

# NOTES

TO: Honorable Mayor and City Council Members

FROM: Ann E. Wall, City Manager

DATE: December 19, 2018

SUBJECT: Materials for Your Information

Please find attached the following materials for your information:

1. A memo from Thomas Barnett, Director of Community Development, regarding demolition of 1003 West Fifth Street
2. A memo from Kevin Mulligan, Director of Public Works, regarding options for providing bus service to the Council on Aging on County Home Road

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Attachments

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COMMUNITY DEVELOPMENT

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# MEMO

DEPARTMENT

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**TO:** Ann E. Wall, City Manager

**FROM:** Thomas Barnett, Director of Community Development Department 

**DATE:** December 19, 2018

**SUBJECT:** Notes to Council – Demolition of 1003 West Fifth Street

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Please find attached a memo regarding a demolition project located at 1003 West Fifth Street. This location is at the corner of 5<sup>th</sup> Street & Roosevelt Avenue. The demolition is expected to take place prior to January 20, 2019.

Condemned in March of 2017, this is the yellow house across from the West Zone Police Substation on 5th St. This house has been the topic of numerous discussions and most recently discussion of demolition took place during the Annual Action Plan public process November 13-15, 2018. The contractor has been approved for demolition through January 20, 2019.

If you have questions regarding this matter, please feel free to contact me.

Attachment

cc: Ken Graves, Assistant City Manager  
Tiana Berryman, Housing Administrator

Doc. #1096682

## Memorandum

**To:** Thomas Barnett, Community Development Director

**From:** Tiana Berryman, Housing Administrator 

**Date:** December 17, 2018


**Subject:** Demolition of 1003 West Fifth Street

Staff has procured a contractor for demolition of city-owned property, 1003 West Fifth Street. The structure was deemed unsound and intentions to demolish were approved by the North Carolina State Historic Preservation Office. A permit from the North Carolina Department of Health and Human Services Division of Public Health-Health Hazards Control Unit was issued November 30, 2018 providing a demolition window of December 10, 2018- January 20, 2019. The Inspections Division has also issued a permit to the contractor, W. A. Powell.

The property is at the intersection of Fifth Street and Roosevelt Avenue. Immediate intentions for the property include demolition and debris removal including any dead trees, shrubs, and driveway concrete. Upon completion a fence will be installed to provide privacy to surrounding properties. Further use of the parcel will be decided following neighborhood engagement.



## Memorandum

**To:** Ann Wall, City Manager  
**From:** Kevin Mulligan, PE, Public Works Director   
**Date:** December 17, 2018  
**Subject:** Council On Aging Routing Options

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The Council on Aging has requested transportation services to the Alice F. Keene Center, which is located on County Home Road. Public Works surveyed various routing opportunities to evaluate how this request could be accomplished. After identifying the alternatives, a bus was placed into service to run these options to obtain information on running times. Three options were identified. The first option would require the modification to an existing route while the remaining two options would require the creation of new routes.

**Option 1:** Our current transit routes do not service the Alice F. Keene Center. The nearest transit stop is just north of Firetower Rd. In order to provide service to this facility the City would change service along existing routes. Service to County Home Road would be provided by altering existing routes (Figure 1). Route 1 and Route 4 would be adjusted to accommodate the Alice Keene destination. Currently, Route 1 provides bus service to the Fifth Street area between Holly Street and Brownlea Drive as well as First Street between Brownlea Drive and S. Jarvis Street. In this alternative, adjustments would be made to Route 4 (Figure 2). These adjustments are made to the end of the route so no extra time would be added to the amended route for GREAT Transit passengers. If these route adjustments were made, bus service to the Alice F. Keene Center would be accomplished using Route 1. The City of Greenville would not see an increase in cost because the total length of the combined mileage would remain the same. We do not have an estimate for the passenger volume impacted by having Route 4 provide coverage to this area. We expect the impact to be minimal since this area is currently the end of Route 1 and would also be the end of Route 4.

**Option 2:** A second alternative evaluated involved the creation of a new route. This proposed route (Route 7) would begin at the G. K. Butterfield Transportation Center and would travel along Charles Blvd until it reaches Fire Tower Road. The route would then turn right on Fire Tower Road, and then left on County Home Road (Figure 3). The total approximate travel distance for this route is 12.5 miles. The current Transit operating budget is approximately \$3M. Based on our current service of six routes, the cost to operate an existing route is approximately \$500,000. The City is reimbursed 50% for operating costs. The net recurring annual cost to the City for a new route would therefore be approximately

\$250,000. A new route will also not require adjustments to any of the of existing routes currently in operation.

