

City Council Workshop

April 8, 2019



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Item 1

City's observance of Financial
Literacy Month



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April is Financial Literacy Month

*Various events geared toward financial wellness are planned.
We hope you take advantage of another great City benefit!*

Lunch & Learn

Topic: Budgeting

*Presented by a Certified
Financial Planner*

Lunch will be provided!

Wednesday, April 17

11:30 AM–12:30 PM
City Hall Gallery (3rd Floor)

**Advanced registration for the
Lunch & Learn is required.** To
register, please contact Tiffany
Sheppard-Allgood in HR at
TAllgood@greenvillenc.gov or call
(252) 329-4492.

Financial Panel & Fair

A panel of representatives will
discuss topics including credit union
services, college savings plans, and
retirement savings plans. After the
panel discussion, you will be able to
visit with representatives at their
booths for additional information.

Refreshments will be provided!

Wednesday, April 24

Panel • 8:30 AM–9:00 AM
Fair • 9:00 AM–10:30 AM
City Hall Gallery (3rd Floor)

BB&T Bank Bus

Get your free credit report and the
opportunity to privately discuss your
report with a BB&T representative if
you choose.

Participants will be entered in a raffle
for free prizes!

Tuesday, April 23

8:00 AM–3:00 PM (Floating)
GK Butterfield Transportation Center



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***For full-time and designated part-time employees.
All events are for informational purposes only (no solicitations).**

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Item 2

Presentation on Scooters



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Overview

- A “bicycle sharing” program is a service in which bicycles are made available for shared or communal use to individuals on a short term basis for a price or free.
- They are typically categorized as a “dock” or “dock-less” system referring to whether a centralized docking station is used for renting or returning a bicycle or if the bicycle is free standing and can be picked up and left in any safe location within the program area.



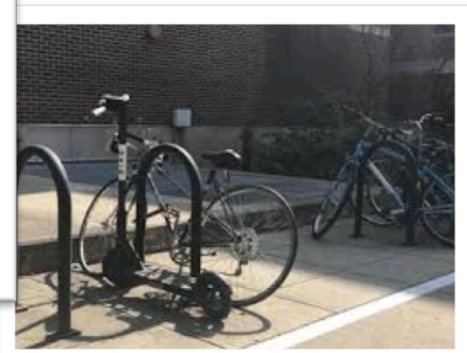
Overview

- Large City's such as Raleigh have developed their own City operated program in partnership with a private business who sponsors the purchase of the fleet for deployment.
- Continued development of bicycle sharing has led companies to explore other vehicle types for deployment, namely electric motorized scooters, or E-Scooters.
- E-Scooters are small stand-up vehicles with two wheels propelled by an electric motor that can typically attain speeds up to 15mph are equipped with two braking mechanisms.



Shared-Use in North Carolina and at ECU

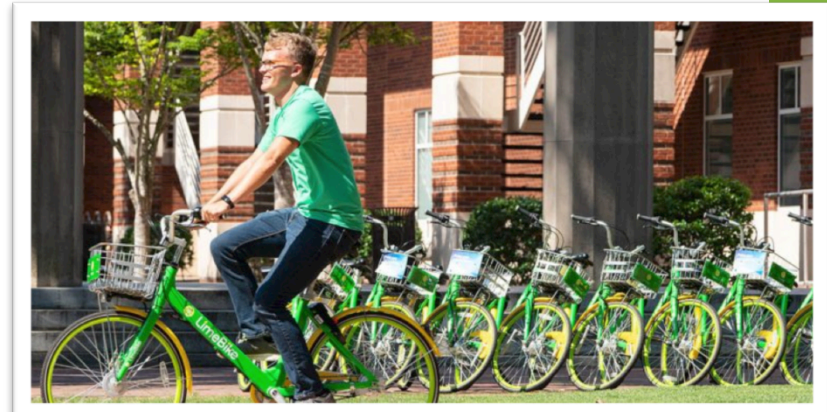
- ECU currently operates a bicycle sharing program in partnership with Lime. The program is scheduled to cease on April 19, 2019 as Lime is transitioning to E-Scooters exclusively.
- ECU at this time is not considering the deployment of E-Scooters with emphasis still placed on selecting a new provider for their bicycle sharing program.
- Other communities have been affected by “rogue launches” E-Scooters, where certain companies have deployed a sizable fleet with limited to no notification to the local authorities creating confusion and potential hazards.



