIN STREETS.

When signs are erected giving notice thereof, no person shall park a vehicle at any time upon any of the streets designated on the official schedule of traffic regulations.

SEC. 10-2-174 DESIGNATION OF LIMITED TIME PARKING ZONES.

(A) The areas of municipal off-street parking facilities owned or leased by the city and designated for use by the public as parking facilities and streets and portions of streets described in the Schedule of Traffic Regulations shall constitute the limited time parking zones within the city. The fact that a limited time notice or sign is in place at any point within the city shall be prima facie evidence that the locality thereof is within a limited time parking zone. The term ■limited time parking zone● shall mean and include any restricted street, or section of street, or off-street parking facility such as a lot, garage or other facility owned or leased by the city and designated for use by the public as parking facilities, upon which limited time parking signs or notices are installed and in operation.

(B) Parking spaces may be leased within limited time parking zones. When the spaces are properly marked with ■leased parking only● signs, the time limits imposed in the limited time parking zones shall not apply to those spaces leased.

(Ord. No. 828, passed 12-14-1978; Ord. No. 1141, passed 10-8-1981; Ord. No. 1945, ● 1, passed 1-12-1989; Ord. No. 05-40, ● 7, passed 11-10-2005)

Traffic Regulations

10-27

SEC. 10-2-175 TWO-HOUR PARKING LIMITATION.

(A) *Definitions of limited time parking zones.*

Downtown limited time parking zone. Limitation on parking, as designated by the city, in the area bordered by the Tar River to the north, Reade Circle to the south, Greene Street to the west, and Reade Street to the east. Such limitation shall be in accordance with this section.

Residential limited time parking zone. Limitation on parking, as designated by the city, when such parking is in an area which has a predominantly residential use. Such limitation shall be in accordance with this section, and may be modified by other posted signage.

(B) *Violation of parking limitation prohibited.* No person shall park a motor vehicle in any limited time parking zone, as defined in this section, for a period of more than two consecutive hours, except in those spaces marked with ■Leased Parking Only• signs. To interrupt the continuity of the allowable two-hour period of parking, the motor vehicle must be out of that same limited time parking zone for more than one hour.

(Ord. No. 828, passed 12-14-1978, Ord. No. 1945, ● 2, passed 1-12-1989; Ord. No. 00-111, ● 1, passed 8-10-2000)

SEC. 10-2-176 TAMPERING WITH TIRE MARKINGS.

No person shall erase, remove or obliterate any marks placed on a tire or motor vehicle by anyone working for the city for the purpose of enforcing this article, with the intent to obstruct, prevent or interfere with the enforcement of any ordinance.

(Ord. No. 828, passed 12-14-1978)

SEC. 10-2-177 PARKING FEE IN UPTOWN CITY-OWNED OR LEASED PARKING FACILITIES.

(A) When access to a city-owned or leased off-street parking facility located in the Uptown Area has been restricted except to motor vehicles for which a parking fee has been paid, there shall be a charge of a fee not to exceed \$5 per vehicle per entry into the facility for parking in the facility. No person shall park a motor vehicle in a city-owned or leased off-street parking facility located in the Uptown Area without paying the parking fee after the entrances and exits to the facility have been barricaded to prohibit entrance or access is otherwise restricted by the presence of an attendant or other method. For the purpose of this section, the ■uptown area• is defined as the geographic area bounded by the Tar River on the north, the CSX Railroad right-of-way on the west, Tenth Street on the south, and Cotanche Street and Reade Street on the east.

(B) The City Manager or his or her designee is authorized to determine the times when access to city-owned or leased parking facilities in the Uptown Area is restricted pursuant to this section, provided that the restriction may only occur between the hours of 7:00 p.m. and 7:00 a.m. The amount and method of collection of the parking fee shall be determined by the City Manager or his or her designee.

(Ord. No. 02-121, ● 1, passed 11-14-2002)

SEC. 10-2-178 PARKING SIGNS OR PARKING TIRE STOPS REQUIRED.

(A) Whenever, by this or any other article, any parking time limit is imposed or parking is prohibited in designated streets, there shall be appropriate signs giving notice thereof, and no regulations shall be effective unless the signs are erected and in place at the time of any alleged offense.

(B) Parking tire stops may be used in place of signs in limited time parking zones. The tire stops shall be placed as directed by the Director of Public Works, and marked as directed by the Parking Authority.

(Ord. No. 2066, ● 2, passed 9-14-1989)

ARTICLE P. METERED PARKING

SEC. 10-2-191 DEFINITIONS.

The following words and phrases, when used in this article shall, for the purpose of this article, have the meanings respectively ascribed to them in this section, except in those instances where the context clearly indicates a different meaning.

Parking meter. Any mechanical device or meter not inconsistent with this article placed or erected for the regulation of parking by authority of the city.

Parking meter space. Any space within a parking meter zone adjacent to a parking meter which is duly designated for the parking of a single vehicle by lines painted or otherwise durably marked on the curb, on the surface of the street, or other area adjacent to or adjoining the parking meters.

Parking meter zone. Includes any restricted street, or section of street, or off-street parking facility such as a lot, garage or other facility owned or leased by the city or the ■Parking Authority of the City of Greenville, North Carolina,• and designated for use by the public as parking facilities, upon which parking meters are installed and in operation.

(Ord. No. 768, • 1, passed 4-13-1978)

SEC. 10-2-192 DESIGNATION OF PARKING METER ZONES.

The areas, municipal off-street parking facility owned or leased by the city and designated for use by the public as parking facilities and streets and portions of streets described in the Schedule of Traffic Regulations shall constitute the parking meter zones within the city. The fact that a parking meter is in place at any point within the city shall be prima facie evidence that the locality thereof is within a parking meter zone.

(Ord. No. 05-140, • 8, passed 11-10-2005)

SEC. 10-2-193 DESIGNATION OF PARKING METER SPACES; MANNER OF PARKING THEREIN.

The Director of Public Works or his or her designee is hereby directed to mark off individual parking spaces in the parking zones, designated in section 10-2-192, and in such other parking zones as may hereafter be established, by lines painted or durably marked on the curbing or surface of the street. At each parking meter space so marked off, it shall be unlawful for any operator to park any vehicle in such a way that such vehicle shall not be entirely within the bounds of the space so designated. It shall also be unlawful for the operator to park any vehicle in any parking meter space on the operator's left-hand side of the street, or to turn such vehicle around within the parking meter zone; provided, that the operator may park any vehicle in any parking meter space on the operator's left-hand side of any one-way street.

(Ord. No. 768, • 1, passed 4-13-1978)

SEC. 10-2-194 HOW PARKING METERS AND SPACE TO BE USED; OVERTIME PARKING.

Except in a period of emergency determined by an officer of the Fire Rescue or Police Department, or in compliance with the directions of a police officer or traffic-control sign or signal, when any vehicle shall be parked in any parking space alongside of or next to which a parking meter is located, the operator of the vehicle shall, upon entering the parking meter space, immediately deposit or cause to be deposited in the meter such proper coin of the United States as is required for the parking meter and as is designated by proper direction on the meter, and when required by the direction on the meter, the operator of the vehicle, after the deposit of the proper coin, shall also set in operation the timing mechanism on the meter in accordance with directions properly appearing thereon. Failure to deposit the proper coin, and to set the timing mechanism in operation when so required, shall constitute a violation of this article. Upon the deposit of such coin, and the setting of the timing mechanism in operation when so required, the parking space may lawfully be occupied by the vehicle during the period of time which has been prescribed for the part of the street in which the parking space is located; provided, that any person

Traffic Regulations

10-29

placing a vehicle in a parking meter space adjacent to a parking meter which indicates that unused time has been left in the meter by the previous occupant of the space shall not be required to deposit a coin so long as his or her occupancy of the space does not exceed the indicated unused parking time. If the vehicle shall remain parked in any such parking space beyond the parking limit set for the parking space, and if the meter shall indicate the illegal parking time, then and in that event, the vehicle shall be considered as parking overtime and beyond the period of legal parking time, and such parking shall be deemed a violation of this article.

(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-195 DEPOSIT OF COINS.

(A) Parking or standing a vehicle in a designated parking meter zone shall be lawful for the period of time applicable to that particular zone and displayed on such parking meter upon deposit in such meter of the designated coins or authorized tokens required in the parking areas.

(B) Nothing herein shall be construed to permit parking beyond the maximum period of parking time authorized as posted at the particular parking meter zone.

SEC. 10-2-196 WHEN PARKING METERS TO BE IN OPERATION.

Parking meters shall be operated in the parking meter zones set forth in this article every day between the hours of 9:00 a.m. and 6:00 p.m., except Sundays and holidays. Within the meaning of this section, the term ■holiday■ shall include only January 1, the Fourth of July, December 25, Thanksgiving Day as observed in the state, and such other days as shall be designated holidays by the Mayor of the city.

(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-197 EXCEEDING LEGAL PARKING TIME.

It shall be unlawful and a violation of this article for any person to cause, allow, permit or suffer any vehicle registered in the name of, or operated by the person to be parked overtime, or beyond the period of legal parking time established for any parking meter zone as described in this article, or to deposit in any parking meter any coin for the purpose of parking beyond the maximum legal parking time for the particular parking meter zone.

(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-198 OCCUPATION OF PARKING SPACE WHEN METER SHOWS VIOLATION.

It shall be unlawful and a violation of this article for any person to permit any vehicle to remain or be placed in any parking meter space adjacent to any parking meter while the meter is displaying a signal indicating that the vehicle occupying the parking space has already been parked beyond the period of time prescribed for the parking space.

(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-199 VEHICLES TO BE PARKED WITHIN THE LINES.

It shall be unlawful and a violation of this article for any person to park any vehicle across any line or marking of a parking meter space or in such a position that the vehicle shall not be entirely within the area designated by such lines or markings.

(Ord. No. 768, ● 1, passed 4-13-1978)

10-30

Greenville - Transportation and Traffic

SEC. 10-2-200 PARKING ON OPERATOR'S LEFT.

It shall be unlawful for any person to park any vehicle on the operator's left side of any street within the city; provided, that on one-way streets vehicles may be parked either on the operator's right or left side of any such street, unless signs or markings are placed, erected or installed indicating no parking zones on either one or both sides of any such street.
(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-201 DEFACING OR INJURING PARKING METERS.

It shall be unlawful and a violation of this article for any person to deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter installed under the provisions of this article.
(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-202 DEPOSIT OF SLUGS OR OTHER SUBSTITUTE DEVICES.

It shall be unlawful and a violation of this article for any person to deposit or cause to be deposited in any parking meter any slug, device or metal substance, or other substitute for lawful coin other than such token as shall be hereafter approved for such purpose by the City Council.
(Ord. No. 768, ● 1, passed 4-13-1978)

SEC. 10-2-203 USE OF PARKING METER FUNDS.

The coins deposited in parking meters shall be used exclusively for the purpose of making effective the regulations prescribed by this article, and for the expenses incurred by the city in the regulation and limitation of vehicular parking and traffic relating to such parking on the streets and highways of the city, including municipal off-street parking facilities.



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Five Points Plaza Rules of Use

Explanation: The Five Points Plaza facility was envisioned and constructed to serve as a gathering place for Greenville residents. Located in the heart of Greenville's historic Uptown Commercial District, the facility has already hosted the popular Freeboot Friday series, Uptown Umbrella Market series, as well as a heavily attended BMX Bicycle competition and showcase in November 2011. With the venue's popularity growing steadily, a wide range of organizations have expressed interests in using the facility to host events, including charity fundraisers, concerts, youth festivals, and road races.

Staff is of the opinion that Five Points Plaza should be made available to a broad range of uses as long as those uses comply with the mission of the Plaza as established within the Pilot Rules of Use.

While Five Points Plaza is capable of hosting those events, staff feels it is important that the events be organized and held in a safe manner and that events are scheduled in such a way that they complement, rather than detract, from downtown business activities. The ultimate goal of hosting events at the Five Points Plaza is to generate broad community interests in the activities and events held downtown. Special emphases will be placed on those activities and events that bring significant county-wide, regional, and state recognition for the City.

Consequently, a committee comprised of City Manager's Office, Police Department, Public Works Department, Community Development Department, Recreation and Parks Department, Uptown Greenville, and the Convention and Visitor's Authority staff began working on July 20 2011, to evaluate the Plaza's potential role in supporting revitalization of Uptown Greenville and studying public outdoor space use best practices. The Five Points Plaza Special Event Planning Committee members included:

Carl Rees, Community Development
Thom Moton, City Manager's Office
Denise Walsh, Uptown Greenville

Chris Padgett, Community Development
Wes Anderson, Public Works
Ken Laws, Police
Ken Jackson, Public Works
Carlton Williams, Police
Shana Kriewall, Recreation and Parks
Debbie Vargas, Convention and Visitor's Authority
Dean Foy, Recreation and Parks

The committee felt strongly that the mission of Five Points Plaza, beyond its daily use as a parking lot, should be to welcome persons, organizations, or groups to utilize the Plaza for various purposes provided that the proposed uses enhance the vibrancy of the Uptown District and generate increased patronage of Uptown businesses and venues. The attached Pilot Rules of Use for Five Points Plaza were developed to help the City of Greenville evaluate facility use requests in a consistent and thorough manner. Committee members propose that a pilot program be established to assess the impact of supporting the use of the facility as an entertainment and gathering place to host special outdoor activities and events.

Fiscal Note:

The Rules of Use for Five Points Plaza outline a range of usage fees which give priority to local users above out-of-town users and seek to recover a portion of the City's permitting and management costs for events in which the City is not a sponsor or active participant.

Recommendation:

Approve the Rules of Use for Five Points Plaza as a pilot program with the understanding that the committee will meet during the next 12 months to evaluate the impact of supporting the facility's use on the downtown business community, revitalization of downtown, and to propose changes to the program as warranted. In addition, authorize staff to amend the Manual of Fees to reflect the fees established in the Pilot Rules of Use for Five Points Plaza.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

 [Five Points Rules](#)

Pilot Rules of Use for Five Points Plaza Uptown Greenville, NC

The City of Greenville, North Carolina welcomes persons, organizations or groups to use Five Points Plaza for various purposes provided that the proposed use enhances the vibrancy of the Uptown District and generates increased patronage of Uptown businesses and venues. The following rules have been developed to ensure the care and protection of the Plaza grounds and features and to ensure a safe and orderly environment for the events. The nature and scheduling of all activities must be approved by the Five Points Plaza Activities Committee (Committee). A "Special Event Permit Application" must be completed and signed by the applicant. Enforcement of the rules of use will not be influenced or affected by age, race, national origin, disability, religion or partisan politics.

Application Process:

1. Applications may be submitted on-line through the City's web site by visiting www.greenvillenc.gov/fivepoints . Alternately, a hard copy may be picked up at the front desk of the Greenville City Hall, 200 West 5th Street, with completed copies returned to the same location. Once submitted all applications will be reviewed by the Five Points Plaza Activities Committee. All applicants will be notified as to the status of their application within fourteen (14) days of the date of application. In addition to the application form, applicants shall submit the following either at the time of application or according to the schedule provided:
 - i. A sketch plan depicting use of the lot or general Five Points area must be provided at the time of application submission. Applicants may use the template provided with the application to depict the location and types of activities they desire to conduct at Five Points Plaza.
 - ii. A security plan for the event will be required at the time of application. The size of event, intention to serve alcoholic beverages, total expected attendance, parking requirements, need for medical personnel, time of day and location of the event are all items that should be considered and addressed within a written security plan. With minimal training, volunteer event staff are often able to meet the security needs of smaller community events and private activities. For certain larger events, especially those that include amplified sound and/or the sale of alcoholic beverages, the City of Greenville may require the user to retain off-duty police officers from the Greenville Police Department to assist with event security. Based on location and time of day, supplemental lighting and temporary light towers may be required for outdoor special events to enhance public safety and security within the event site. Temporary light towers may require electrical and structural permitting.
 - iii. Users must present the City of Greenville with a certificate of liability insurance within thirty (30) days of the event. This insurance should show general liability insurance for at least \$1,000,000.00, also naming the City of Greenville as an additional insured. If alcoholic beverages are to be served at the event, an alcohol/liquor rider should be attached.
 - iv. Users must provide any additional applications required for the event such as street closing, outdoor amplified sound, and ABC permits within thirty (30) days of event.



Please note that some of these permits require notifications to nearby property owners as part of the application process. All permit fees other than SUP and amplified sound permit are in addition to the general fees and will not be discounted.

- v. Non-profit organizations must submit a copy of their 501(c)3 certification along with the application and other required forms.
2. General application fees must be paid at the time of submission of the application and may be paid electronically with a credit/debit card or with cash or check. Please note that depending upon the nature and scale of the event, the City of Greenville may require the user to utilize additional resources such as off-duty Greenville Police Officers and/or event assistance from the Greenville Public Works Department. A fee schedule for these services is provided in Section 2 (ii) below and notification of the need for these additional resources will be made at the time of the conditional application approval. All additional fees must be paid within thirty (30) days of the event. Except in cases where a special use permit application (SUP) is required but not approved by the Greenville Board of Adjustment, fees for applications that are not approved will be returned minus a \$25.00 processing fee.
- i. General Fee Schedule
 - o City Event..... No Fee (No SUP Required)
 - o Event where City is major sponsor.....\$275 (No SUP Required)*
 - o Greenville based non profit.....\$275 (SUP Required)*
 - o Local Commercial Venture..... \$550 (SUP Required)*
 - o Out of town non profit.....\$1050 (SUP Required)**
 - o Out of Town Commercial Venture.....\$1250 (SUP Required)**

*Fees include SUP and amplified sound permits.
**Fee includes SUP, amplified sound and \$500 facility use charge.
 - ii. Additional Fee Schedule
 - o Off Duty Greenville Police Officer.....\$30/Hr. with four (4) hour minimum
 - o Public Works Event Assistance...Fees assessed during application process.
 - iii. In addition to any other required application fee such as those for the use of required off-duty police officers or for set-up and clean-up work by Greenville Public Works crews, a \$200 refundable deposit will be required. This deposit will be refunded following the event once the City is assured that the Five Points Plaza area utilized by the event has been cleaned up and that all requirements of the permit have been complied with.