**Option 3:** A third option evaluated would provide transportation service to the Alice F. Keene Center while also providing service to the Town of Winterville. Public Works met with met with representatives from the Town of Winterville who had inquired about the City providing Transit service to Winterville. This third option would provide Transit to the Alice F. Keene Center as well as to the Farmers Market located on County Home Road. The route would also service the Town of Winterville via Worthington Rd and Main St. This option would create a service link with Routes 3 and 6 which service Pitt Community College as well as Routes 1 and 5 which service the Greenville Mall.

This route would begin at the Greenville Mall. The bus would turn right onto Charles Blvd., then travel to Fire Tower Road where it would turn right, and then turn left onto County Home Road. The route would service the Alice F. Keene Center and the Farmers Market. The bus would continue traveling down County Home Road and then turn right on Worthington Road and then right onto Old Tar Road where it could provide service to the Food Lion Shopping Center. The bus would leave the Food Lion Shopping Center turning right onto Main Street and then right onto Memorial Dr., until it reaches Regency Blvd., where it would make another right turn. The bus would turn left on Evans Street, then right on Greenville Blvd SW and continue to Charles Blvd. where it would return to the Greenville Mall entrance (Figure 4).

Providing service to the Town of Winterville would be less costly than the Option 2 since the Town of Winterville would contribute to this service. Formal discussions have not yet occurred with the Town of Winterville or Pitt County. Approximately 50% of the route would be outside of the City limits. The total cost of an existing route is approximately \$500,000. With 50% of the route outside of the City limits, approximately \$250,000 would need to be funded through federal and non-city funds.

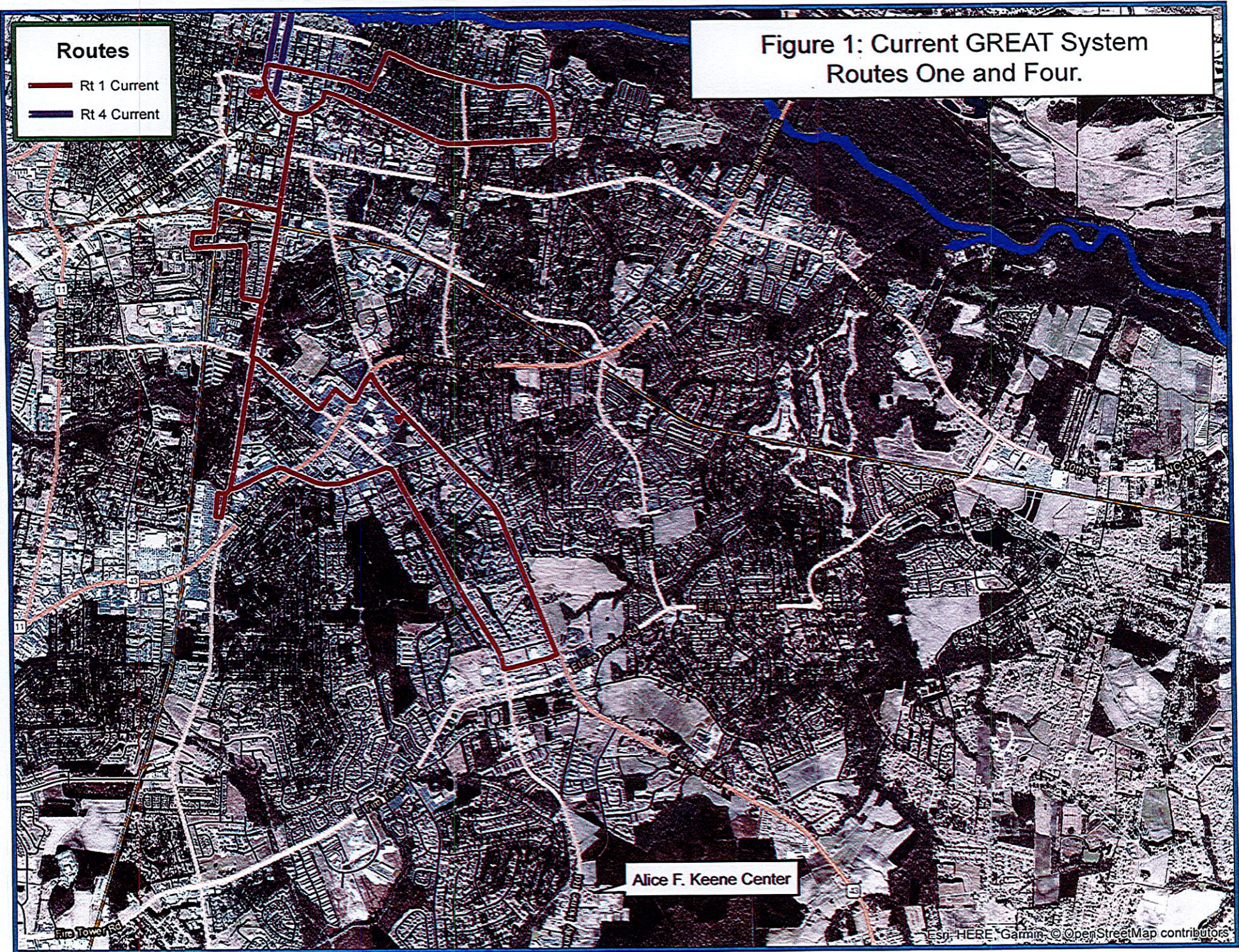
**Recommendation:** Outlined above are three possible alternatives for providing transportation service to the Alice F. Keene Center. Option 1 is the most cost effective. Options 2 and 3 have the least impact to our existing routes but are more expensive as they involve the introduction of a new transit route. Since new routes are created under options 2 and 3, no existing route would require adjustments. Although route adjustments are required under option 1, the City of Greenville would not see an increase in costs. The Winterville service (Option 3) also has multiple benefits. It would create a service partnership between the City of Greenville and the Town of Winterville. Individuals from both areas would have access to public transportation services and this option would create a service link with Routes 1, 3, 5 and 6, which could also have the additional benefit of reducing our passengers total ride time. Option 3 would also provide transportation service along Southeast Greenville Blvd - new service between Memorial Drive and Charles Blvd.