ECU Bicycle Sharing System

- ECU has operated a bicycle sharing program in partnership with Lime since April 2018.
- Initial ECU fleet deployment included 150 bicycles and have expanded that fleet to 225 currently in response to high demand.
- ECU was anticipating an expansion to 325 vehicles before Lime informed the University that they would be moving to E-Scooters only.

Data provided to ECU and City staff by Lime showed that ECU/Greenville's ridership per vehicle per day (how many uses each bicycle had each day) ranked among the highest in the world for Lime programs.



Raleigh



Bicycle Sharing

- Currently operates a City bicycle sharing program called Citrix Cycle sponsored by Citrix
- Program will include 300 bicycles using a dock based system with a fleet of traditional pedal and electric assisted bicycles
- Offer yearly, monthly, daily and single use pricing options
- Operations defined by State Law and City Code

E-Scooter

- City experienced “rogue launch” and retroactively imposed regulations on scooter companies
- Imposed fees (\$300) per unit for operation within the City
- Created a cap of 1,500 units total with any company limited to 500 units max
- Required E-Scooters to be placed in “Communities of Concern”
- Required “diverse payment options” to reduce barriers to the low income citizens
- Two prominent companies have announced plans to pull out of Raleigh
- The City recently released a Request for Proposal (RFP) to select up to four (4) providers by way of a Master encroachment Agreement with the City



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Durham

Shared Active Transportation System Ordinance

- City adopted and Ordinance defining regulations, permitting process and fees associated with operation of a bicycle sharing program.
- Currently have permitted three (3) companies within the City (Lime, SPIN and ofo).
- Ordinance defined as “Shared Use Active Transportation” Ordinance and includes regulations for both bicycles and E-Scooters.
- City has received five (5) applications from E-Scooter providers to (including Lime and SPIN who are shifting to E-Scooters exclusively).
- Implemented Ordinance prior to “rogue launches” effectively requiring coordination with the City.
- Currently reviewing E-Scooter permit requests with none currently approved for operation.



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Chapel Hill

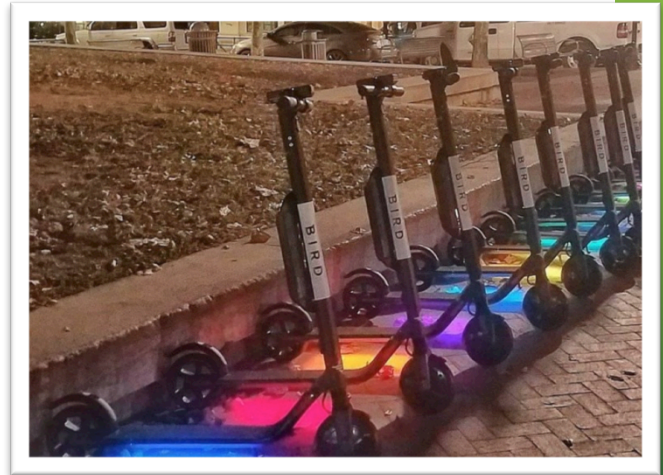


E-Scooter

- E-Scooters were “rogue launched” on UNC Chapel Hill campus and within the Town.
- University Impounded and advised company to retrieve vehicles.
- Town currently considering regulations but are awaiting more definitive information in potential State legislation.
- Plan to work in conjunction with UNC Chapel Hill on any action to create consistency.