Applications for an event may be submitted as early as ten (10) months prior to the event, but no later than 120 days prior to the event date. An event shall be defined as a single activity of the same type sponsored and/or promoted by the same business or organization with a duration not to exceed eight (8) hours. Applications are considered on a first come, first served basis and according to the event priority guidelines. Certain black-out dates apply and are listed in the Five Points events calendar at www.greenvillenc.gov/fivepoints . All applicants will be notified of their application status within fourteen (14) days of application filing. Cancellations made at least sixty (60) days prior to the event are eligible for a full refund minus the \$25.00 application fee. Cancellations for events that are subject to the facility use fee made within sixty (60) days of the event may have that portion of the fee refunded.



General Rules of Use:

1. Applications for use of Five Points Plaza must comply with all City Codes (and City operating procedures) as well as applicable State and Federal laws.
2. Street Closing Procedure: Applicants must complete street closure application in conjunction with their application if any street closings are planned for the event. A street closing application may be found at www.greenvillenc.gov/fivepoints .
3. Fireworks and open flames are prohibited.
4. Temporary permits for food sales at public events are required through the Pitt County Health Department per North Carolina law. Event coordinators (no application fee) plus each food vendor (\$75 application fee, unless the vending is for a tax exempt entity) must submit completed applications and fees at least 10 days prior to the event to the Pitt County Health Department.
5. Alcoholic Beverages:
 - i. Permit applications must be submitted to NC ABC in Raleigh.
 - o ABC "Limited Special Occasion" permit (\$50) must be obtained to serve fortified wine and/or spirituous liquor (and/or to allow "brown bagging"), regardless of whether these products are sold. No permit necessary to serve (not sell) beer and wine, although all NC laws regarding legal age, etc. shall apply.
 - o Officially recognized non-profit and/or political organizations are eligible to obtain an ABC "Special One-Time Permit for Sale of Alcoholic Beverages" permit (\$50) to *sell* alcoholic beverages (beer, wine, fortified wine, spirituous liquors). In very limited cases (e.g., class reunion), it's possible for groups that do not have a recognized non-profit status to receive a one-time exemption letter from the NC Dept. of Revenue to sell alcoholic beverages.
 - Signatures must be notarized, declaring that the applicant/event is eligible for this type if permit (non-profit), with an oath affirming that applicant is at least 21 years old, and has not been convicted of a felony within the past three years. Applicants are required to include a copy of his/her Criminal Record Check. Typically, the applications take about a week to process (approve or deny), but the ABC Commissions request that they be submitted at least two weeks in advance.
 - ii. Rules for the Use/Sale of Alcohol
 - o "Alcoholic Beverage" is defined as champagne, beer, wine (fortified and unfortified) or spirituous liquor.
 - o An Alcoholic Beverage Control (ABC) "Limited Special Occasion" permit must be obtained in order to serve fortified wine and spirituous liquor. The permit may be secured from the North Carolina Alcoholic Beverage Control Commission (NCABCC) www.ncabc.com/permits. The permit fee is \$50 and must be paid to the NCABCC.
 - o An Alcoholic Beverage Control (ABC) "Special One-Time Permit for the Sale of Alcoholic Beverages" must be obtained in order to sell alcoholic beverages. The permit may be secured from the North Carolina Alcoholic Beverage Control Commission www.ncabc.com/permits).



- Alcohol may not be served at events hosted for persons under the age of 21. It is unlawful to serve alcoholic beverages to anyone under the age of 21.
6. Restrooms and Sanitation - It is the responsibility of the event organizer to provide adequate on-site restrooms to meet the specific needs of their event. Installation of portable restrooms may be required to supplement existing facilities based upon the maximum number of attendees at the event during peak periods. At a minimum, all events with attendance of 100 persons or more and with a duration by four (4) hours are required to provide restroom facilities at a quantity of two (2) toilets for every 100 people – one male, one female. One out of every Three of these facilities must be ADA accessible. The location and delivery schedule for portable restrooms must be approved through Building Safety and Fire Prevention permits. Depending upon the type and duration of a proposed event, the applicant may be required to provide portable restrooms in excess of the minimum requirements.
 7. Sound Amplification - Amplification of music and sound, including megaphones, as part of an outdoor special event is regulated in compliance with the City's noise ordinance. If an applicant intends to utilize amplified sound at a proposed event, the applicant should complete an Amplified Sound Permit which may be found at www.greenvillenc.gov/fivepoints .
 8. A Peddlers License is required for any vendor that intends to sell food or merchandise at an event at Five Points Plaza. The cost of this license is \$45 and application for the license is available online, and must be submitted in person at the Greenville Police Department.
 9. Each entity using Five Points Plaza will be responsible for immediately removing all litter, signs, and other materials brought to the Plaza at the end of the activity. While litter and recycling receptacles are provided at Five Points Plaza, applicants should request additional receptacles should there be a need beyond what is provided. Please note that failure to properly clean up following an event will result in forfeiture of the \$200 event deposit.

Additional Information:

For additional information regarding the use of Five Points Plaza for an event, please contact the City's Economic Development Division.

City of Greenville Economic Development Division
201 West 5th Street
Greenville, NC 27835
Tel. (252) 329-4502
Fax: (252) 329-4631
Web: www.greenvillenc.gov/economicdevelopment





City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Resolution adopting a Language Access Plan

Explanation: The purpose of adopting the attached Language Access Plan is to ensure that the City of Greenville (as a grant recipient of funding from the U.S. Department of Housing and Urban Development, HUD) is in compliance with Title VI of the Civil Rights Act of 1964 and other applicable federal and state laws and their implementing regulations with respect to persons with Limited English Proficiency (LEP). Title VI of the Civil Rights Act of 1964, prohibits discrimination based on the grounds of race, color, or national origin by any entity receiving federal financial assistance.

In order to avoid discrimination on the grounds of national origin, all programs or activities funded by HUD and administered by the City of Greenville Community Development Department must take adequate steps to ensure that their policies and procedures do not deny or have the effect of denying LEP individuals with equal access to benefits and services for which such persons qualify.

Fiscal Note: No direct cost.

Recommendation: Approve the attached resolution adopting the Language Access Plan and authorize staff to implement the Plan.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[Language Access Plan Resolution 919649](#)

[Language Access Plan 913498](#)

RESOLUTION 12-_____

A RESOLUTION TO ADOPT THE LANGUAGE ACCESS PLAN TO ENSURE
COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964
AND OTHER APPLICABLE FEDERAL AND STATE LAWS
AND THEIR IMPEMINTING REGULATIONS WITH RESPECT TO PERSONS WITH
LIMITED ENGLISH PROFICIENCY (LEP)

WHEREAS, as a recipient of federal funds, the City of Greenville Community Development Department is required to comply with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000(d) and Executive Order 13166 requiring the City to take responsible steps to ensure meaningful access by persons with limited English proficiency; and

WHEREAS, in order to avoid discrimination on the grounds of national origin, all programs or activities administered by the City of Greenville, Community Development Department must take adequate steps to ensure that their policies and procedures do not deny or have the effect of denying LEP individuals with equal access to benefits and services for which such persons qualify. This Policy defines the responsibilities the Department has to insure LEP individuals can communicate effectively; and

WHEREAS, the City of Greenville Community Development Department staff has developed a Language Access Plan adherence to Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000(d) and Executive Order 13166 that more comprehensively addresses the standards and procedures prescribed in the Act;

NOW, THEREFORE, BE IT RESOLVED that the City of Greenville City Council authorizes the Community Development Department to adopt and implement the Language Access Plan to ensure compliance with Federal Law.

Adopted this _____ day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

City of Greenville Language Access Plan
--

2012

City of Greenville

Community Development Department Language Access Plan

I. Introduction

The purpose of this Policy and Plan is to ensure compliance with Title VI of the Civil Rights Act of 1964, and other applicable federal and state laws and their implementing regulations with respect to persons with Limited English Proficiency (LEP). Title VI of the Civil Rights Act of 1964 prohibits discrimination based on the ground of race, color or national origin by any entity receiving federal financial assistance. Administrative methods or procedures, which have the effect of subjecting individuals to discrimination or defeating the objectives of these regulations, are prohibited.

In order to avoid discrimination on the grounds of national origin, all programs or activities administered by the City of Greenville Community Development Department must take adequate steps to ensure that their policies and procedures do not deny or have the effect of denying LEP individuals with equal access to benefits and services for which such persons qualify. This Policy defines the responsibilities the Department has to insure LEP individuals can communicate effectively.

II. Scope of Policy

These requirements will apply to the City of Greenville, Community Development Department (herein referred to as “the Department”) including Subcontractors, Vendors, and Sub-recipients.

The Department will ensure that LEP individuals are provided meaningful access to benefits and services provided through Contractors or Service Providers receiving sub-grants from the Department.

III. Definitions

- A. Limited English Proficient (LEP) individual – Any prospective, potential, or actual recipient of benefits or services from the Department, who cannot speak, read, write or understand the English language at a level that permits them to interact effectively with the Department.
- B. Vital Documents – These forms include, but are not limited to, applications, consent forms, all compliance plans, bid documents, fair housing information, citizen participation plan, letters containing important information regarding participation in a program; notices pertaining to the reduction, denial, or termination of services or benefits, including the right to appeal such actions, or that require a response from beneficiary notices advising LEP persons of the availability of free language assistance, LEP outreach materials, and any other documents determined by the Department to be vital documents.

- C. Substantial number of LEP: 5% or 1,000 people, whichever is smaller, are potential applicants or recipients of the Department and speak a primary language other than English and have limited English proficiency.

IV. Analysis

The Department conducted a four factor analysis, considering (1) the number of proportion of LEP persons eligible to be served or likely to be encountered by the Department through the federally funded programs; (2) frequency with which LEP persons come into contact with the Department's programs; (3) the nature and importance of the program, activity, or service to people's lives; and (4) resources available to the Department and costs.

Per the 2005-2009 American Community Survey, approximately 6.2% of the City of Greenville's population is Spanish speaking with Limited English Proficiency. No other ethnicity has sizeable limited English. Approximately 93.8% of the City of Greenville's population speaks English only. The average LEP contact for program assistance is 3-4 annually.

The Department receives federal funding through the Community Development Block Grant (CDBG) program, HOME Investment Partnerships Program (HOME) and Low-Income Housing Credit Program (LIHC). Use of these funds provides assistance for Rehabilitation or Reconstruction of owner occupied properties, Downpayment Assistance for low-moderate income first-time homebuyers, Acquisition & Relocation Assistance and Construction of Affordable Housing units for Low-Moderate Income Families.

In addition to the programs above, the Department provides federal funding to City approved Community Housing Development Organizations (CHDO) for the development of affordable single-family, rental and transitional housing units.

V. Providing Notice to LEP Individuals

- A. The Department will take appropriate steps to inform all applicants, recipients, community organizations, and other interested persons, including those whose primary language is other than English, of the provisions of this policy.
- B. The Department will post and maintain signs in regularly encountered languages other than English in waiting rooms, reception areas and other initial points of contact. These signs will inform applicants and beneficiaries of their right to free language assistance services and invite them to identify themselves as persons needing such services.
- C. The Department will include statements of the right to free language assistance in Spanish and other significant languages in all outreach material disseminated routinely to the public.

VI. Provision of Services to LEP Applicants/Recipients

A. Assessing Linguistic Needs of Potential Applicants and Recipients

1. The Department will assess the language needs of the population to be served, by identifying:
 - a. The language needs of each LEP applicant/recipient
 - b. The points of contact where language assistance is needed; and
 - c. The resources needed to provide effective language assistance including location, availability and arrangements necessary for timely use.
2. Types of language assistance to be provided by the Department
 - a. The Department will generally offer, or ensure the LEP person is offered through other sources, competent interpretation services free of charge.
 - b. Vital Documents will provide, as needed, to LEP persons in Spanish.
 - c. Program brochures and materials to be offered in Spanish.

B. Responsibility of Organizations funded through Federal Funds

1. All Organizations are required to comply with Title VI and its accompanying regulations. The Department will assist Organizations in finding appropriate translation resources.

VII. Program Evaluation

The Department shall monitor the implementation of its Language Assistance Plan, making revisions to policies and procedures as may be required on an annual basis. Departmental Staff will also be trained on LAP policies and procedures.

The Department's Language Assistance Plan (LAP) is available to the public. Citizens, public agencies, and other interested parties will have reasonable and timely access information and records relating to the LAP. All records that are public under G.S. 132 will be made accessible to interested individuals and groups during normal working hours.

At any time, citizens may submit complaints related to the LAP by contacting the Community Development Director.

The Director will provide written response to all written complaints that relate to the LAP within 15 business days.

Adopted this the 8th day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Resolution adopting a Housing and Urban Development Act Section 3 Plan

Explanation: Section 3 of the Housing and Urban Development Act of 1968, (12U.S.C.1701u) (known as Section 3) and implementing regulations at 24 CFR 135 state the purpose of Section 3 is to ensure that employment and other economic opportunities generated by certain U.S. Department of Housing and Urban Development (HUD) financial assistance shall, to the greatest extent feasible, and consistent with existing federal, state, and local laws and regulations, be directed to low and very low income persons, particularly those who are recipients of government assistance for housing, and to business concerns which provide economic opportunities to low and very low income persons.

The City, as a grantee for HUD funds, is required to develop and implement a program plan that complies with Section 3 standards and requirements. The attached Section 3 Plan will be applicable to developers, contractors, subcontractors, and others engaged in projects funded through the City with funds awarded from HUD. The Plan includes a partnership with Pitt Community College to provide job training and assessment for low to moderate income residents who may be eligible for Section 3 preference.

Fiscal Note: The Plan would be applicable to federal grant awards funded from U.S. Department of Housing and Urban Development.

Recommendation: Adopt the attached resolution approving a Housing and Urban Development Act Section 3 Plan.

Attachments / click to download

 [Section 3 Resolution 919183](#)

 [Section 3 Plan Greenville 919470](#)

RESOLUTION 12 - _____
A RESOLUTION TO ADOPT THE SECTION 3 PLAN
TO COMPLY WITH 24 CFR, PART 135 OF THE UNITED STATES DEPARTMENT OF
HOUSING AND URBAN DEVELOPMENT SECTION 3

WHEREAS, the United States Congress passed Section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) (Section 3) to further the goal of ensuring that federal funds benefit the residents of projects funded wholly or in part by those funds; and

WHEREAS, Part 135 of Section 3 is to establish the standards and procedures to be followed to ensure that the objectives of Section 3 are met; and

WHEREAS, the City of Greenville Community Development Department staff has developed a Section 3 Plan in adherence to 24 CFR, Part 135 that more comprehensively addresses the standards and procedures prescribed in the Act;

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Greenville authorizes the Community Development Department to adopt and implement the Section 3 Plan to ensure compliance with Federal Law.

ADOPTED this _____ day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

City of Greenville Section 3 Plan	2012
--	-------------

Community Development Department
201 West 5th Street
Greenville, NC 27834
Adopted March 8, 2012
DM #919470

Table of Contents

General Policy Statement	3
Section 3 Purpose	3
Section 3 Contracting Policy and Procedure	3
Section 3 Plan	4
Section 3 Employment & Training Goals.....	4
Section 3 Program Participant Certification Procedure	4
Preference for Contracting With Section 3 Business Concerns.....	5
Assisting Contractors to Achieve Section 3 Goal Hiring and Contracting Goals	5
Section 3 Business Certification Procedure	6
Efforts to Award Contract Opportunities to Section 3 Business Concerns	6
Section 3 Residents Recruitment, Training, and Employment Goals	7
Employment of Section 3 Program Participants.....	7
Contractor’s Requirements in Employing Section 3 Participants	8
Internal Section 3 Complaint Procedure	9
Definitions.....	10
Exhibit 1 - Section 3 Clause	14
Exhibit 2 - Section 3 Contracting Policy and Procedure	16
Exhibit 3 – Business Certification and Resident Application	17
Application Checklist for Completeness	19
Application.....	20
Section 3 Resident Application.....	22
Section 3 Acknowledgement	24

I. General Policy Statement

It is the policy of the Community Development Department of the City of Greenville to require its contractors to provide equal employment opportunity to all employees and applicants for employment without regard to race, color, religion, sex, national origin, disability, veteran's or marital status, or economic status and to take affirmative action to ensure that both job applicants and existing employees are given fair and equal treatment.

The Community Development Department implements this policy through the awarding of contracts to contractors, vendors, and suppliers, to create employment and business opportunities for Section 3 residents and other qualified low- and very low-income persons.

The policy shall result in a reasonable level of success in the recruitment, employment, and utilization of Greenville's Section 3 residents and other eligible persons and Section 3 businesses for contracts partially or wholly funded with Section 3 covered funding from the United States Department of Housing and Urban Development (HUD). The Community Development Department shall examine and consider a contractor's or vendor's potential for success by providing employment and business opportunities to Section 3 residents prior to acting on any proposed contract award.

II. Section 3 Purpose

Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u) (Section 3) requires the Community Development Department to ensure that employment and other economic and business opportunities generated by the Department of Housing and Urban Development (HUD) Section 3 financial assistance, to the greatest extent feasible, are directed to public housing residents and other low-income persons, particularly recipients of government housing assistance, and business concerns that provide economic opportunities to low- and very-low income persons.

III. Section 3 Contracting Policy and Procedure

The Community Development Department will adopt a Section 3 Contracting Policy and Procedure to be included in all procurements generated for use with covered HUD funding. The policy and procedure contains goal requirements for awarding contracts to Section 3 Business Concerns.

All contractors/businesses seeking Section 3 preference must complete certifications, as appropriate, as acknowledgement of the Section 3 contracting and employment provisions required before submitting bids/proposals to the Community Development Department. Such certifications shall be adequately supported with appropriate documentation as referenced in the Section 3 Business Application.

IV. Section 3 Plan

The Community Development Department will maintain a Section 3 Action Plan to identify the goals, objectives, and actions that will be implemented to ensure compliance with the requirements of Section 3. In addition, contractors will be required to submit a Section 3 Action Plan on each project.

V. Section 3 Employment & Training Goals

It is the policy of the Community Development Department to utilize residents and other Section 3 eligible persons and businesses in contracts partially or wholly funded with Section 3 covered funding from the Department of Housing and Urban Development (HUD). The Community Development Department has established employment and training goals that contractors and subcontractors should meet in order to comply with Section 3 requirements. (Reference 24 CFR 135.30 – Numerical goal for meeting the greatest extent feasible requirement). The numerical goal is:

- Thirty percent (30%) of the aggregate number of new hires in any fiscal year for contractors with contracts funded with federal grant funds.

It is the responsibility of contractors, vendors and suppliers to implement progressive efforts to attain Section 3 compliance. Any contractor that does not meet the Section 3 numerical goals must demonstrate why meeting the goals were not feasible. All contractors submitting bids or proposals to the Community Development Department are required to certify that they comply with the requirements of Section 3.