Pending further discussions about an expansion of service to the Town of Winterville, Option 1 is staff's recommendation. This option has the least cost to the City.

**Routes**

-  Rt 1 Current
-  Rt 4 Current

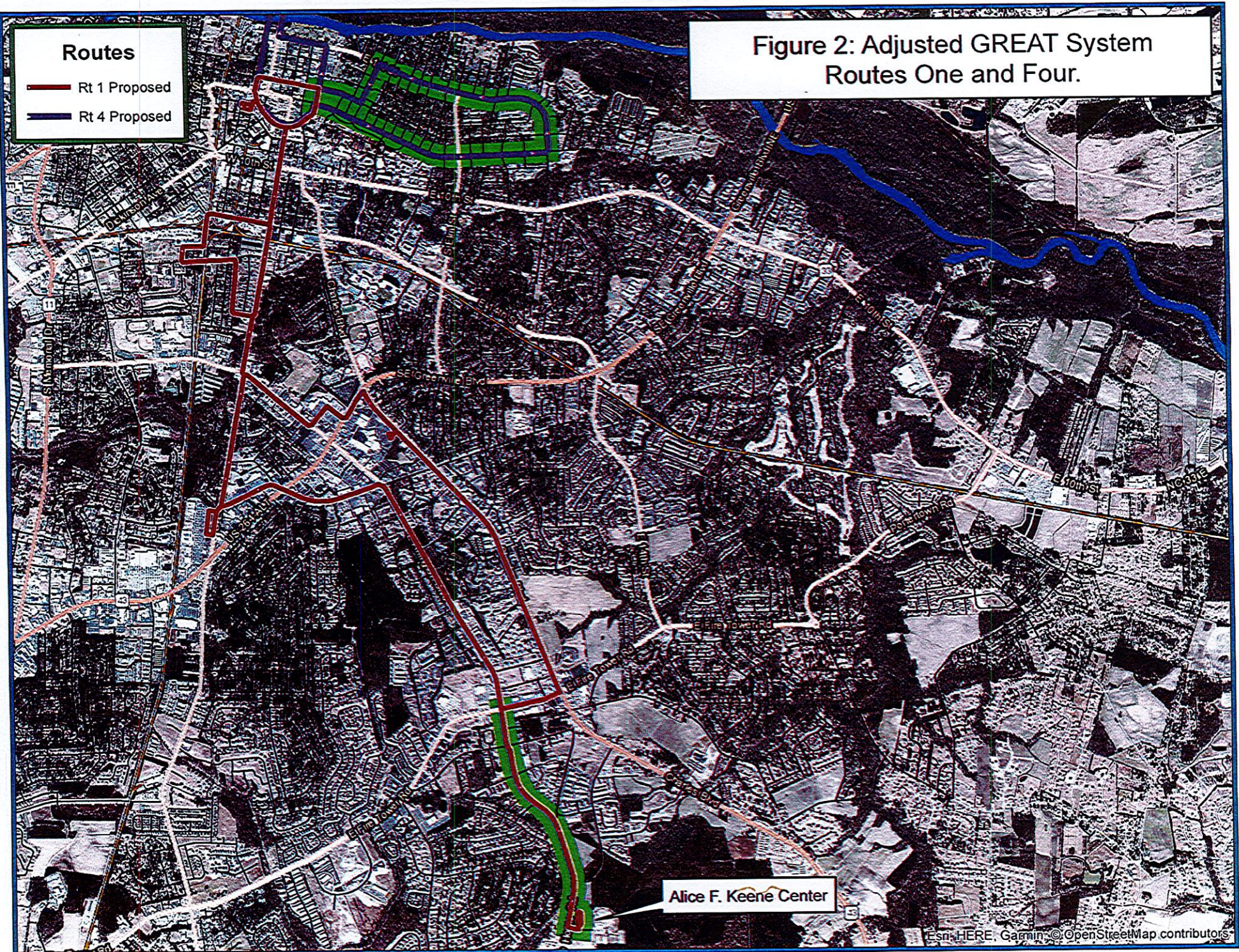
Figure 1: Current GREAT System Routes One and Four.