The Section 3 Contract Clause specifies the requirements for contractors hired for Section 3 covered projects. The Section 3 Clause must be included in all Section 3 covered projects. The Section 3 Contract Clause is included in Exhibit 1.

VI. Section 3 Program Participant Certification Procedure

The Community Development Department has developed a partnership with Pitt Community College Job Training program, to meet the Section 3 resident requirement. Pitt Community College will certify Section 3 program participants who reside in the City of Greenville and who are seeking preference in training and employment by completing and attaching adequate proof of Section 3 eligibility, as required (see Exhibit 3 – Section 3 Business Certification and Resident Application).

VII. Preference for Contracting With Section 3 Business Concerns

The Community Development department, in compliance with Section 3 regulations, will require contractors and subcontractors (including professional service contractors) who receive Section 3 covered funds (any Housing and Community Development funds that are housing rehabilitation, housing construction, and other public construction) to direct their efforts towards contracting with Section 3 business concerns in the following order of priority:

- **Category 1:** Business concerns that are 51% or more owned by residents of the housing development for which the work is performed, or whose full-time, permanent workforce includes 30% of these persons as employees.
- **Category 2:** Business concerns that are 51% or more owned by residents of the Housing Authority other than the housing development where the work is to be performed; or whose full-time permanent workforce includes 30% of these persons as employees.
- **Category 3:** Business concerns that are 51% or more owned by a Section 3 resident(s), or whose permanent, full-time workforce includes no less than 30% Section 3 residents (category 4 business); or that subcontract in excess of 25% of the total amount of subcontracts to Section 3 business concerns.
- **Category 4:** HUD Youthbuild programs being carried out in the service area in which Section 3 covered assistance is expended.

All contractors and subcontractors who receive awards are expected to extend, to the greatest extent feasible, efforts to achieve the numerical goals established by Community Development Department. In addition, contractors and subcontractors who receive awards exceeding \$100,000 in one program year share have the responsibility of enforcing the Section 3 regulations and requirements.

VIII. Assisting Contractors to Achieve Section 3 Goal Hiring and Contracting Goals

The Community Development Department will assist contractors in achieving Section 3 hiring and contracting goals by:

1. Requiring the contractor to submit a Section 3 Action Plan, to the Section 3 Coordinator complete with the number of subcontracting and/or employment opportunities expected to be generated from the initial contract.

2. The contractor(s) will be referred to Pitt Community College for obtaining a list of interested and qualified Section 3 residents for construction projects when new hires are expected as a result of the contract.
3. Pitt Community College will inform contractor of known issues that might affect Section 3 residents from performing job related duties.
4. Section 3 Coordinator will provide contractor with a list of Section 3 business concerns interested and qualified for construction projects.
5. Section 3 Coordinator will review the new hire clause with contractors and subcontractors to ensure that the requirement is understood. It is not intended for contractors and subcontractors to terminate existing employees, but to make every effort feasible to employ Section 3 program participants before any other person, when hiring additional employees needed to complete proposed work to be performed with HUD (federal) funds.

IX. Section 3 Business Certification Procedure

Any business seeking Section 3 preference in the awarding of contracts with the Community Development Department shall complete the Section 3 Business Certification form (see Exhibit 3, Business Certification and Resident Application), which can be obtained from the City's Section 3 Coordinator. The business seeking Section 3 preference must be able to provide adequate documentation as evidence of eligibility for preference under the Section 3 Program.

Certifications for Section 3 preference for business concerns must be submitted to the Section 3 Coordinator prior to the submission of bids for approval. If the Section 3 Coordinator previously approved the business concern to be Section 3 certified, then the certification can be submitted along with the bid. Section 3 business concerns certifying as "Subcontracting Commitment" must be certified on a per-project basis.

X. Efforts to Award Contract Opportunities to Section 3 Business Concerns

The Community Development Department may use the following methods to notify and contract with Section 3 business concerns when contracting opportunities exist.

- Advertise contracting opportunities via newspaper, mailings, posting notices that provide general information about the work to be contracted and where to obtain additional information.
- Provide written or electronic notice of contracting opportunities to all known Section 3 business concerns. The notice will be provided in sufficient time to enable business concerns the opportunity to respond to the bid invitation.

- Conduct workshops on contracting procedures to include bonding and insurance requirements, and other pertinent requirements, in a timely manner in an effort to allow Section 3 business concerns the opportunity to take advantage of any upcoming contracting opportunities.
- Contact business assistance agencies, Minority and Women’s Business Enterprise (M/WBE) contractor associations and community organizations to inform them of contracting opportunities and to request their assistance in identifying Section 3 businesses.
- Establish relationships with the Small Business Administration (SBA), Minority and Women’s Business Enterprise M/WBE association, Community Development Corporations, and other sources as necessary to assist with educating and mentoring residents with a desire to start their own businesses.
- Seek out referral sources in order to ensure job readiness for Section 3-qualified residents through on-the-job-training and mentoring to obtain necessary skills that will transfer into the external labor market.

Section 3 Preference Policy

- The City of Greenville will grant a preference credit of 10%, up to a value of \$2,999.99, to a certified Section 3 business when evaluating any competitive solicitation.

In order for a vendor to be considered for Section 3 Preference points the vendor must be a certified Section 3 business concern as defined in IX of this Plan.

XI. Section 3 Residents Recruitment, Training, and Employment Goals

The Community Development Department will develop resources to provide training and employment opportunities to Section 3 program participants by implementing the following:

- A database will be developed by Pitt Community College of certified Section 3 residents of public housing and other Section 3 residents.
- Pitt Community College will conduct a skill assessment of Section 3 residents of public housing and other Section 3 residents.
- A database will be developed by Community Development Department of eligible qualified Section 3 Business concerns to contact with respect to the availability of contract opportunities.

- A provision for a specific number of public housing or Section 3 program participants to be trained or employed by the contractor will be incorporated into the contract.

XII. Employment of Section 3 Program Participants

Community Development has developed a partnership with Pitt Community College to assist in providing employment opportunities to Section 3 residents.

Pitt Community College will conduct a pre-screening interview with all Section 3 residents prior to being hired by a contractor.

- The pre-interview will assess job readiness (i.e., childcare, transportation, work maturity, job retention skills). Only residents meeting the minimum qualifications of the contractor or subcontractor will be referred to the job site. Residents not deemed job ready would be referred elsewhere. It is imperative that the resident's basic needs are met prior to employment.
- If a resident is referred to a contractor and does not perform satisfactorily due to poor work habits (i.e., tardiness, absenteeism, alcohol/drugs, abusive language, fighting, etc.) she/he will be allowed one additional opportunity to be referred to other contractors. If after that time the resident still does not perform satisfactorily, she/he will be referred to complete a job readiness class, alcohol/drug treatment center, or any other program that he or she may be required to attend. After successful completion the resident will be given the opportunity to be reinstated on the list of residents available for work.
- Residents experiencing problems with contractors should first communicate the problem to the Section 3 Coordinator. If the problem cannot be solved between the employee and employer, the Section 3 Coordinator will meet with the parties involved to assist in trying to resolve the problem. Residents and employers (contractors or subcontractors) should document problems whenever they occur and record any and all efforts to correct them. The written documentation of the problem should be submitted to the Section 3 Coordinator.
- In order to qualify for employment with contractors, residents must be at least eighteen years of age.

XIII. Contractor's Requirements in Employing Section 3 Participants

Under the City of Greenville Section 3 Program, contractors and subcontractors are required to:

- Provide employment opportunities to Section 3 residents/participants in the priority order listed below:

a) Category 1 – Section 3 Resident

Residents of the housing development or developments for which the contract shall be expended.

b) Category 2 – Section 3 Resident

Residents of other housing developments managed by the Greenville Housing Authority.

c) Category 3 – Section 3 Resident

Participants in HUD Youthbuild program being carried out in the project boundary area.

d) Category 4 – Section 3 Resident

Residents with a current Section 8 Housing Choice Voucher living in Greenville or residents residing in the City who meet the income guidelines for Section 3 preference (refer to Section 3 Income Limits).

- Notify the Section 3 Coordinator of their interests regarding employment of Section 3 participants prior to hiring. Pitt Community College will then be notified and will ensure that the participant is Section 3 eligible by assessing the Section 3 resident database to ensure job readiness.
- Submit a list of core employees (including administrative, clerical, planning and other positions pertinent to the construction trades) at the time of contract award and provide the number of new hires expected as a result of being awarded the contract. (This is part of the required Section 3 Action Plan.)
- Document the performance of Section 3 participants (positive and negative), regarding punctuality, attendance, etc.
- Immediately notify Pitt Community College of any problems experienced due to the employment of Section 3 participants.
- Immediately notify Pitt Community College if a participant quits, walks off, or is terminated for any reason. The contractor must provide written documentation of all such incidents to support such decisions to Pitt Community College to determine if an investigation is warranted.

XIV. Internal Section 3 Complaint Procedure

In an effort to resolve complaints generated due to non-compliance through an internal process, Community Development encourages submittal of such complaints to its Section 3 Coordinator as follows:

- Complaints of non-compliance should be filed in writing and must contain the name of the complainant and brief description of the alleged violation of 24 CFR 135.
- Complaints must be filed within thirty (30) calendar days after the complainant becomes aware of the alleged violation.
- An investigation will be conducted if complaint is found to be valid. The Section 3 Coordinator will conduct an informal, but thorough investigation affording all interested parties, if any, an opportunity to submit testimony and/or evidence pertinent to the complaint.
- The Section 3 Coordinator will provide written documentation detailing the findings of the investigation. The Community Development Director will review the findings for accuracy and completeness before it is released to complainants. The findings will be made available no later than thirty (30) days after the filing of complaint.

If complainants wish to have their concerns considered outside of the Community Development Department a complaint may be filed with:

*Assistant Secretary for Fair Housing and Equal Opportunity
United States Department of Housing and Urban Development
451 Seventh Street, SW
Washington, DC 20410*

The complaint must be received not later than 180 days from the date of the action or omission upon which the complaint is based, unless the time for filing is extended by the Assistant Secretary for good cause shown.

XV. Definitions

Applicant – Any entity which makes an application for Section 3 covered assistance, and includes, but is not limited to, any State, unit of local government, public housing agency or other public body, public or private nonprofit organization, private agency or institution, mortgagor, developer, limited dividend sponsor, builder, property manager, community housing development organization, resident management corporation, resident council, or cooperative association.

Assistant – the Assistant Secretary for Fair Housing and Equal Opportunity.

Business Concern – a business entity formed in accordance with State law, and which is licensed under State, county or municipal law to engage in the type of business activity for which it was formed.

Contractor - any entity which contracts to perform work generated the expenditure of Section 3 covered assistance, or for work in connection with a Section 3 covered project.

Employment Opportunities Generated by Section 3 Covered Assistance – all employment opportunities generated by the expenditure of Section 3 covered public assistance (i.e., operating assistance, development assistance and modernization assistance, (as described in Section 135.3 (a) (1)). With respect to Section 3 covered housing and community development assistance, this term means all employment opportunities arising in connection with Section 3 covered projects (as described in Section 135.3 (a) (2)), including management and administrative jobs. Management and administrative jobs include architectural, engineering or related professional services required to prepare plans, drawings, specifications, or work write-ups; and jobs directly related to administrative support of these activities, e.g., construction manager, relocation specialist, payroll clerk, etc.

Housing Authority (HA) – Public Housing Agency.

Housing Development – low-income housing owned, developed, or operated by public housing agencies in accordance with HUD’s public housing program regulations codified in 24 CFR Chapter IX.

HUD Youthbuild Programs – programs that receive assistance under subtitle D of Title IV of the National Affordable Housing Act, as amended by the Housing and Community Development Act of 1992 (42 U.S.C. 12899), and provide disadvantaged youth with opportunities for employment, education, leadership development, and training in the construction or rehabilitation of housing for homeless individuals and members of low- and very low-income families.

Pitt Community College - provides employment and training services to the residents of Greenville who are most in need of services. The highest priority to receive services are those who are unemployed, economically disadvantaged, and/or face multiple obstacles to gaining employment. Pitt Community College ensures that programs provided youth and adults academic enrichment, basic skills, and job specific skills training for those individuals who need them. Job seekers have access to vocational counseling, job search workshops, labor market information, job search computers, personal computers, and career planning workshops.

JTPA – The Job Training Partnership Act (29 U.S.C. 1579 (a)).

Low-income person – families (including single persons) whose incomes do not exceed 80 percent of the median income for the area, as determined by the Secretary, with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of the Secretary’s findings that such variations are necessary because of prevailing levels of construction costs or unusually high or low-income families.

Metropolitan Area – a metropolitan statistical area (MSA), as established by the Office of Management and Budget.

New Hires – full-time employees for permanent, temporary or seasonal employment opportunities.

Recipient – any entity which receives Section 3 covered assistance, directly from HUD or from another recipient and includes, but is not limited to, any State unit of local government, PHA, or other public body, public or private nonprofit organization, private agency or institution, mortgagor, developer, limited dividend sponsor, builder, property manager, community housing development organization, resident management corporation, resident council, or cooperative association. Recipient also includes any successor, assignee or transferee of any such entity, but does not include any ultimate beneficiary under the HUD program to which Section 3 applies and does not include contractors.

Section 3 – Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u).

Section 3 Business Concern – a business concern,

- 1) That is 51 percent or more owned by Section 3 resident: or
- 2) Whose permanent, full-time employees include persons, at least 30 percent of whom are currently Section 3 residents, or within three years of the date of first employment with the business concern were Section 3 residents; or
- 3) That provides evidence of a commitment to subcontract in excess of 25 percent of the dollar award of all subcontractors to be awarded to business concerns that meet the qualifications set forth in paragraphs 1 or 2 above.

Section 3 Covered Assistance –

- 1) Public housing development assistance provided pursuant to Section 5 of the 1937 Act;
- 2) Public housing operating assistance provided pursuant to Section 9 of the 1937 Act;
- 3) Public housing modernization assistance provided pursuant to Section 14 of the 1937 Act;
- 4) Assistance provided under any HUD housing or community development program that is expended for work arising in connection with housing rehabilitation, construction, or other public construction project (which includes other buildings or improvements, regardless of ownership).

Section 3 Clause – the contract provisions set forth in Section 135.38.

Section 3 Covered Contracts – a contract or subcontract (including a professional service contract) awarded by a recipient or contractor for work generated by the expenditure of Section 3 covered assistance, or for work arising in connection with a Section 3 covered project. Section 3 covered contracts do not include contracts awarded under HUD’s procurement program, which are governed by the Federal Acquisition Regulation (FAR). Section 3 covered contracts also do not include contracts for the purchase of supplies and materials. However, whenever a contract for materials includes the installation of the materials, the contract constitutes a Section 3 covered contract.

Section 3 Covered Project - the construction, reconstruction, conversion or rehabilitation of housing (including reduction and abatement of lead-based paint hazards), other public construction which includes buildings or improvements (regardless of ownership) assisted with housing or community development assistance.

Section 3 Resident – a public housing resident or an individual who resides in the metropolitan area or nonmetropolitan county in which the Section 3 covered assistance is expended and who is considered to be a low-to very low-income person.

Subcontractor – any entity (other than a person who is an employee of the contractor) which has a contract with a contractor to undertake a portion of the contractor’s obligation for the performance of work generated by the expenditure of Section 3 covered assistance, or arising in connection with a Section 3 covered project.

Very low-income person – families (including single persons) whose income do not exceed 50 percent of the median family income for the area, as determined by the Secretary with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 50 percent of the median for the area on the basis of the Secretary’s findings that such variations are necessary because of unusually high or low family incomes.

Exhibit 1 - Section 3 Clause

All Section 3 covered contracts shall include the following clause (referred to as the Section 3 Clause):

- A. The work to be performed under this contract is subject to the requirements of section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u (Section 3). The purpose of Section 3 is to ensure that employment and other economic opportunities generated by HUD assistance or HUD-assisted projects covered by Section 3, shall, to the greatest extent feasible, be directed to low- and very low-income persons, particularly persons who are recipients of HUD assistance for housing.
- B. The parties to this contract agree to comply with HUD's regulations in 24 CFR part 135, which implement Section 3. As evidenced by their execution of this contract, the parties to this contract certify that they are under no contractual or other impediment that would prevent them from complying with the part 135 regulations.
- C. The contractor agrees to send to each labor organization or representative or workers with which the contractor has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of the contractor's commitments under this Section 3 clause, and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the Section 3 preference, shall set forth minimum number and job titles subject to hire, availability of apprenticeship and training positions, the qualifications for each; and the name and location of the person(s) taking applications for each of the positions; and the anticipated date the work shall begin.
- D. The contractor agrees to include this Section 3 clause in every subcontract subject to compliance with regulations in 24 CFR part 135, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this Section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 CFR part 135. The contractor will not subcontract with any subcontractor where the contractor has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 CFR part 135.
- E. The contractor will certify that any vacant employment positions, including training positions, that are filled (1) after the contractor is selected but before the contract is executed, and (2) with persons other than those to whom the regulations of 24 CFR part 135 require employment opportunities to be directed, were not filled to circumvent the contractor's obligations under 24 CFR part 135.
- F. Noncompliance with HUD's regulations in 24 CFR part 135 may result in sanctions, termination of this contract for default, and debarment or suspension from future HUD assisted contracts.

- G. With respect to work performed in connection with Section 3 covered Indian housing assistance, section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450e) also applies to the work to be performed under this contract. Section 7(b) requires that to the greatest extent feasible (i) preference and opportunities for training and employment shall be given to Indians, and (ii) preference in the award of contracts and subcontracts shall be given to Indian organizations and Indian-owned Economic Enterprises. Parties to this contract that are subject to the provisions of Section 3 to the maximum extent feasible, but not in derogation of compliance with section 7(b).

Exhibit 2 - Section 3 Contracting Policy and Procedure

The purpose of Section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) (Section 3) is to ensure that employment and other economic opportunities generated by certain HUD financial assistance shall, to the greatest extent feasible, and consistent with existing Federal State, and local laws and regulations, be directed to low and very-low income individuals, especially recipients of government assistance for housing, and to business concerns which provide economic opportunities to low and very-low income individuals. (Section 3 means section 3 of the Housing and Urban Development Act of 1968, as amended 12 U.S.C. 1701u).

Section 3 requirements apply to all contractors and subcontractors (including a professional service contract) performing work in connection with the expenditure of Section 3 covered assistance, or for work arising in connection with a Section 3 covered project, regardless of the amount of the contract or subcontract. Section 3 covered contracts do not include contracts for the purchase of supplies and materials unless the contract includes the installation of the materials.

A business concern seeking to qualify for a Section 3 contracting preference shall certify or submit evidence that the business concern qualifies as a Section 3-business concern. The Section 3 business must also be able to demonstrate its ability to complete the contract. The ability to perform successfully under the terms and conditions of the proposed contract is required of all contractors and subcontractors subject to the procurement standards of 24 CFR 85.36, 24 CFR 85.36b(8).

Contractors who do not qualify as Section 3 business concerns, but who enter into contracts with the City of Greenville must agree to comply with certain general conditions (refer to Section 3 Clause). All contractors and subcontractors, including Section 3 businesses, must comply with these general conditions. Failure to comply with these general conditions may lead to sanctions which can include termination of the contract for default and suspension or debarment from future HUD-assisted contracts.

Exhibit 3 – Business Certification and Resident Application

SECTION 3 CERTIFICATION PROGRAM ELIGIBILITY CRITERIA

Section 3 business concern means a business as defined in this section.

- (1) That is 51 percent or more owned by Section 3 residents; or
- (2) Whose permanent, full-time employees include persons, at least 30 percent of whom are currently Section 3 residents, or within three years of the date of first employment with the business concern were Section 3 residents, or
- (3) That provides evidence of a commitment to contract in excess of 25 percent of the total dollar award of all subcontracts to be awarded to business concerns that meet the qualifications set forth in paragraphs (1) or (2) in this definition of “Section 3 business concern”.

Section 3 resident means, for the purposes of the City of Greenville

- (1) A Greenville public housing resident; or
- (2) An individual who resides in Greenville and who is:
 - a. *A low-income person*, as this term is defined in section 3(b)(2) of the 1937 Act (42 U.S.C. 1437a(b)(2)). Section 3(b)(2) of the 1937 Act defines this term to mean families (including single persons) whose incomes do not exceed 80 per centum of the median income for the area, as determined by the Secretary, with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 80 per centum of the median for the area on the basis of the Secretary's findings that such variations are necessary because of prevailing levels of construction costs or unusually high or low-income families; or
 - b. *A very low-income person*, as this term is defined in section 3(b)(2) of the 1937 Act (42 U.S.C. 1437a(b)(2)). Section 3(b)(2) of the 1937 Act (42 U.S.C. 1437a(b)(2)) defines this term to mean families (including single persons) whose incomes do not exceed 50 per centum of the median family income for the area, as determined by the Secretary with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 50 per centum of the median for the area on the basis of the Secretary's findings that such variations are necessary because of unusually high or low family incomes.

Section 3 covered assistance means

- (1) Assistance provided under any Greenville housing or community development program that is expended for work arising in connection with:
 - a. Housing rehabilitation (including reduction and abatement of lead-based paint hazards, but excluding routine maintenance, repair and replacement);
 - b. Housing construction; or
 - c. Other public construction projects (which includes other buildings or improvements, regardless of ownership).

Application Checklist for Completeness

Applicants must provide ALL of the attachments indicated for their respective Section 3 application:

DOCUMENT	Application Type		
	51% Ownership	30 % Employment	25 % Commitment
Application Form – Part 1. Company Information			
Application Form – Part 2, A. Ownership Information			
Application Form – Part 2, B. Company Employee Information			
Application Form – Part 2, C. Subcontracting Commitment			
Application Form –Attestation			
Application Form – Section 3 Resident Application:			
AND			
Section 3 Resident Application			
Copy of Documents Verifying Eligibility			
Certifications by other government agencies (if applicable)			
Certificate of Assumed Business Name (if applicable)			
Partnership Agreement (if applicable)			
Articles of Incorporation/Organization			
Purchase Agreements (if needed to demonstrate ownership)			
Stock Certificates (if needed to demonstrate ownership)			
List of All Employees			
Payroll Records			
List of Sub-contracts (for reference purposes)			

Application

Part 1. Company Information

Company Name: _____	
Doing Business As (DBA): _____	
Street Address: _____	
City: _____	County: _____ State: _____ Zip: _____
Mailing Address (if different than above): _____	
City: _____	State: _____ Zip: _____
Primary Contact: _____	Title: _____
Phone: _____	Fax: _____
Web Site Address: _____	Email Address: _____
Description of Product(s) and/or Service(s) (use additional sheet if necessary): _____ _____	
Federal Tax ID #: _____	State Tax ID #: _____

Legal Structure:

- Individual/Sole Proprietorship Partnership C-Corporation S-Corporation
 Limited Liability Company

Part 2. Select Section 3 Certification Type

A. Category 1 - Section 3 Ownership (51% Ownership by Section 3 Resident)

If there is more than one owner, attach the following information for each additional owner on a separate sheet.

First Name: _____ Middle Initial: _____ Last Name: _____

Title: _____ Social Security Number: _____

Phone: _____

Residence Address: _____

City: _____ State: _____ Zip: _____

Have there been any changes in ownership in the last year? Yes No

*If yes, please provide details on a separate sheet.

% of Ownership: _____ Owner Since (mm/yyyy): _____

Hours Devoted to Business per Week: _____

- Each owner has completed a Participant Survey (blank copy is provided in this application)
 Each owner has made copies of family income verification and proof of residency and attached to this application

B. **Category 2 - Section 3 Employees (30% Employment of Section 3 residents)**

Each employee requesting Section 3 preferences must submit a Section 3 Resident Form and include family income verification and proof of residency.

List all the company's employees on a separate form. Provide a copy of your company's payroll records. Indicate the total number of full and part time employees: FT _____ PT _____

C. **Category 3 - Subcontracting Commitment Information - 25% Subcontracts will be awarded to certified Section 3 business(es)***

***This Section 3 certification is completed on a per-project basis.**

List all the company's subcontractors to be utilized on a separate sheet. Include company name and contact information.

Indicate the total dollar amount to be subcontracted:

Indicate the dollar amount awarded to Section 3 businesses:

Attestation

This section must be completed by an authorized representative of the business that is applying for certification.

I certify that the statements provided in this application are true and correct. Furthermore, I understand that the information provided herein is subject to North Carolina General Statute's governing Local Government activities or other applicable laws, that it would likely be classified as public, and that it is the responsibility of the Applicant Firm to claim and defend any other classification. I understand that the certifying entities reserve the right to request additional information and to perform on-site checks as necessary. I also understand that intentionally supplying false information for the purpose of obtaining certification will be sufficient reason for rejection of this application and/or removal from the Section 3 Certification Program.

Signature

Date

Print Name

Title

 I have attached the documents on the Checklist for Completion

Section 3 Resident Application

Legal Last Name _____ **Legal First Name** _____
 Middle Initial _____ Age _____ Social Security Number _____
 Street Address _____ Apt. # _____
 City _____ Zip _____ Cell Phone # _____
 Email Address: _____
Gender: Male Female
Ethnicity: Hispanic or Latino Non-Hispanic or Non-Latino
Race (check all that apply): American Indian/Alaskan Native Asian
 Black/African American Hawaiian Native/Pacific Islander White

FAMILY MEMBERS		
Name (First, Last)	Age	Relationship to you
1.		Self
2.		
3.		
4.		
5.		
6.		
7.		

INCOME SOURCES

To determine your family's income, check all of the following and calculate the gross income that any family member 18 years and older received, or is expected to receive in the next 12 months:

Wages, salaries, overtime pay, commissions, fees, tips, bonuses, or other compensation
 Income or gain from CD's, money market accounts, brokerage accounts, stocks, bonds, or Treasury Bills
 Periodic payments from Social Security, disability/death benefits, pensions, retirement funds, annuities, insurance policies, or similar types of periodic benefits payments
 Payments in lieu of earnings, such as unemployment and disability compensation, workers compensation or severance pay

<input type="checkbox"/> Welfare assistance or TANF benefits
<input type="checkbox"/> Child support, spousal support/alimony, or regular contribution or gifts from persons not residing in the household including scholarships, parental gifts for tuition, etc.
<input type="checkbox"/> Revocable trust
<input type="checkbox"/> Lump sum payment or receipt of inheritances, capital gains, lottery winnings, victims' restitution or insurance settlements
<input type="checkbox"/> Real estate other than the primary residence or other capital investments
<input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i> Do you receive housing assistance (Section 8, Subsidized)? \$ _____ (amount)
Talk to agency staff for help in determining income category for your household.

I certify that the information on this application is accurate and complete. I authorize the City of Greenville and Pitt Community College to verify the information provided if necessary.

Print Name of Applicant

Signature of Applicant

Date

Warning: Section 1001 of Title 18 of US. Code makes it a criminal offense to make false statements or misrepresentations to any Department or Agency of the U.S. as to matters within its jurisdiction.

Section 3 Acknowledgement

By signing below, you are acknowledging that you have read the City of Greenville Section 3 Plan and understand the requirements of Section 3 as it applies to your agency and that your agency will comply with all Section 3 requirements and submit necessary documentation to the City of Greenville.

Any failure to comply with Section 3 regulations may result in revocation of funds from the City of Greenville and may jeopardize future funding opportunities from the City of Greenville.

Signature of Authorized Official

Name of Authorized Official

Title

Date



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Resolution amending the Fair Housing Plan

Explanation: As a recipient of funds from the U.S. Department of Housing and Urban Development, the City of Greenville is required to adopt a Fair Housing Plan. This is a request to amend the Fair Housing Plan adopted on June 14, 1990, and revised on January 9, 1992.

Title VIII of 1968, as amended in 1974, established federal policy for providing fair housing throughout the United States. The plan must be amended to remain in compliance with U.S. Department of Housing and Urban Development program requirements. The intent of Title VIII is to assure equal housing opportunities for all citizens.

The City of Greenville is required to administer community development programs in compliance with Title VIII and to certify that it will affirmatively advance fair housing, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974. The City, through the Community Development Department and Human Relations Council, revised the Fair Housing Plan, and the Plan outlines the City's goal, objectives, and program activities to affirmatively further fair housing.

To assist you in identifying the proposed revisions, you will find two documents. The first document is a marked-up version that identifies new text and text to be deleted. The second document is the revised plan without any editorial notations. The plan will be reviewed by the Human Relations Council at their March 6, 2012, meeting.

Fiscal Note: None.


Recommendation: Approve the attached resolution amending the Fair Housing Plan.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

 [Resolution Amending Fair Housing Plan 919515](#)

 [Fair Housing Plan 919447](#)

 [Revised Fair Housing Plan 2012 919488](#)

RESOLUTION NO. 12-____
RESOLUTION TO AMEND THE CITY OF GREENVILLE
FAIR HOUSING PLAN

WHEREAS, the Congress of the United States enacted Title VIII of the 1968 Civil Rights Act (amended in 1974) establishing federal policy for providing fair housing throughout the United States, and

WHEREAS, the North Carolina General Assembly enacted Chapter 41A of the N.C. General Statutes, establishing State policy for providing fair housing, and

WHEREAS, the City of Greenville, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to administer community development programs in compliance with Title VIII, and to certify that it will affirmatively further fair housing;

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

Section 1. The Fair Housing Plan for the City of Greenville adopted on June 14, 1990, and amended on January 9, 1992, is hereby amended.

Section 2. This resolution shall be effective upon adoption.

Adopted this 8th day of March, 2012.

Allen M. Thomas, Mayor

Attest:

Carol L. Barwick, City Clerk

CITY OF GREENVILLE
FAIR HOUSING PLAN

Formatted: Left

CITY OF GREENVILLE
Fair Housing Plan

2012

Community Development Department
201 West 5th Street
Greenville, NC 27834

Formatted: Superscript

DM# 919488

Adopted by Resolution No. 1221 on June 14, 1990
Revised by Resolution No. 1298 on January 9, 1992
~~Amended~~ Revised by resolution No. _____ on March 8, 2012

TABLE OF CONTENTS

Purpose.....3

Policy Statement3

Selection of Fair Housing Officer.....4

Complaint Process4

Implementation and Action Steps.....5

Analysis of Impediments7

Time Table.....7

Amendments7

**CITY OF GREENVILLE
-FAIR HOUSING PLAN**

Formatted: Font: Bold

JUNE 14, 1990

I. Purpose

Formatted: Left, Border: Bottom: (Double solid lines, Auto, 0.5 pt Line width)

Title VIII of 1968, as amended in 1974, established federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens.

Formatted: Font: 14 pt, Bold

Formatted: Indent: First line: 0"

The City of Greenville, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to administer community development programs in compliance with Title VIII and to certify that it will affirmatively further fair housing. The City of Greenville, through the Community Development ~~Division~~ Department and the Human Relations Council, developed a Fair Housing Plan to meet its obligation. This plan outlines the City's goal, objectives, and program activities to affirmatively further fair housing.

Formatted: Indent: First line: 0"

II. Policy Statement

Formatted: Justified, No bullets or numbering, Tab stops: Not at 0.38"

It shall be the policy and commitment of the City of Greenville to ensure that fair and equal housing opportunities are granted to all persons, in all housing opportunities and development activities funded by the city, regardless of race, color, religion, gender, sexual orientation, marital status, lawful source of income, familial status, national origin, ancestry, age or mental or physical disability. This shall be done through a program of education, an analysis of impediments, and designation of a Fair Housing Office and development of a procedure for complaints of discrimination. This plan will incorporate the directives of State and Federal laws and Executive Orders, including, but not limited to:

- a. Title VI of the Civil Rights Act of 1964
- b. The Fair Housing Act – Title VIII of the Civil Rights Action of 1968, as amended
- c. Executive Order 11063, as amended by Executive Order 12259
- d. Section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended
- e. Section 109 of Title I of the Housing and Community Development Act of 1974, as amended
- f. Section 3 of the Housing and Community Development Act of 1968, as amended

- g. Sections 503 and 504 of the Rehabilitation Act of 1973, as amended
- h. The Americans with Disabilities Act of 1990
- i. The Age Discrimination Act of 1975, as amended
- j. Executive Order 11246 (as amended by Executive Orders 12375 and 12086) Equal Opportunity under HUD contracts and HUD-assisted Construction Contracts
- k. Executive Order 12892, Leadership and Coordination of Fair Housing
- l. North Carolina General Statutes

The City of Greenville commits to providing and promoting racial and economic integration in any housing development or financially supported with Federal funding and will take affirmative steps to reach beneficiaries from all racial and ethnic groups as well as the physically or mentally handicapped and families with children and to reach a broad range of income eligible beneficiaries for appropriate and applicable housing opportunities.

III. Selection of Fair Housing Officer

In accordance with Title VIII, Civil Rights Act of 1968, as amended, the Fair Housing Officer below for the City of Greenville is the Community Relations Officer has been designated to handle fair housing complaints and activities.

Cassandra Daniels
Community Relations Officer
201 West 5th Street
Greenville, NC 27834
(252) 329-4494

The Community Relations Officer is responsible for the intake and processing of all housing complaints as well as implementation of the Fair Housing Plan activities and actions. While not expected to be an “expert” in Fair Housing Laws, at a minimum, the officer will be familiar with the complaint process and Federal and State Laws, which address Fair Housing. Records which show the date, time, nature of complaint and decisions made in the complaint process(es) will be fully documented. A separate file will maintain a record of all housing discrimination complaint and follow-up actions.

IV. Complaint Process

Housing discrimination complaint forms such as Forms HUG903 and HUG903A (Spanish version) from HUD and the State of North Carolina Human Relations Commission, as well as a summary of actions which constitute housing discrimination, and instructions for completing and filing housing discrimination complaints will be made available to citizens at Community Development Department, 201 West 5th Street, Greenville, North Carolina.

Forms will also be distributed to lenders, realtors, and at other public places such as the Library periodically. The Fair Housing Officer will reasonably assist the complainant in submitting the

Formatted: Indent: Left: 0.25", No bullets or numbering

Formatted: Indent: Left: 0.25", No bullets or numbering

complaint to the appropriate body by providing assistance in explaining the form and/or contacting the appropriate office and allowing the use of City phones for communication.

The individual(s) filing the complainant will then be advised of the option of filing directly with the Department of Housing and Urban Development (HUD), the North Carolina Human Relations Commission, or the Equal Employment Opportunity Commission or with all agencies simultaneously. The Fair Housing Officer will keep a record of the progress on the number of complaints filed, actions taken, and the status of each complaint.

V. Implementation and Action Steps

The City of Greenville has set the following goal and objectives, along with action steps for implementation.

Goal:

To eliminate discrimination and unfair treatment in the provision of sale or rental housing in the Greenville community.

Formatted: Indent: Left: 0.25", No bullets or numbering

Formatted: Font: Bold, Underline

Formatted: Font: Bold, Underline

Formatted: Left

Formatted: Indent: First line: 0"

Program Objectives:

Short Range

Formatted: Left

Formatted: Font: Bold, Underline

1. To provide assistance to residents in the resolution of housing complaints.
2. To assess community housing needs for the development of future housing strategies.
3. To provide educational opportunities for increasing citizen awareness of Fair Housing Laws.

~~4. To develop a Fair Housing ordinance.~~

Formatted: Indent: Left: 0.5", No bullets or numbering

Long Range

1. To promote development of a voluntary affirmative action marketing agreement by the local Board of Realtors and Home Builders Association.