Alice F. Keene Center


Figure 2: Adjusted GREAT System Routes One and Four.

- Routes**
- Rt 1 Proposed
  - Rt 4 Proposed

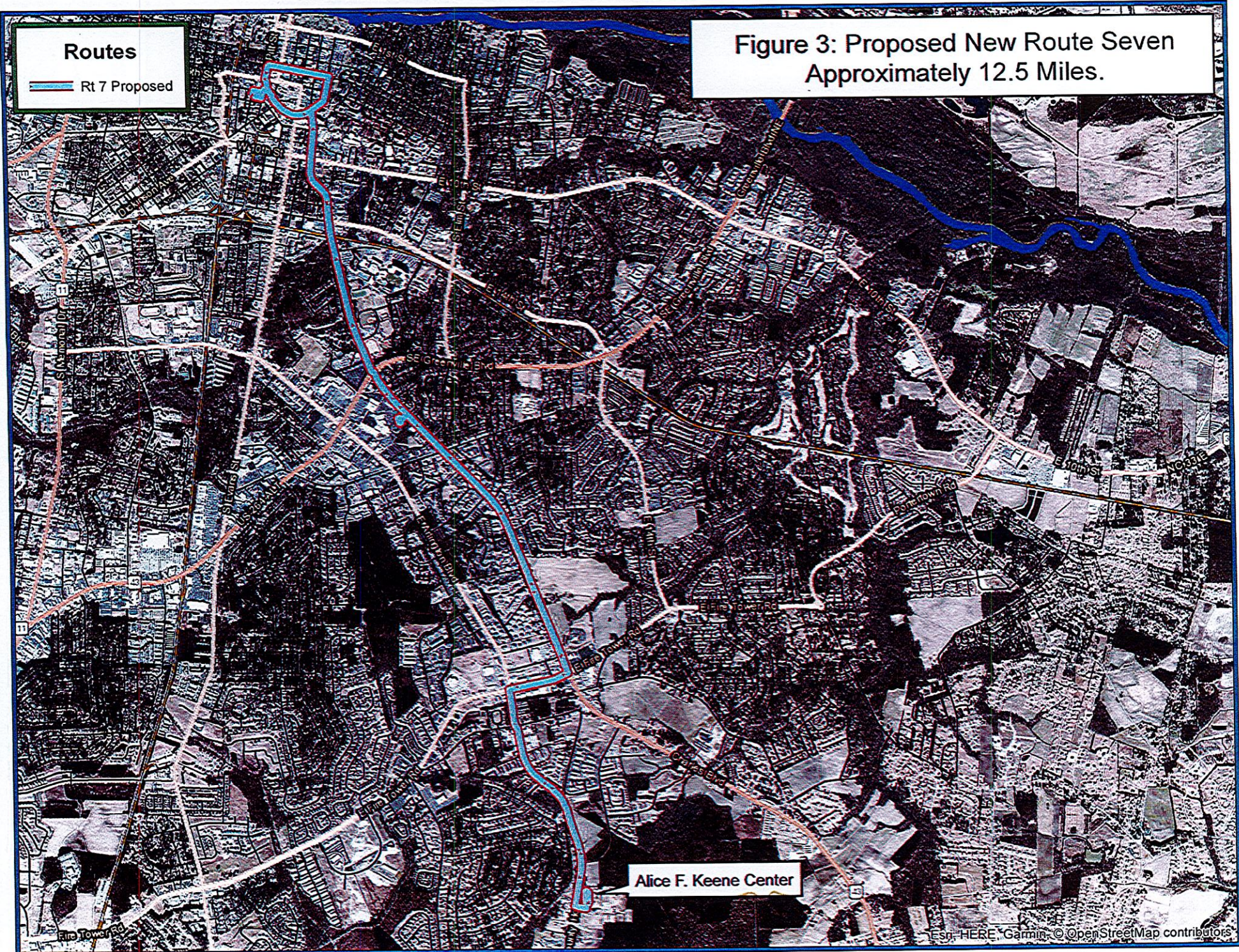


Alice F. Keene Center

**Routes**

 Rt 7 Proposed