~~2. To evaluate the need for the establishment of a local Fair Housing Ordinance effectiveness of the local Fair Housing Ordinance and the Fair Housing Plan.~~

Formatted: Indent: Left: 0.5", Space After: 10 pt, Line spacing: Multiple 1.15 li, No bullets or numbering, Adjust space between Latin and Asian text, Adjust space between Asian text and numbers

~~3. To consider the development of a Fair Housing Ordinance.~~

Program Activities:

~~1.1. Designate the Community Relations Officer Relations Officer as the responsible person to coordinate and to implement implement the Fair Housing Plan. 01/31/92.~~

Formatted: Font: Bold, Underline

Formatted: Left

Formatted: Font: Bold, Underline

Formatted: Indent: Left: 0.25", No bullets or numbering

Formatted: Indent: Left: 0"

~~1.2 Community Relations Officer develops process and procedures for handling housing complaints—03/31/92.~~

Formatted: No bullets or numbering

~~2.1 2. The Human Relations Council and Community Development Division Department will coordinate the implementation-conduct of a Community Housing and Needs Assessment—06/30/92.~~

Formatted: No bullets or numbering

~~3. The Community Relations Officer will continue to coordinate the City's Community Relations Officer coordinates the implementation of a community-wide Fair Housing workshop annually.—08/15/92.~~

~~3.24. The Community Relations Public Information Officer will disseminate information about Greenville's fair housing activities—10/31/92.~~

~~a. Makes monthly public service announcements through local media (radio, television, and newspapers) advertising fair housing mediation services.~~

~~b. Prepares and distributes posters to local merchants advertising fair housing workshops.~~

~~c. Mail flyers on fair housing mediation services and fair housing mini-workshops to residents of community development target areas.~~

~~3.35. The Community Relations Officer will conduct Human Relations councilmembers make presentations on fair housing to various community organizations ongoingregularly.~~

~~3.4 Community Relations Officer and Community Development Division conduct mini-workshops on fair housing in community development target areas—01/15/93.~~

~~4.1 Human Relations Council reviews 1973 and 1980 City council Resolutions urging fair housing—03/31/93.~~

~~4.2 Human Relations Council identifies specifications for Fair Housing Ordinance—06/15/93.~~

~~4.3 City Attorney drafts Fair Housing Ordinance—09/30/93.~~

~~6. The City Council, working with the Human Relations Council, will evaluate the efficacy of a local Fair Housing Ordinance.~~

~~4.47. Human the Community Relations Council Officer works with contacts Local Board of Realtors and Homebuilders Association to solicit cooperation and support on the development of a voluntary affirmative marketing agreement—10/31/93.~~

~~5.1 Mayor and Human Relations Council contact Local Board of Realtors and Homebuilders Association to solicit cooperation and support—12/15/93.~~

~~5.2 Community Relations officer works with realtors and homebuilders on the development of a voluntary affirmative marketing agreement—02/28/94.~~

~~6.1 Community Development Division analyzes data from Community Housing and Needs Assessment and presents information to Human Relations council—05/31/94.~~

~~6.28. Community Relations Officer maintains detailed records of complaints and their resolution—ongoing.~~

~~6.39. Human Relations Council evaluates the impact of the Fair Housing Plan annually.—08/31/94.~~

~~6.410. Human Relations Council makes recommendations to City Council on improvements to affirmatively further fair housing—09/15/94.~~

11. The Community Relations Officer will refer discrimination complaints which cannot be resolved through mediation to the U.S. Department of Housing and Urban Development or the N.C. Human Relations Commission.

Formatted: No bullets or numbering

Responsible Person:

~~The Community Relations Officer of the City of Greenville is the person responsible for the administration of the City's Fair Housing Plan. Interested agencies, organizations, and individuals should direct all inquiries to this official.~~

Formatted: Indent: First line: 0"

How To File a Complaint:

~~Within 180 days of the incident, contact the Community Relations Officer of the City of Greenville.~~

~~Telephone:—(919) 830 4494~~

~~Mail:—Post Office Box 7207
Greenville, NC 27835 7207~~

~~In Person:—201 W. Fifth Street
Greenville, NC~~

Formatted: Indent: First line: 0"

~~The community Relations Officer will refer discrimination complaints which cannot be resolved through mediation to the U.S. Department of Housing and Urban Development or the N.C. Human Relations Commission.~~

Formatted: Indent: First line: 0"

Additional Steps

The City of Greenville will adopt annually the Fair Housing Policy Statement and Resolution as an indication of its commitment to Fair Housing Month during the month of April.

The City of Greenville shall periodically prepare, solicit and provide public service announcements for local radio and/or TV stations in order to provide knowledgeable information about Fair Housing.

The City of Greenville will display Fair Housing posters identifying the City's Fair Housing Officer, title, address and phone number in prominent locations. In addition, fair housing information will be distributed outside of traditional municipal locations including local realtors and banks.

All advertising of residential real estate owned by the City for sale, rent or financing will contain the Fair Housing logo, equal opportunity slogan as a means of educating the home seeking public that the property is available to all persons regardless of race, color, religion, sex, mental or physical disability, sexual orientation, familial status, marital status, national origin, age, ancestry, or lawful source of income. All bid advertisements by City sponsored programs must include the phrase "Equal Opportunity/Affirmative Action Employer." The type of logo, statement or slogan will depend on the type of media being used (visual or auditory). All logos/statements must appear at the end of the advertisement.

VI. Analysis of Impediments

The City will implement and take action on its Analysis of Impediments and conduct a review of policies, practices and procedures that effect the location available and accessibility of housing.

Formatted: Indent: Left: 0.38", No bullets or numbering

VII. Time Table

The City will determine a reasonable time table to carry out action steps within three years of the adoption of this plan.

Formatted: Indent: Left: 0.38", No bullets or numbering

VIII. Amendments

The City Council shall amend and revise this Plan as required to keep current with State/Federal affirmative action and equal opportunity policies and procedures and local actions and activities to further the purposes of this Plan.

Formatted: Indent: Left: 0.25", No bullets or numbering

Revised this 8th day of March 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

**CITY OF GREENVILLE
NORTH CAROLINA**

RESOLUTION NO. 1221

A RESOLUTION TO ADOPT A FAIR HOUSING PLAN

~~WHEREAS, the congress of the United States enacted Title VIII of the 1968 Civil Rights Act (amended in 1974) establishing federal policy for providing fair housing throughout the united States, and~~

~~WHEREAS, the N.C. General Assembly enacted Chapter 41A of the N.C. General statutes established state policy for providing fair housing, and~~

~~WHEREAS, the City of Greenville, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to administer community development programs in compliance with Title VIII and to certify that it will affirmatively further fair housing.~~

~~NOW, THEREFORE BE IT RESOLVED:~~

~~Section 1. The Fair Housing Plan for the City of Greenville, dated June 14, 1990, is hereby adopted.~~

~~Section 2. This resolution shall be effective upon adoption. Adopted this 14th day of June 1990.~~

Sign: Nancy Jenkins, Mayor

~~Attest: Lois Worthington, City Clerk~~

~~ATTACHMENT NO. (7)~~

MEMORANDUM

~~TO: Ronald R. Kimble, City Manager~~

~~FROM: Evelyn L. Cohens, Community Relations Officer~~

~~DATE: December 6, 1991~~

~~SUBJECT: City of Greenville Fair Housing Plan~~

~~On Wednesday, December 4, 1991, the Greenville Human Relations Council met and approved revising the Fair Housing Plan to include the implementation dates for the Program Activities. The reason for the change is to comply with Grant No. 91 C 8135 requirements received from the N.C. Department of Economic and community Development, Division of Community Assistance. A copy of the revised Fair Housing Plan is attached. The Human Relations council would like to have the Plan included on the agenda of the January city Council meeting for their approval and adoption.~~

~~If I can be of further assistance, my extension is 4494.~~

~~Thank you.~~

~~cc: Jesse Harris, personnel Analyst~~

CITY OF GREENVILLE Fair Housing Plan	2012
---	-------------

Community Development Department
201 West 5th Street
Greenville, NC 27834

DM# 919488

Adopted by Resolution No. 1221 on June 14, 1990
Revised by Resolution No. 1298 on January 9, 1992
Revised by Resolution No. ____ on March 8, 2012

TABLE OF CONTENTS

Purpose.....	3
Policy Statement	3
Selection of Fair Housing Officer.....	4
Complaint Process	4
Implementation and Action Steps.....	5
Analysis of Impediments	7
Time Table	7
Amendments	7

CITY OF GREENVILLE FAIR HOUSING PLAN

I. Purpose

Title VIII of 1968, as amended in 1974, established federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens.

The City of Greenville, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to administer community development programs in compliance with Title VIII and to certify that it will affirmatively further fair housing. The City of Greenville, through the Community Development Department and the Human Relations Council, developed a Fair Housing Plan to meet its obligation. This plan outlines the City's goal, objectives, and program activities to affirmatively further fair housing.

II. Policy Statement

It shall be the policy and commitment of the City of Greenville to ensure that fair and equal housing opportunities are granted to all persons, in all housing opportunities and development activities funded by the city, regardless of race, color, religion, gender, sexual orientation, marital status, lawful source of income, familial status, national origin, ancestry, age or mental or physical disability. This shall be done through a program of education, an analysis of impediments, and designation of a Fair Housing Office and development of a procedure for complaints of discrimination. This plan will incorporate the directives of State and Federal laws and Executive Orders, including, but not limited to:

- a. Title VI of the Civil Rights Act of 1964
- b. The Fair Housing Act – Title VIII of the Civil Rights Action of 1968, as amended
- c. Executive Order 11063, as amended by Executive Order 12259
- d. Section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended
- e. Section 109 of Title I of the Housing and Community Development Act of 1974, as amended
- f. Section 3 of the Housing and Community Development Act of 1968, as amended
- g. Sections 503 and 504 of the Rehabilitation Act of 1973, as amended
- h. The Americans with Disabilities Act of 1990
- i. The Age Discrimination Act of 1975, as amended
- j. Executive Order 11246 (as amended by Executive Orders 12375 and 12086) Equal Opportunity under HUD contracts and HUD-assisted Construction Contracts
- k. Executive Order 12892, Leadership and Coordination of Fair Housing
- l. North Carolina General Statutes

The City of Greenville commits to providing and promoting racial and economic integration in any housing development or financially supported with Federal funding and will take affirmative steps to reach beneficiaries from all racial and ethnic groups as well as the physically or mentally handicapped and families with children and to reach a broad range of income eligible beneficiaries for appropriate and applicable housing opportunities.

III. Selection of Fair Housing Officer

In accordance with Title VIII, Civil Rights Act of 1968, as amended, the Fair Housing Officer below for the City of Greenville is the Community Relations Officer has been designated to handle fair housing complaints and activities.

*Cassandra Daniels
Community Relations Officer
201 West 5th Street
Greenville, NC 27834
(252) 329-4494*

The Community Relations Officer is responsible for the intake and processing of all housing complaints as well as implementation of the Fair Housing Plan activities and actions. While not expected to be an “expert” in Fair Housing Laws, at a minimum, the officer will be familiar with the complaint process and Federal and State Laws, which address Fair Housing. Records which show the date, time, nature of complaint and decisions made in the complaint process(es) will be fully documented. A separate file will maintain a record of all housing discrimination complaint and follow-up actions.

IV. Complaint Process

Housing discrimination complaint forms such as Forms HUG903 and HUG903A (Spanish version) from HUD and the State of North Carolina Human Relations Commission, as well as a summary of actions which constitute housing discrimination, and instructions for completing and filing housing discrimination complaints will be made available to citizens at Community Development Department, 201 West 5th Street, Greenville, North Carolina.

Forms will also be distributed to lenders, realtors, and at other public places such as the Library periodically. The Fair Housing Officer will reasonably assist the complainant in submitting the complaint to the appropriate body by providing assistance in explaining the form and/or contacting the appropriate office and allowing the use of City phones for communication.

The individual(s) filing the complainant will then be advised of the option of filing directly with the Department of Housing and Urban Development (HUD), the North Carolina Human Relations Commission, or the Equal Employment Opportunity Commission or with all agencies simultaneously. The Fair Housing Officer will keep a record of the progress on the number of complaints filed, actions taken, and the status of each complaint.

V. Implementation and Action Steps

The City of Greenville has set the following goal and objectives, along with action steps for implementation.

Goal:

To eliminate discrimination and unfair treatment in the provision of sale or rental housing within the City of Greenville city limits.

Objectives:

Short Range

1. To provide assistance to residents in the resolution of housing complaints.
2. To assess community housing needs for the development of future housing strategies.
3. To provide educational opportunities for increasing citizen awareness of Fair Housing Laws.

Long Range

1. To promote development of a voluntary affirmative action marketing agreement by the local Board of Realtors and Home Builders Association.
2. To evaluate the need for the establishment of a local Fair Housing Ordinance and the effectiveness of the Fair Housing Plan.
3. To consider the development of a Fair Housing Ordinance.

Program Activities

1. Designate the Community Relations Officer to coordinate and implement the Fair Housing Plan.
2. The Human Relations Council and Community Development Department will conduct a Community Housing Needs Assessment.
3. The Community Relations Officer will continue to coordinate the City's community-wide Fair Housing Workshop annually.
4. The Community Relations Officer will disseminate information about Greenville's fair housing activities.
 - a. Make monthly public service announcements through local media (radio, television, and newspapers) advertising fair housing mediation services.
 - b. Prepare and distribute posters to local merchants advertising fair housing workshops.

- c. Mail flyers on fair housing mediation services and fair housing mini-workshops to residents of community development target areas.
5. The Community Relations Officer will conduct presentations on fair housing to various community organizations regularly.
6. The City Council, working with the Human Relations Council, will evaluate the need for a Fair Housing Ordinance.
7. The Community Relations Officer works with realtors and homebuilders on the development of a voluntary affirmative marketing agreement.
8. The Community Relations Officer maintains detailed records of complaints and their resolution.
9. The Human Relations Council evaluates the impact of the Fair Housing Plan annually.
10. The Human Relations Council makes recommendations to City Council on improvements to affirmatively further fair housing.
11. The Community Relations Officer will refer discrimination complaints which cannot be resolved through mediation to the U.S. Department of Housing and Urban Development or the N.C. Human Relations Commission.

Additional Steps

The City of Greenville will adopt annually the Fair Housing Policy Statement and Resolution as an indication of its commitment to Fair Housing Month during the month of April.

The City of Greenville shall periodically prepare, solicit and provide public service announcements for local radio and/or TV stations in order to provide knowledgeable information about Fair Housing.

The City of Greenville will display Fair Housing posters identifying the City's Fair Housing Officer, title, address and phone number in prominent locations. In addition, fair housing information will be distributed outside of traditional municipal locations including local realtors and banks.

All advertising of residential real estate owned by the City for sale, rent or financing will contain the Fair Housing logo, equal opportunity slogan as a means of educating the home seeking public that the property is available to all persons regardless of race, color, religion, sex, mental or physical disability, sexual orientation, familial status, marital status, national origin, age, ancestry, or lawful source of income. All bid advertisements by City sponsored programs must include the phrase "Equal Opportunity/Affirmative Action Employer." The type of logo, statement or slogan will depend on the type of media being used (visual or auditory). All logos/statements must appear at the end of the advertisement.

VI. Analysis of Impediments

The City will implement and take action on its Analysis of Impediments and conduct a review of policies, practices and procedures that effect the location available and accessibility of housing.

VII. Time Table

The City will determine a reasonable time table to carry out action steps within three years of the adoption of this plan.

VIII. Amendments

The City Council shall amend and revise this Plan as required to keep current with State/Federal affirmative action and equal opportunity policies and procedures and local actions and activities to further the purposes of this Plan.

Revised this 8th day of March, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Re-establishment of fair market value for 605 Hudson Street

Explanation: On August 2, 2007, the City entered into an agreement with Pitt Community College to construct a single-family home at 605 Hudson Street. Based on an appraisal completed in June 2008, the City Council established fair market value for this property at \$100,000 at their August 11, 2008, meeting. With the passage of time (approximately four years) and changes to the surrounding property values in the immediate area, staff sought an appraisal update. The appraisal update determined that the current value of the single family unit is \$87,000. As a result, staff recommends that City Council re-set the fair market value (minimum sales price) to reflect the updated appraisal at \$87,000.

Fiscal Note: The home was constructed using the 1992 Affordable Housing Bond funds in the amount of \$76,950.

Recommendation: Re-establish the fair market value (minimum sales price) for the City-owned property located at 605 Hudson Street from \$100,000 to \$87,000.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[Appraisal](#)



Attachment number 1
Page 1 of 16

APPRAISAL OF REAL PROPERTY

LOCATED AT:

605 Hudson Street
MB 2/250, Lots E-23, 24, Biltmore S/D
Greenville, NC 27834-2936

FOR:

City of Greenville, Community Development
P.O. Box 7207, Greenville, NC. 27834

AS OF:

1/17/2012

BY:

Casper E. Dozier
600 Eleanor Street
Greenville, NC. 27858

Casper E. Dozier
Dozier Appraisal & Realty Company
600 Eleanor Street
Greenville, NC. 27858

5/20/2010

City of Greenville, Community Development
P.O. Box 7207, Greenville, NC. 27834

Attachment number 1
Page 2 of 16

Re: Property: 605 Hudson Street
Greenville, NC 27834-2936
Borrower: Community Development Department
File No.: 12-1-13-Pitt

In accordance with your request, we have appraised the above referenced property. The report of that appraisal is attached.

The purpose of this appraisal is to estimate the market value of the property described in this appraisal report, as improved, in unencumbered fee simple title of ownership.

This report is based on a physical analysis of the site and improvements, a locational analysis of the neighborhood and city, and an economic analysis of the market for properties such as the subject. The appraisal was developed and the report was prepared in accordance with the Uniform Standards of Professional Appraisal Practice.

The value conclusions reported are as of the effective date stated in the body of the report and contingent upon the certification and limiting conditions attached.

It has been a pleasure to assist you. Please do not hesitate to contact me or any of my staff if we can be of additional service to you.

Sincerely,



Casper E. Dozier
Dozier Appraisal & Realty Company



SUMMARY OF SALIENT FEATURES

SUBJECT INFORMATION	Subject Address	605 Hudson Street	
	Legal Description	MB 2/250, Lots E-23, 24, Biltmore S/D	
	City	Greenville	
	County	Pitt	Attachment number 1 Page 3 of 16
	State	NC	
	Zip Code	27834-2936	
	Census Tract	0007.02	
	Map Reference	2-250	
SALES PRICE	Sale Price	\$ N/A	
	Date of Sale	N/A	
CLIENT	Borrower/Client	Community Development Department	
	Lender	City of Greenville, Community Development	
DESCRIPTION OF IMPROVEMENTS	Size (Square Feet)	1,285	
	Price per Square Foot	\$	
	Location	West Greenville	
	Age	3 yrs	
	Condition	Good	
	Total Rooms	5	
	Bedrooms	3	
	Baths	2	
APPRAISER	Appraiser	Casper E. Dozier	
	Date of Appraised Value	1/17/2012	
VALUE	Opinion of Value	\$ 87,000	

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

The purpose of this summary appraisal report is to provide the lender/client with an accurate, and adequately supported, opinion of the market value of the subject property.

SUBJECT

Property Address 605 Hudson Street City Greenville State NC Zip Code 27834-2936
 Borrower Community Development Department Owner of Public Record City of Greenville County Pitt
 Legal Description MB 2/250, Lots E-23, 24, Biltmore S/D
 Assessor's Parcel # 007136 Tax Year 2011 R.E. Taxes \$ 1,200 est.
 Neighborhood Name Biltmore S/D, West Greenville Map Reference 2-250 Census Tract 0007.02
 Occupant Owner Tenant Vacant Special Assessments \$ 0 PUD HOA \$ per year per month
 Property Rights Appraised Fee Simple Leasehold Other (describe)
 Assignment Type Purchase Transaction Refinance Transaction Other (describe) Estimate market value
 Lender/Client City of Greenville, Community Developme Address P.O. Box 7207, Greenville, NC. 27834
 Is the subject property currently offered for sale or has it been offered for sale in the twelve months prior to the effective date of this appraisal? Yes No
 Report data source(s) used, offering price(s), and date(s). MLS, City of Greenville

CONTRACT

I did did not analyze the contract for sale for the subject purchase transaction. Explain the results of the analysis of the contract for sale or why the analysis was not performed. N/A
 Attachment number 1 Page 4 of 16
 Contract Price \$ N/A Date of Contract N/A Is the property seller the owner of public record? Yes No Data Source(s)
 Is there any financial assistance (loan charges, sale concessions, gift or downpayment assistance, etc.) to be paid by any party on behalf of the borrower? Yes No
 If Yes, report the total dollar amount and describe the items to be paid. N/A Grants

NEIGHBORHOOD

Note: Race and the racial composition of the neighborhood are not appraisal factors.

Neighborhood Characteristics		One-Unit Housing Trends		One-Unit Housing		Present Land Use %	
Location	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Suburban <input type="checkbox"/> Rural	Property Values	<input type="checkbox"/> Increasing <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Declining	PRICE	AGE	One-Unit	90 %
Built-Up	<input checked="" type="checkbox"/> Over 75% <input type="checkbox"/> 25-75% <input type="checkbox"/> Under 25%	Demand/Supply	<input type="checkbox"/> Shortage <input checked="" type="checkbox"/> In Balance <input type="checkbox"/> Over Supply	\$ (000)	(yrs)	2-4 Unit	%
Growth	<input type="checkbox"/> Rapid <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Slow	Marketing Time	<input type="checkbox"/> Under 3 mths <input type="checkbox"/> 3-6 mths <input checked="" type="checkbox"/> Over 6 mths	30	Low 2	Multi-Family	3 %
Neighborhood Boundaries	The area is south of Tar River, east of Memorial Drive, West of Greene Street			120	High 80+	Commercial	2 %
				55	Pred. 50	Other	5 %

Neighborhood Description This is an older section of Greenville. The homes in the area have become less desirable due to condition and surrounding properties. The area is currently being redeveloped one property at a time. The new homes are good quality with modern appliance meeting today's standards of living.
 Market Conditions (including support for the above conclusions) The economic slow down in the economy has created a slow down in the demand for housing in the area.

SITE

Dimensions 95' X 127' X 95' X 121' Area 11,828 Sq.Ft. Shape Rectangular View Residential
 Specific Zoning Classification R-6 Zoning Description Minimum lot size, 6,000 sq. ft.
 Zoning Compliance Legal Legal Nonconforming (Grandfathered Use) No Zoning Illegal (describe)
 Is the highest and best use of subject property as improved (or as proposed per plans and specifications) the present use? Yes No If No, describe

Utilities	Public	Other (describe)	Public	Other (describe)	Off-site Improvements - Type	Public	Private
Electricity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Water	<input checked="" type="checkbox"/>	Street Asphalt	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sanitary Sewer	<input checked="" type="checkbox"/>	Alley None	<input type="checkbox"/>	<input type="checkbox"/>

 FEMA Special Flood Hazard Area Yes No FEMA Flood Zone X FEMA Map # 3720467800J FEMA Map Date 1/2/2004
 Are the utilities and off-site improvements typical for the market area? Yes No If No, describe
 Are there any adverse site conditions or external factors (easements, encroachments, environmental conditions, land uses, etc.)? Yes No If Yes, describe
 There are properties in the immediate area that need to be either renovated into new homes or the existing homes reconditioned to meet modern living conditions and standards.

IMPROVEMENTS

General Description	Foundation	Exterior Description	materials/condition	Interior	materials/condition
Units <input checked="" type="checkbox"/> One <input type="checkbox"/> One with Accessory Unit	<input type="checkbox"/> Concrete Slab <input checked="" type="checkbox"/> Crawl Space	Foundation Walls	Brick/Good	Floors	Carpet, vinyl/good
# of Stories 1	<input type="checkbox"/> Full Basement <input type="checkbox"/> Partial Basement	Exterior Walls	Vinyl Siding/Good	Walls	Drywall/Good
Type <input checked="" type="checkbox"/> Det. <input type="checkbox"/> Att. <input type="checkbox"/> S-Det./End Unit	Basement Area sq.ft.	Roof Surface	A/S / Good	Trim/Finish	Wood/ Good
<input checked="" type="checkbox"/> Existing <input type="checkbox"/> Proposed <input type="checkbox"/> Under Const.	Basement Finish %	Gutters & Downspouts	None	Bath Floor	Vinyl/Good
Design (Style) Rambler	<input type="checkbox"/> Outside Entry/Exit <input type="checkbox"/> Sump Pump	Window Type	Double Hung/ Good	Bath Wainscot	Fiberglass/Good
Year Built 2008	Evidence of <input type="checkbox"/> Infestation	Storm Sash/Insulated	Insulated /Good	Car Storage	<input checked="" type="checkbox"/> None
Effective Age (Yrs) 3 yrs (new)	<input type="checkbox"/> Dampness <input type="checkbox"/> Settlement	Screens	Yes/Good	<input checked="" type="checkbox"/> Driveway	# of Cars 2
Attic <input type="checkbox"/> None	Heating <input checked="" type="checkbox"/> FWA <input type="checkbox"/> HWBB <input type="checkbox"/> Radiant	Amenities	<input type="checkbox"/> Woodstove(s) #	Driveway Surface	Concrete
<input checked="" type="checkbox"/> Drop Stair <input type="checkbox"/> Stairs	<input type="checkbox"/> Other <input type="checkbox"/> Fuel HP	<input type="checkbox"/> Fireplace(s) #	<input type="checkbox"/> Fence	Garage	# of Cars
<input type="checkbox"/> Floor <input type="checkbox"/> Scuttle	Cooling <input checked="" type="checkbox"/> Central Air Conditioning	<input type="checkbox"/> Patio/Deck	<input checked="" type="checkbox"/> Porch Front,side	Carport	# of Cars
<input type="checkbox"/> Finished <input type="checkbox"/> Heated	<input type="checkbox"/> Individual <input type="checkbox"/> Other	<input type="checkbox"/> Pool	<input type="checkbox"/> Other	Att.	<input type="checkbox"/> Det. <input type="checkbox"/> Built-in

Appliances Refrigerator Range/Oven Dishwasher Disposal Microwave Washer/Dryer Other (describe)
 Finished area above grade contains: 5 Rooms 3 Bedrooms 2 Bath(s) 1,285 Square Feet of Gross Living Area Above Grade
 Additional features (special energy efficient items, etc.). Front Porch 206 sq. ft., Side Porch 80 sq. ft., Exterior Storage 56 sq. ft.
 Describe the condition of the property (including needed repairs, deterioration, renovations, remodeling, etc.). This dwelling is three years old. It has never been occupied and it is in new condition.
 Are there any physical deficiencies or adverse conditions that affect the livability, soundness, or structural integrity of the property? Yes No If Yes, describe
 Does the property generally conform to the neighborhood (functional utility, style, condition, use, construction, etc.)? Yes No If No, describe
 The home is one of the new properties that are in the current redevelopment program

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

There are **2** comparable properties currently offered for sale in the subject neighborhood ranging in price from \$ **50,000** to \$ **120,000**.

There are **3** comparable sales in the subject neighborhood within the past twelve months ranging in sale price from \$ **50,000** to \$ **120,000**.

FEATURE	SUBJECT	COMPARABLE SALE # 1			COMPARABLE SALE # 2			COMPARABLE SALE # 3		
Address	605 Hudson Street Greenville, NC 27834-2936	410 Cadillac Street Greenville, NC. 27834			604 Ford Street Greenville, NC. 27834			909 Douglas Ave. Greenville, NC. 27834		
Proximity to Subject		0.17 miles NW			0.02 miles E			0.26 miles E		
Sale Price	\$ N/A	\$ 87,000			\$ 87,000			\$ 95,000		
Sale Price/Gross Liv. Area	\$ sq.ft.	\$ 71.08 sq.ft.			\$ 67.70 sq.ft.			\$ 73.13 sq.ft.		
Data Source(s)		MLS/ Public Records,			MLS/Public Records,			MLS, Public Records		
Verification Source(s)		Drive by, Sells agent			Drive By Inspection, sells agent			Drive By Inspection, sells agent		
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-) \$ Adjustment	DESCRIPTION	+(-) \$ Adjustment	DESCRIPTION	+(-) \$ Adjustment	DESCRIPTION	+(-) \$ Adjustment	
Sales or Financing Concessions		Conventional Typical			Conventional Typical			Conventional Typical		
Date of Sale/Time		7/2011			4/2011			4/2011		
Location	West Greenville	West Greenville			West Greenville			West Greenville		
Leasehold/Fee Simple	Fee Simple	Fee Simple			Fee Simple			Fee Simple		
Site	11,828 Sq.Ft.	6,700 sq. ft.			6,000 sq. ft.			6,489 sq. ft.		
View	Residential	Residential			Residential			Residential		
Design (Style)	Rambler	1st Vinyl Ramb.			1st Vinyl Ramb			2st Vinyl		
Quality of Construction	Good	Good			Good			Good		
Actual Age	3 yrs	2 yrs			2 yrs			2 yrs		
Condition	Good	Good			Average			Average		
Above Grade Room Count	Total Bdrms. Baths	Total Bdrms. Baths		Total Bdrms. Baths		Total Bdrms. Baths		Total Bdrms. Baths		
	5 3 2	5 3 2		6 3 2		6 3 2.5		-1,500		
Gross Living Area	1,285 sq.ft.	1,224 sq.ft.			1,285 sq.ft.			1,299 sq.ft.		
Basement & Finished Rooms Below Grade	None	None			None			None		
Functional Utility	Average	Average			Average			Average		
Heating/Cooling	FWA,C/A	FWA, C/A			FWA, C/A			FWA, C/A		
Energy Efficient Items	Insulated Glass	Insulated Glass			Insulated Glass			Insulated Glass		
Garage/Carport	None	None			None			None		
Porch/Patio/Deck	Ft.,S., porches	Ft. S. porches			Ft., S. porches			Ft. R. porches		
Net Adjustment (Total)		□ + □ - \$			□ + □ - \$			□ + □ - \$ -1,500		
Adjusted Sale Price of Comparables		Net Adj. % Gross Adj. % \$ 87,000			Net Adj. % Gross Adj. % \$ 87,000			Net Adj. 1.6 % Gross Adj. 1.6 % \$ 93,500		

SALES COMPARISON APPROACH

I did did not research the sale or transfer history of the subject property and comparable sales. If not, explain **Site purchased**

My research did did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.

Data Source(s) **Public Record**

My research did did not reveal any prior sales or transfers of the comparable sales for the year prior to the date of sale of the comparable sale.

Data Source(s) **Public Records**

Report the results of the research and analysis of the prior sale or transfer history of the subject property and comparable sales (report additional prior sales on page 3).

ITEM	SUBJECT	COMPARABLE SALE #1			COMPARABLE SALE #2			COMPARABLE SALE #3		
Date of Prior Sale/Transfer	No Sale prior 36 months	No Sale prior 12 months			No Sale prior 12 months			No Sale prior 12 months		
Price of Prior Sale/Transfer	N/A	N/A			N/A			N/A		
Data Source(s)	Public Records	Public Records			Public Records			Public Records		
Effective Date of Data Source(s)	1/16/2012	1/16/2012			1/16/2012			1/16/2012		

Analysis of prior sale or transfer history of the subject property and comparable sales **No market sales**

Summary of Sales Comparison Approach **These sales are located in the subject area. The sales are comparable in quality of construction, basic condition and functional utility. Comparables one and two are one story dwellings with similar floor plans.**

Indicated Value by Sales Comparison Approach \$ **87,000**

Indicated Value by: Sales Comparison Approach \$ 87,000 Cost Approach (if developed) \$ 88,600 Income Approach (if developed) \$

The market approach is considered to be the best indicator of the market value. There is limited amount of current sales data in the market area.

RECONCILIATION

This appraisal is made "as is", subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed, subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed, or subject to the following required inspection based on the extraordinary assumption that the condition or deficiency does not require alteration or repair:

Based on a complete visual inspection of the interior and exterior areas of the subject property, defined scope of work, statement of assumptions and limiting conditions, and appraiser's certification, my (our) opinion of the market value, as defined, of the real property that is the subject of this report is \$ 87,000, as of 1/17/2012, which is the date of inspection and the effective date of this appraisal.

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

The subject and the sales are marketed by the city of Greenville Housing Authority with \$1,500 in closing cost and similar assistance in each transaction.

The property meets the minimum property requirements of FHA/HUD Handbook sections 4150.2 and 4905.1

ADDITIONAL COMMENTS

Attachment number 1
Page 6 of 16

COST APPROACH TO VALUE (not required by Fannie Mae)

Provide adequate information for the lender/client to replicate the below cost figures and calculations.

Support for the opinion of site value (summary of comparable land sales or other methods for estimating site value) he land value is based on the past history of similar sales in the immediate area.

COST APPROACH

ESTIMATED <input checked="" type="checkbox"/> REPRODUCTION OR <input type="checkbox"/> REPLACEMENT COST NEW	OPINION OF SITE VALUE			= \$	7,000
Source of cost data Marshall & Swift and local builders	DWELLING	1,285 Sq.Ft. @ \$	80.00	= \$	102,800
Quality rating from cost service Aver. Effective date of cost data 5/010		Sq.Ft. @ \$		= \$	
Comments on Cost Approach (gross living area calculations, depreciation, etc.)	Ft. Porch, side porch, storage			= \$	6,000
The estimated remaining economic life is estimated to be 58 years. The subject property is located among older properties of lesser quality and condition. It is my opinion that a minus adjustment of twenty percent	Garage/Carport			= \$	
needed due to location.	Total Estimate of Cost-New			= \$	108,800
	Less	Physical	Functional	External	
	Depreciation	5,440		21,760	= \$(27,200)
	Depreciated Cost of Improvements			= \$	81,600
	"As-is" Value of Site Improvements			= \$	
Estimated Remaining Economic Life (HUD and VA only) 57 Years	INDICATED VALUE BY COST APPROACH			= \$	88,600

INCOME

INCOME APPROACH TO VALUE (not required by Fannie Mae)

Estimated Monthly Market Rent \$ X Gross Rent Multiplier = \$ Indicated Value by Income Approach
Summary of Income Approach (including support for market rent and GRM)

PUD INFORMATION

PROJECT INFORMATION FOR PUDs (if applicable)

Is the developer/builder in control of the Homeowners' Association (HOA)? Yes No Unit type(s) Detached Attached
Provide the following information for PUDs ONLY if the developer/builder is in control of the HOA and the subject property is an attached dwelling unit.

Legal Name of Project

Total number of phases Total number of units Total number of units sold

Total number of units rented Total number of units for sale Data source(s)

Was the project created by the conversion of existing building(s) into a PUD? Yes No If Yes, date of conversion.

Does the project contain any multi-dwelling units? Yes No Data Source

Are the units, common elements, and recreation facilities complete? Yes No If No, describe the status of completion.

Are the common elements leased to or by the Homeowners' Association? Yes No If Yes, describe the rental terms and options.

Describe common elements and recreational facilities.

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

This report form is designed to report an appraisal of a one-unit property or a one-unit property with an accessory unit; including a unit in a planned unit development (PUD). This report form is not designed to report an appraisal of a manufactured home or a unit in a condominium or cooperative project.

This appraisal report is subject to the following scope of work, intended use, intended user, definition of market value, statement of assumptions and limiting conditions, and certifications. Modifications, additions, or deletions to the intended use, intended user, definition of market value, or assumptions and limiting conditions are not permitted. The appraiser may expand the scope of work to include any additional research or analysis necessary based on the complexity of this appraisal assignment. Modifications or deletions to the certifications are also not permitted. However, additional certifications that do not constitute material alterations to this appraisal report, such as those required by law or those related to the appraiser's continuing education or membership in an appraisal organization, are permitted.

SCOPE OF WORK: The scope of work for this appraisal is defined by the complexity of this appraisal assignment and the reporting requirements of this appraisal report form, including the following definition of market value, statement of assumptions and limiting conditions, and certifications. The appraiser must, at a minimum: (1) perform a complete visual inspection of the interior and exterior areas of the subject property, (2) inspect the neighborhood, (3) inspect each of the comparable sales from at least the street, (4) research, verify, and analyze data from reliable public and/or private sources, and (5) report his or her analysis, opinions, and conclusions in this appraisal report.

INTENDED USE: The intended use of this appraisal report is for the lender/client to evaluate the property that is the subject of this appraisal for a mortgage finance transaction.

INTENDED USER: The intended user of this appraisal report is the lender/client.

DEFINITION OF MARKET VALUE: The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions* granted by anyone associated with the sale.

*Adjustments to the comparables must be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area; these costs are readily identifiable since the seller pays these costs in virtually all sales transactions. Special or creative financing adjustments can be made to the comparable property by comparisons to financing terms offered by a third party institutional lender that is not already involved in the property or transaction. Any adjustment should not be calculated on a mechanical dollar for dollar cost of the financing or concession but the dollar amount of any adjustment should approximate the market's reaction to the financing or concessions based on the appraiser's judgment.