**Figure 3: Proposed New Route Seven  
Approximately 12.5 Miles.**




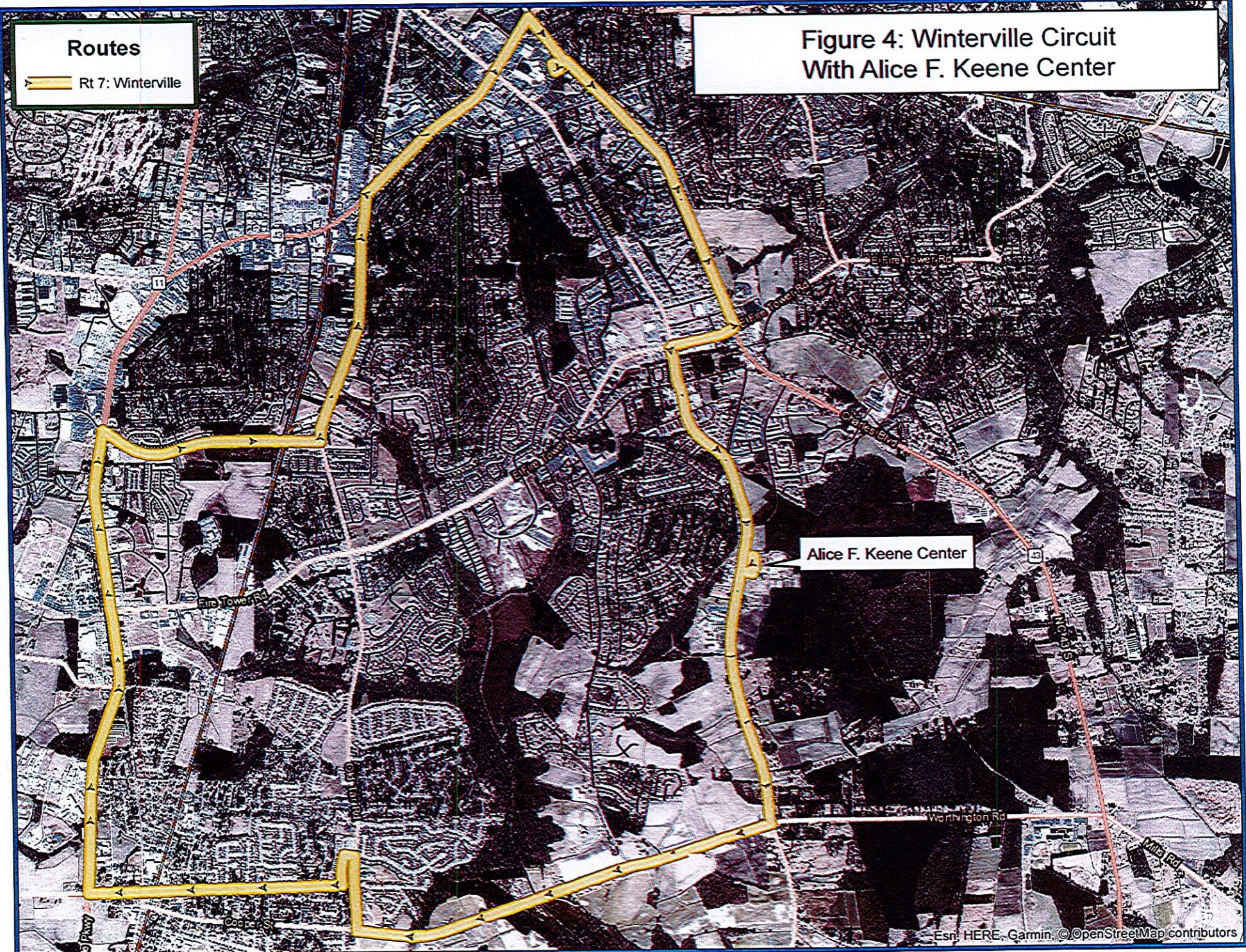
Alice F. Keene Center



Figure 4: Winterville Circuit  
With Alice F. Keene Center

**Routes**

 Rt 7: Winterville



Alice F. Keene Center