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS: The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

1. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she became aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
2. The appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements. The sketch is included only to assist the reader in visualizing the property and understanding the appraiser's determination of its size.
3. The appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency (or other data sources) and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
4. The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law.
5. The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing the appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property.
6. The appraiser has based his or her appraisal report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

APPRAISER'S CERTIFICATION: The Appraiser certifies and agrees that:

1. I have, at a minimum, developed and reported this appraisal in accordance with the scope of work requirements stated in this appraisal report.
2. I performed a complete visual inspection of the interior and exterior areas of the subject property. I reported the condition of the improvements in factual, specific terms. I identified and reported the physical deficiencies that could affect the livability, soundness, or structural integrity of the property.
3. I performed this appraisal in accordance with the requirements of the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this appraisal report was prepared.
4. I developed my opinion of the market value of the real property that is the subject of this report based on the sales comparison approach to value. I have adequate comparable market data to develop a reliable sales comparison approach for this appraisal assignment. I further certify that I considered the cost and income approaches to value but did not develop them, unless otherwise indicated in this report.
5. I researched, verified, analyzed, and reported on any current agreement for sale for the subject property, any offering for sale of the subject property in the twelve months prior to the effective date of this appraisal, and the prior sales of the subject property for a minimum of three years prior to the effective date of this appraisal, unless otherwise indicated in this report.
6. I researched, verified, analyzed, and reported on the prior sales of the comparable sales for a minimum of one year prior to the date of sale of the comparable sale, unless otherwise indicated in this report.
7. I selected and used comparable sales that are locationally, physically, and functionally the most similar to the subject property.
8. I have not used comparable sales that were the result of combining a land sale with the contract purchase price of a home that has been built or will be built on the land.
9. I have reported adjustments to the comparable sales that reflect the market's reaction to the differences between the subject property and the comparable sales.
10. I verified, from a disinterested source, all information in this report that was provided by parties who have a financial interest in the sale or financing of the subject property.
11. I have knowledge and experience in appraising this type of property in this market area.
12. I am aware of, and have access to, the necessary and appropriate public and private data sources, such as multiple listing services, tax assessment records, public land records and other such data sources for the area in which the property is located.
13. I obtained the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable sources that I believe to be true and correct.
14. I have taken into consideration the factors that have an impact on value with respect to the subject neighborhood, subject property, and the proximity of the subject property to adverse influences in the development of my opinion of market value. I have noted in this appraisal report any adverse conditions (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) observed during the inspection of the subject property or that I became aware of during the research involved in performing this appraisal. I have considered these adverse conditions in my analysis of the property value, and have reported on the effect of the conditions on the value and marketability of the subject property.
15. I have not knowingly withheld any significant information from this appraisal report and, to the best of my knowledge, all statements and information in this appraisal report are true and correct.
16. I stated in this appraisal report my own personal, unbiased, and professional analysis, opinions, and conclusions, which are subject only to the assumptions and limiting conditions in this appraisal report.
17. I have no present or prospective interest in the property that is the subject of this report, and I have no present or prospective personal interest or bias with respect to the participants in the transaction. I did not base, either partially or completely, my analysis and/or opinion of market value in this appraisal report on the race, color, religion, sex, age, marital status, handicap, familial status, or national origin of either the prospective owners or occupants of the subject property or of the present owners or occupants of the properties in the vicinity of the subject property or on any other basis prohibited by law.
18. My employment and/or compensation for performing this appraisal or any future or anticipated appraisals was not conditioned on any agreement or understanding, written or otherwise, that I would report (or present analysis supporting) a predetermined specific value, a predetermined minimum value, a range or direction in value, a value that favors the cause of any party, or the attainment of a specific result or occurrence of a specific subsequent event (such as approval of a pending mortgage loan application).
19. I personally prepared all conclusions and opinions about the real estate that were set forth in this appraisal report. If I relied on significant real property appraisal assistance from any individual or individuals in the performance of this appraisal or the preparation of this appraisal report, I have named such individual(s) and disclosed the specific tasks performed in this appraisal report. I certify that any individual so named is qualified to perform the tasks. I have not authorized anyone to make a change to any item in this appraisal report; therefore, any change made to this appraisal is unauthorized and I will take no responsibility for it.
20. I identified the lender/client in this appraisal report who is the individual, organization, or agent for the organization that ordered and will receive this appraisal report.

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

21. The lender/client may disclose or distribute this appraisal report to: the borrower; another lender at the request of the borrower; the mortgagee or its successors and assigns; mortgage insurers; government sponsored enterprises; other secondary market participants; data collection or reporting services; professional appraisal organizations; any department, agency, or instrumentality of the United States; and any state, the District of Columbia, or other jurisdictions; without having to obtain the appraiser's or supervisory appraiser's (if applicable) consent. Such consent must be obtained before this appraisal report may be disclosed or distributed to any other party (including, but not limited to, the public through advertising, public relations, news, sales, or other media).

22. I am aware that any disclosure or distribution of this appraisal report by me or the lender/client may be subject to certain laws and regulations. Further, I am also subject to the provisions of the Uniform Standards of Professional Appraisal Practice that pertain to disclosure or distribution by me.

23. The borrower, another lender at the request of the borrower, the mortgagee or its successors and assigns, mortgage insurers, government sponsored enterprises, and other secondary market participants may rely on this appraisal report as part of any mortgage finance transaction that involves any one or more of these parties.

Attachment number 1
Page 9 of 16

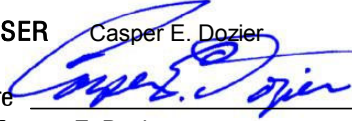
24. If this appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of this appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of this appraisal report were delivered containing my original hand written signature.

25. Any intentional or negligent misrepresentation(s) contained in this appraisal report may result in civil liability and/or criminal penalties including, but not limited to, fine or imprisonment or both under the provisions of Title 18, United States Code, Section 1001, et seq., or similar state laws.

SUPERVISORY APPRAISER'S CERTIFICATION: The Supervisory Appraiser certifies and agrees that:

1. I directly supervised the appraiser for this appraisal assignment, have read the appraisal report, and agree with the appraiser's analysis, opinions, statements, conclusions, and the appraiser's certification.
2. I accept full responsibility for the contents of this appraisal report including, but not limited to, the appraiser's analysis, opinions, statements, conclusions, and the appraiser's certification.
3. The appraiser identified in this appraisal report is either a sub-contractor or an employee of the supervisory appraiser (or the appraisal firm), is qualified to perform this appraisal, and is acceptable to perform this appraisal under the applicable state law.
4. This appraisal report complies with the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this appraisal report was prepared.
5. If this appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of this appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of this appraisal report were delivered containing my original hand written signature.

APPRAISER Casper E. Dozier

Signature 
 Name Casper E. Dozier
 Company Name Dozier Appraisal Co.
 Company Address 600 Eleanor Street, Greenville, NC 27834



Telephone Number (252) 756-5367
 Email Address eddiedozier@earthlink.net
 Date of Signature and Report 1/18/2012
 Effective Date of Appraisal 1/17/2012
 State Certification # A1557
 or State License # _____
 or Other (describe) _____ State # _____
 State NC
 Expiration Date of Certification or License 6/30/2012

ADDRESS OF PROPERTY APPRAISED
605 Hudson Street
Greenville, NC 27834-2936

APPRAISED VALUE OF SUBJECT PROPERTY \$ 87,000

LENDER/CLIENT
 Name _____
 Company Name City of Greenville, Community Development
 Company Address P.O. Box 7207, Greenville, NC. 27834
 Email Address _____

SUPERVISORY APPRAISER (ONLY IF REQUIRED)

Signature _____
 Name _____
 Company Name _____
 Company Address _____

Telephone Number _____
 Email Address _____
 Date of Signature _____
 State Certification # _____
 or State License # _____
 State _____
 Expiration Date of Certification or License _____

SUBJECT PROPERTY

- Did not inspect subject property
- Did inspect exterior of subject property from street
Date of Inspection _____
- Did inspect interior and exterior of subject property
Date of Inspection _____

COMPARABLE SALES

- Did not inspect exterior of comparable sales from street
- Did inspect exterior of comparable sales from street
Date of Inspection _____

Uniform Residential Appraisal Report

File # 12-1-13-Pitt

	FEATURE	SUBJECT	COMPARABLE SALE # 4			COMPARABLE SALE # 5			COMPARABLE SALE # 6		
	Address	605 Hudson Street Greenville, NC 27834-2936	1306 First Street Greenville, NC. 27834								
	Proximity to Subject		1.62 miles E								
	Sale Price	\$ N/A	\$ 71,000								
	Sale Price/Gross Liv. Area	\$ sq.ft.	\$ 62.06 sq.ft.			\$ sq.ft.			\$ sq.ft.		
	Data Source(s)		MLS, Public Records								
	Verification Source(s)		Drive By inspection, sales Agent								
	VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-) \$ Adjustment		DESCRIPTION	+(-) \$ Adjustment		DESCRIPTION	+(-) \$ Adjustment	
	Sales or Financing Concessions		Conventional Typical								
	Date of Sale/Time		9/30/2010								
SALES COMPARISON APPROACH	Location	West Greenville	University								
	Leasehold/Fee Simple	Fee Simple	Fee Simple								
	Site	11,828 Sq.Ft.	8,000 sq. ft.								
	View	Residential	Residential						Attachment number 1 Page 10 of 16		
	Design (Style)	Rambler	1st B/V, Vinyl								
	Quality of Construction	Good	Good								
	Actual Age	3 yrs	49 ren.			+13,800					
	Condition	Good	Good								
	Above Grade	Total Bdrms. Baths	Total Bdrms. Baths			Total Bdrms. Baths			Total Bdrms. Baths		
	Room Count	5 3 2	7 4 2								
	Gross Living Area	1,285 sq.ft.	1,144 sq.ft.	+4,250		sq.ft.		sq.ft.			
	Basement & Finished Rooms Below Grade	None	None								
	Functional Utility	Average	Average								
	Heating/Cooling	FWA,C/A	FWA, C/A								
	Energy Efficient Items	Insulated Glass	Insulated Glass								
Garage/Carport	None	None									
Porch/Patio/Deck	Ft.,S., porches										
	Net Adjustment (Total)		<input checked="" type="checkbox"/> + <input type="checkbox"/> -		\$ 18,050		<input type="checkbox"/> + <input type="checkbox"/> -		\$		
	Adjusted Sale Price of Comparables		Net Adj. 25.4 %				Net Adj. %				
			Gross Adj. 25.4 %		\$ 89,050		Gross Adj. %		\$		
Report the results of the research and analysis of the prior sale or transfer history of the subject property and comparable sales (report additional prior sales on page 3).											
SALE HISTORY	ITEM	SUBJECT	COMPARABLE SALE # 4			COMPARABLE SALE # 5			COMPARABLE SALE # 6		
	Date of Prior Sale/Transfer	No Sale prior 36 months	No Sale prior twelve months								
	Price of Prior Sale/Transfer	N/A	N/A								
	Data Source(s)	Public Records	Public Records								
	Effective Date of Data Source(s)	1/16/2012	1/16/2012								
	Analysis of prior sale or transfer history of the subject property and comparable sales None										
ANALYSIS / COMMENTS	Analysis/Comments This sales supports the value indicated by comparables one, two and three.										

Subject Photo Page

Borrower/Client	Community Development Department			
Property Address	605 Hudson Street			
City	Greenville	County	Pitt	State NC Zip Code 27834-2936
Lender	City of Greenville, Community Development			



Subject Front

605 Hudson Street
 Sales Price N/A
 G.L.A. 1,285
 Tot. Rooms 5
 Tot. Bedrms. 3
 Tot. Bathrms. 2
 Location West Greenville
 View Residential
 Site 11,828 Sq.Ft.
 Quality Good
 Age 3 yrs
 Attachment number 1
 Page 11 of 16



Subject Rear



Subject Street

Comparable Photo Page

Borrower/Client	Community Development Department			
Property Address	605 Hudson Street			
City	Greenville	County	Pitt	State NC Zip Code 27834-2936
Lender	City of Greenville, Community Development			



Comparable 1

410 Cadillac Street
 Prox. to Subj. 0.17 miles NW
 Sales Price 87,000
 G.L.A. 1,224
 Tot. Rooms 5
 Tot. Bedrms. 3
 Tot. Bathrms. 2
 Location West Greenville
 View Residential
 Site 6,700 sq. ft.
 Quality Good Attachment number 1
 Age 2 yrs Page 12 of 16



Comparable 2

604 Ford Street
 Prox. to Subj. 0.02 miles E
 Sales Price 87,000
 G.L.A. 1,285
 Tot. Rooms 6
 Tot. Bedrms. 3
 Tot. Bathrms. 2
 Location West Greenville
 View Residential
 Site 6,000 sq. ft.
 Quality Good
 Age 2 yrs



Comparable 3

909 Douglas Ave.
 Prox. to Subj. 0.26 miles E
 Sales Price 95,000
 G.L.A. 1,299
 Tot. Rooms 6
 Tot. Bedrms. 3
 Tot. Bathrms. 2.5
 Location West Greenville
 View Residential
 Site 6,489 sq. ft.
 Quality Good
 Age 2 yrs

Comparable Photo Page

Borrower/Client	Community Development Department				
Property Address	605 Hudson Street				
City	Greenville	County	Pitt	State	NC
Lender	City of Greenville, Community Development				
				Zip Code	27834-2936



Comparable 4

1306 First Street
 Prox. to Subj. 1.62 miles E
 Sales Price 71,000
 G.L.A. 1,144
 Tot. Rooms 7
 Tot. Bedrms. 4
 Tot. Bathrms. 2
 Location University
 View Residential
 Site 8,000 sq. ft.
 Quality Good Attachment number 1
 Age 49 ren. Page 13 of 16

Comparable 5

Prox. to Subj.
 Sales Price
 G.L.A.
 Tot. Rooms
 Tot. Bedrms.
 Tot. Bathrms.
 Location
 View
 Site
 Quality
 Age

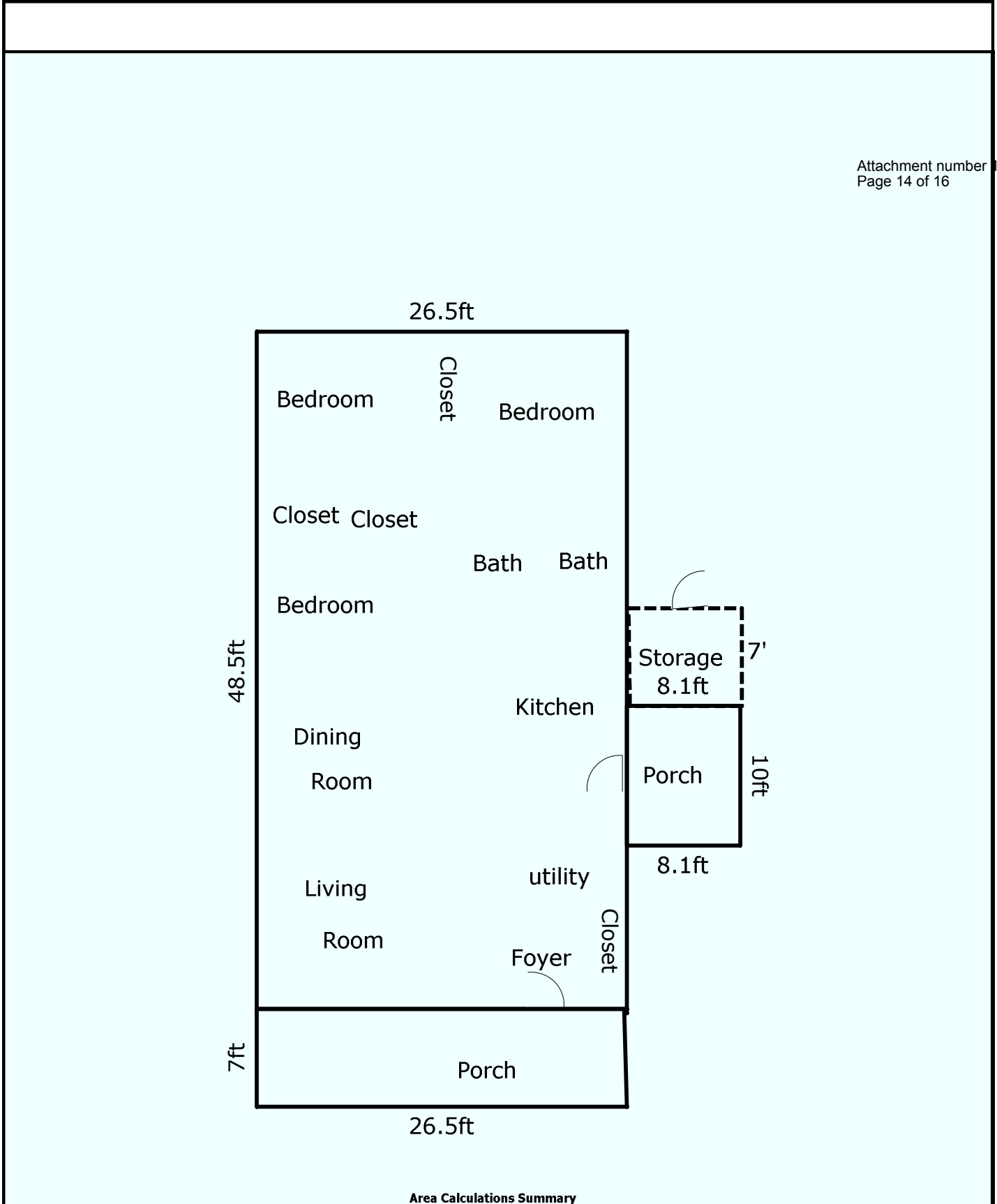
Comparable 6

Prox. to Subj.
 Sales Price
 G.L.A.
 Tot. Rooms
 Tot. Bedrms.
 Tot. Bathrms.
 Location
 View
 Site
 Quality
 Age

Building Sketch

Borrower/Client	Community Development Department			
Property Address	605 Hudson Street			
City	Greenville	County	Pitt	State NC Zip Code 27834-2936
Lender	City of Greenville, Community Development			

02.2

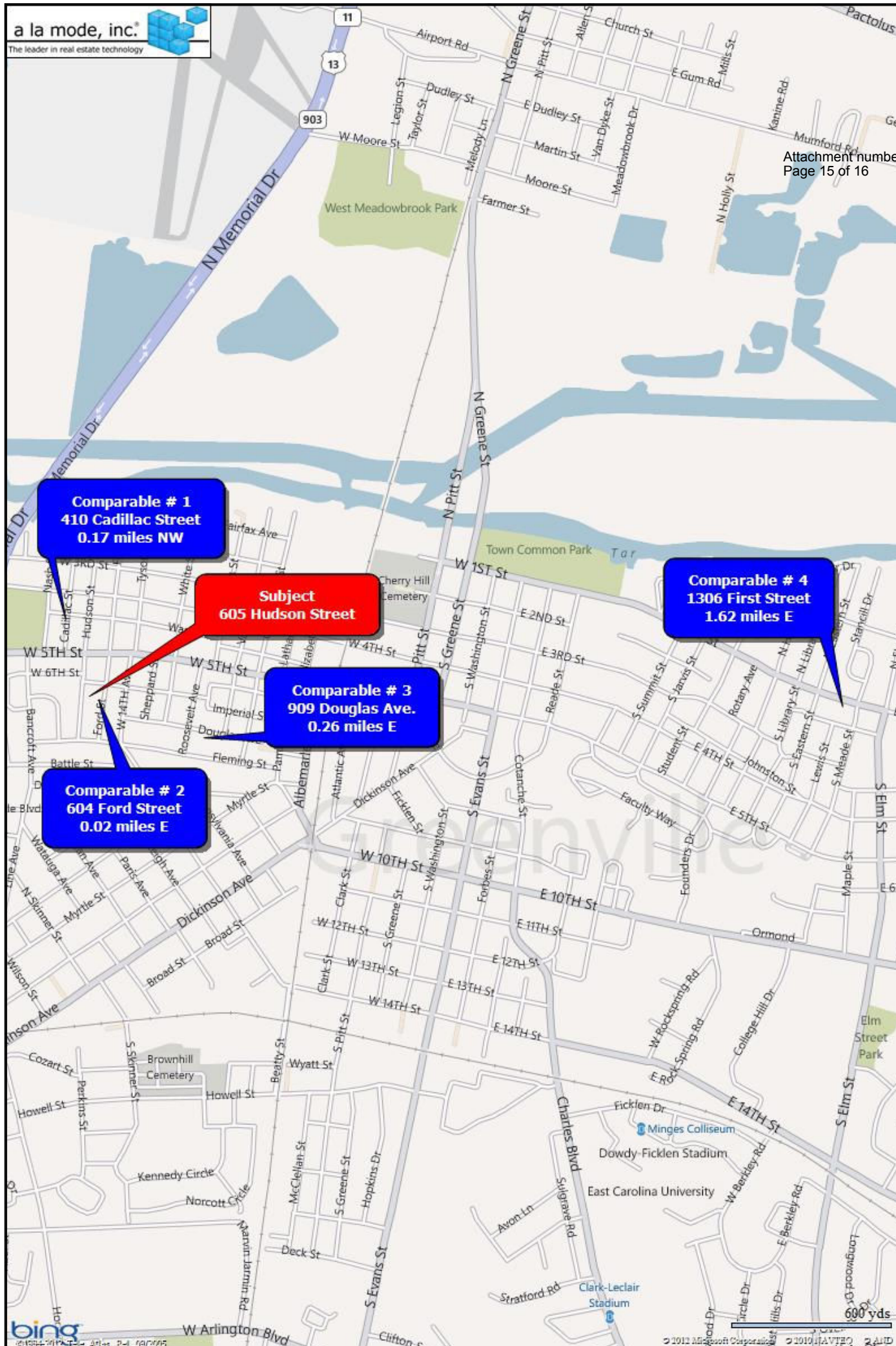


Area Calculations Summary

Living Area	Calculation Details	
First Floor	1285.3 Sq ft	$48.5 \times 26.5 = 1285.25$
Total Living Area (Rounded):	1285 Sq ft	
Non-living Area		
Open Porch	184.8 Sq ft	$7 \times 26.3 = 184.1$ $0.5 \times 6.9 \times 0.2 = 0.69$ $0.2 \times 0.1 = 0.02$ $0.5 \times 0.2 \times 0.2 = 0.02$
Open Porch	81 Sq ft	$10 \times 8.1 = 81$

Location Map

Borrower/Client	Community Development Department			
Property Address	605 Hudson Street			
City	Greenville	County	Pitt	State NC Zip Code 27834-2936
Lender	City of Greenville, Community Development			



Attachment number 1
Page 15 of 16

INVOICE

FROM:

Casper E. Dozier
600 Eleanor Street
Greenville, NC. 278958

Telephone Number: 252 756-5367

Fax Number:

TO:

City of Greenville, Community Development

E-Mail:

Telephone Number:

Fax Number:

Alternate Number:

INVOICE NUMBER

12-17-1

DATES

Invoice Date: 1/18/2012

Due Date:

REFERENCE

Internal Order #:

Lender Case #:

Client File #:

FHA/VA Case #:

Main File # on form: 12-1-13-Pitt Attachment number Page 16 of 16

Other File # on form:

Federal Tax ID:

Employer ID:

DESCRIPTION

Lender: City of Greenville, Community Development **Client:** City of Greenville, Community Development Depart
Purchaser/Borrower: Community Development Department
Property Address: 605 Hudson Street
City: Greenville
County: Pitt **State:** NC **Zip:** 27834-2936
Legal Description: MB 2/250, Lots E-23, 24, Biltmore S/D

FEES

AMOUNT

fee for appraisal services	250.00
SUBTOTAL	250.00

PAYMENTS

AMOUNT

Check #:	Date:	Description:	
Check #:	Date:	Description:	
Check #:	Date:	Description:	
SUBTOTAL			
TOTAL DUE			\$ 250.00



City of Greenville, North Carolina

Meeting Date: 3/8/2012
Time: 7:00 PM

Title of Item: Adoption of City of Greenville 2012-2013 Strategic Goals

Explanation: The proposed 2012-2013 Strategic Goals were presented to City Council for discussion and amendment as needed at the March 5, 2012, City Council meeting.

Fiscal Note: Strategic Goals and Action Items requiring the expenditure of funds that exceed existing budgetary appropriations will be reported to the City Council as each action item's cost of implementation is defined.

Recommendation: Adopt the City of Greenville 2012-2013 Strategic Goals.

Viewing Attachments Requires Adobe Acrobat. [Click here](#) to download.

Attachments / click to download

[City Council Goals 2012 2013 part b 920068](#)

City of Greenville 2012-2013 Strategic Goals



MAYOR

Allen Thomas

CITY COUNCIL

Rose Glover, Mayor Pro-Tem
District 2

Kandie Smith
District 1

Marion Blackburn
District 3

Calvin Mercer
District 4

Max Joyner, Jr.
District 5

Dennis Mitchell
Council Member at Large

INTERIM CITY MANAGER

Thomas M. Moton, Jr.

DEPARTMENT DIRECTORS

Joe Bartlett, Interim Chief of Police

Bill Ale, Fire/Rescue Chief

Scott Godefroy, Interim Director of Public Works

Gary Fenton, Director of Recreation and Parks

Merrill Flood, Director of Community Development

Bernita Demery, Director of Financial Services

Rex Wilder, Director of Information Technology

Gerry Case, Director of Human Resources

The City Council adopted the following value statements to guide its actions during the January 20 and 21, 2012, City Council Annual Planning Session:

- Be accountable for defining and making progress
- Invite, listen to, and consider all perspectives
- Be professional and efficient in our work
- Practice fiscal responsibility
- Practice equity in all decisions
- Encourage sustainable practices

The City Council adopted the following six strategic goals during the January 2012 Annual Planning Session. The strategic goals are organized in alphabetical order, not in order of priority.

- Economic Development
- Infrastructure (including Information Technology)
- Neighborhood Preservation
- Parks and Recreation/Greenways/Bond Issue
- Public Safety
- Public Transportation

ECONOMIC DEVELOPMENT

Strategic Goal: Promote economic development by decreasing unemployment rate, increasing median income, and attracting and retaining new and existing businesses.

Action Items:

1. Allocate Community Development Block Grant Funds from the 2012-2013 Annual Action Plan C to support the City's Business Competition Grant Program in the West Greenville Revitalization Area. – Community Development
2. Attract and retain jobs by reaching out to companies in targeted economic sectors; complement the efforts of Greenville's economic development partners by focusing on business operations that wish to locate in close proximity to a university or medical campus, at a downtown location, or along a major commercial corridor. – Community Development
3. Develop retail to full potential, maximizing revenue impact and neighborhood vitality. – Community Development

4. Nurture the success of local small businesses. – Community Development
5. Increase Greenville’s profile in regional and state forums, emphasizing that Greenville serves the eastern North Carolina region and is a rising uni-med community. – Community Development
6. Promote Greenville’s proven track record as a business-friendly community; demonstrate how Greenville’s streamlined, consistent, predictable development review process reduces business costs. – Community Development
7. Support the Pitt County Development Commission and other economic development partners in promoting manufacturing, biotechnology, and “heavier” industries. – Community Development
8. Present to City Council a strategic economic development plan for consideration. – Community Development and City Manager’s Office
9. Provide staff leadership and support to the Greenville Economic Development Committee and the Mayor’s Economic Development Advisory Committee. – Community Development and City Manager’s Office
10. Make transportation gateways and commercial corridors more attractive and accessible. – Community Development
11. Position Center City as the vibrant epicenter of Greenville’s uni-med community; encourage mixed-use redevelopment including residential and major “anchor” projects that reinforce the identities of downtown districts and adjacent neighborhoods. – Community Development
12. Foster a proactive culture within the City government that anticipates needs and trends, cultivates new ideas, pursues innovations, and constantly seeks new ways to promote the City’s strategic and long-range goals through organizational and employee development. – Community Development and Human Resources
13. Work with the Community Development Department to find or create appropriate programming to promote economic development. – Public Information Office
14. Foster the development of a vibrant, attractive community by continuing efforts to improve the magnitude and quality of the City’s parks and greenways systems. – Recreation and Parks

INFRASTRUCTURE (INCLUDING INFORMATION TECHNOLOGY)

Strategic Goal: Maintain and preserve our existing stormwater infrastructure and our streets.

- a) Wi-fi in common areas in West Greenville**
- b) Traffic signals/management**
- c) Stormwater problems**
- d) Aging service structures**
- e) More money for street resurfacing**

Action Items:

1. Review stormwater infrastructure needs and prepare a recommendation to City Council on the sustainability of the Stormwater Utility Fund. – Public Works
2. Prepare a proposal for City Council to consider for a utility revenue bond in support of stormwater improvements. – Public Works and Financial Services
3. Implement a growth retardant program for the ditch banks that control woody & vegetative growth that assists with bank stabilization. – Public Works
4. Complete Lower and Middle Green Mill Run Watershed Master Plan that will provide infrastructure inventory, determine the effects of upstream developments and the identification and prioritization of future stormwater needs. – Public Works
5. Complete traffic counts and analysis for each of the major interconnected and coordinated corridors in the City to re-time the lights to provide the best traffic signal synchronization possible. – Public Works
6. Incorporate the construction of sidewalks, bike lanes and ADA accommodations in all State and City street construction and reconstruction projects. – Public Works
7. Prepare a proposal for City Council to consider for a General Obligation Bond in support of street infrastructure improvements. – Public Works and Financial Services
8. Implement sustainable, cost effective and proactive asphalt maintenance solutions to extend the life of the asphalt on roadways. – Public Works
9. Begin design of the next phase of the Convention Center Expansion. – Public Works and City Manager's Office

10. Complete the site selection process for the Intermodal Transportation Center (ITC) and provide a recommendation to City Council on a new site. – Public Works and City Manager’s Office
11. Complete development of and implement Guaranteed Energy Savings Performance Contract. – Public Works
12. Develop a 10-year plan for major maintenance, renovation, and repair needs for Public Works maintained buildings, facilities, and structures. – Public Works
13. Implement a subscription database for citizens to access City information via the City web page. – Information Technology
14. Expand the capabilities of social media. – Information Technology
15. Implement mobile technology for a mobile 311 environment. – Information Technology
16. Equip Code Enforcement, Public Works, Inspectors, and other City staff with mobile technology to collect data in the field. – Information Technology
17. Complete Business Application Needs Assessment for Enterprise Planning Resource. – Information Technology
18. Complete Information Technology 5-Year Strategic Plan to include all departments’ needs and future technology aspirations. – Information Technology
19. Develop technology requirements and request for bid (RFP) based on pertinent needs for Enterprise Resource Planning. – Information Technology
20. Select/implement new Enterprise Resource Planning system. – Information Technology
21. Identify City public areas in West Greenville to install public wireless internet access points. – Information Technology
22. Create a Facilities Major Repair and Maintenance Fund to prepare for the eventual major repair, renovation or replacement of facilities and major operating systems. – Financial Services, Public Works, Recreation and Parks, and City Manager’s Office
23. Prepare for expected increased retirements by creating Human Resources Strategic Plan and Succession Plan. – Human Resources

24. Prepare workforce to meet tomorrow's needs through preparation of an employee development and training needs assessment and establishing minimum training requirements for position classifications. – Human Resources
25. Identify opportunities to increase organizational efficiencies and streamline administrative and non-administrative tasks through a government efficiency assessment. – City Manager's Office
26. Expand City's performance management and benchmarking initiative to include statistical service effectiveness measures through a citizen survey and establish performance measures from survey results. – City Manager's Office
27. Benchmark City's performance against comparable cities. – City Manager's Office and Financial Services
28. Improve employee relations in Public Works. – Human Resources and City Manager's Office

NEIGHBORHOOD PRESERVATION

Strategic Goal: Develop strategies to protect and preserve neighborhoods through systematic approaches.

- a) **An active association in every neighborhood**
- b) **Addressing the historic district**

Action Items:

1. Coordinate with the Neighborhood Advisory Board to conduct two district-wide neighborhood meetings as a means of collecting citizen comments, providing information related to City policies and programs, and outlining the importance of active neighborhood associations. – Community Development
2. Work with the Neighborhood Advisory Board to provide information and technical support to neighborhoods that are interested in establishing neighborhood associations. – Community Development
3. Develop Neighborhood Plan Implementation Reports for each of the City's four completed neighborhood plans to identify which plan recommendations have been completed and which require additional efforts / action. – Community Development

4. Initiate and complete one new neighborhood plan for an established city neighborhood. – Community Development
5. Partner with the Historic Preservation Commission to develop, publish, and distribute a *City of Greenville Historic Preservation Handbook* that outlines the benefits of historic preservation and provides information related to the City's historic preservation initiatives. – Community Development
6. Partner with the Historic Preservation Commission and other stakeholders to update the City's Historic Preservation Design Guidelines and to publish and distribute the same. – Community Development
7. Expand participation in the Planning and Zoning Commission's meeting notification e-mail list to include representative of every established neighborhood association within the city. – Community Development
8. Continue to improve eligible owner occupied housing stock within the core neighborhoods of the City by utilizing housing assistance programs administered by the City. – Community Development
9. Work with the Community Development Department to find or create appropriate programming to promote neighborhood preservation. – Public Information Office

PARKS AND RECREATION/GREENWAYS/BOND ISSUE

Strategic Goal: Expand and enhance our parks and greenways, as resources allow.

- a) **Earmark funds every year for repairs/upkeep**
- b) **Create two new parks, and repair two existing parks over 2 years**
- c) **Define appropriate access based on socio/economic levels and geography (distance)**

Action Items:

1. Complete design and construction of the Green Mill Run Greenway Phase II Project from Charles Boulevard to Evans Park. – Public Works
2. Complete design and begin construction of the South Tar River Greenway Project from Pitt Street to Moye Boulevard. – Public Works

3. Present a policy regarding the location of new parks and recreation facilities that considers socio/economic levels and accessibility to the Recreation and Parks Commission and City Council for consideration. – Recreation and Parks

PUBLIC SAFETY (Community Safety)

Strategic Goal: Decrease crime by 10% each year of the plan.

- a) **Create Comprehensive Crime Plan**
- b) **Engage community stakeholders (United Way, etc.) to create and implement the plan.**

Action Items:

1. Present to City Council a comprehensive crime plan for consideration. – Police
2. Complete the construction of and furnish the City's Emergency Operations Center – Fire/Rescue
3. Complete the fire and life safety inspections for all high and severe hazard occupancies in the City and the extraterritorial jurisdiction. – Fire/Rescue
4. Implement an emergency warning procedure using Twitter. – Fire/Rescue
5. Prepare a report on the feasibility of constructing Fire Station No. 7 and staff station with an EMS unit. – Fire/Rescue
6. Evaluate putting into service an EMS unit at Fire Station No. 4 – Fire/Rescue
7. Work with the Police Department to expand police outreach via televising the Police Department weekly briefings on GTV-9. – Public Information Office
8. Equip the Disaster Recovery/Redundant Technology Processing Center – Information Technology, Public Works, and Police
 - a. Work with Public Works to set up area at new EOC building at Fire Station 6
 - b. Implement ability for Police Dispatching from the EOC
 - c. Equip EOC with technology components to support the various levels of EOC activation
 - d. Implement technology components to support City technology operations in the event of a disaster/redundant need

9. Identify City public areas in West Greenville to install video surveillance cameras – Police
10. Work with Police Department to further expand video surveillance in the downtown area of Greenville – Police
11. Implement a citizen alerting system – Police, Information Technology, and Public Information

PUBLIC TRANSPORTATION

Strategic Goal: All residents have access to efficient and effective traditional or alternative modes of transportation.

- a) **Consider implementing recommendations from the Greenville Bicycle and Pedestrian Commission.**

Action Items:

1. Present a plan for City Council consideration to implement two of the high-priority pedestrian projects recommended in the Bicycle and Pedestrian Master Plan. – Public Works
2. Present a plan for City Council consideration to implement the ten high-priority bicycle projects in the Bicycle and Pedestrian Master Plan. – Public Works
3. Examine the feasibility of adoption of a Complete Streets policy and design guidelines tailored to the City of Greenville based upon NCDOT's adoption of their Complete Streets Planning & Design Guidelines. – Public Works
4. Re-evaluate the 10-year Sidewalk Master Plan to program the construction of sidewalks in areas presently not served based on availability of right-of-way and prioritized based on need as well as areas with larger traffic volumes. – Public Works
5. Utilize MPO funding grant and City matching funds, develop and implement a pavement management inventory and software system to aid the City in allocating resources, preventing problems through judicious maintenance, and diagnosing and repairing problems that exist in a cost-effective manner. – Public Works
6. Utilize MPO funding grant and City matching funds, obtain and implement a software system to manage critical data associated with the street sign replacement and maintenance program. – Public Works

7. Develop standards for public illumination levels in coordination with City's stakeholders. – Public Works
8. Explore methods of implementing light standards on existing streets approved by the City Council. – Public Works
9. Develop a five-year Short Range Transit Plan for the GREAT public transportation system to include recommendations for expansion of routes. – Public Works
10. Gather input from a stakeholders group to help staff develop future recommendations for expansion of the GREAT Public Transportation System. – Public Works
11. Provide a recommendation to City Council on a new site for the Intermodal Transportation Center. – Public Works and City Manager's Office
12. Prepare a location and feasibility plan for future expansion of bus shelters and benches at bus stops on the GREAT system. – Public Works
13. Recreation and Parks work closely with Public Works to ensure future greenway developments are well planned and include facilities that will foster access, safety, neighborhood acceptance, and successful operation. – Recreation and Parks