Bicycle Sharing

- Town currently does not operate a bicycle sharing system within the Town
- UNC Chapel Hill operates a program with a private company providing a customized fleet (Gotchabike)
- Town has taken a similar approach as Greenville with University operating a bicycle sharing system with the Town reviewing and evaluating the benefits and risks.



Regulation and Legislation

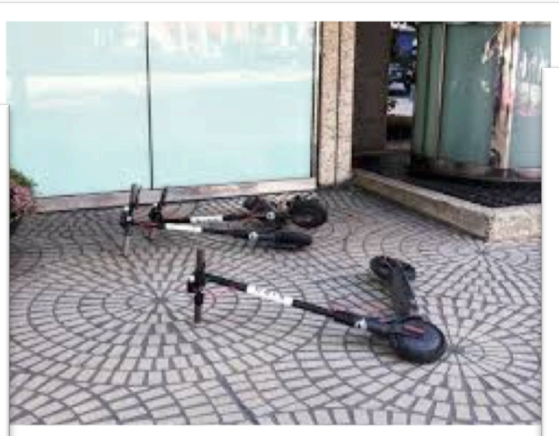
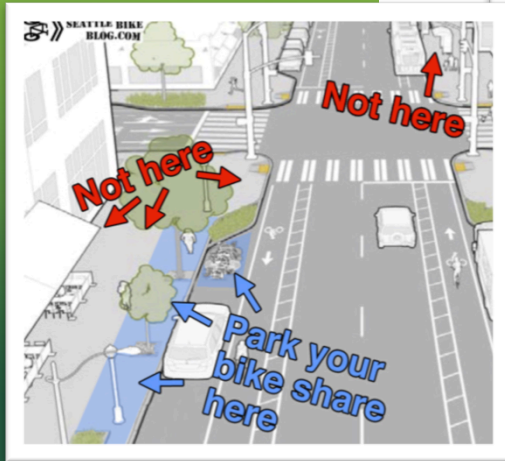
- General Statute 160A-296 provides that a City has authority to regulate streets and sidewalks, and a duty to keep them free from unnecessary obstructions.
- Cities across North Carolina have taken different approaches to regulation with several Cities electing to develop an Ordinance defining a permitting process and operational requirements consistent with State Law, or advertising for Requests for proposals, or temporarily banning the e-scooters.
- State Legislature currently does not define electric motorized scooters with the most common interpretation defining them as mopeds creating specific requirements such as helmets, insurance, registration and safety apparatuses.
- State Legislature is considering House Bill 77, which would define E-Scooters and establish the requirement that any ordinance or regulation or policy developed by a local government must comply with State Statute.
- Greenville City Code Section 10-2-116 prohibits a person from riding a bicycle on public sidewalk.



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Areas of Concerns

- As E-Scooters and Bicycle sharing are deployed across North Carolina, communities have identified risks and areas of concern such as:
 - Clutter on sidewalks (“staging” or parking of vehicle when not in use)
 - Operational area of vehicles (Street v. Sidewalks)
 - Safety of pedestrians
 - Associated fees of use
 - Access for citizens without smart phone capabilities
 - Use of safety apparatuses such as helmets and side mirrors



Areas of Opportunity

- While there are areas of concerns associated with Shared Use Transportation, also known as Micro-Mobility, there are also a great deal of benefits:
 - Offer alternative transportation opportunities
 - Equitable and cheap mobility opportunity
 - Can be scaled to meet community needs
 - Reduce congestion and parking needs for short trip car-use
 - Create effective first mile-last mile solutions
 - Support community place making
 - Support urban development and mobility
 - Create additional private public partnerships and economic opportunity



Thank You for Your Time
and Consideration !



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Staff Recommendation

- In compliance with current and forthcoming State Law, staff recommends that a **Shared Use Transportation System Ordinance be developed** that:
 - Supports and reinforces the State’s definition on E-Scooters, E-Assist Bicycles and Shared Use Bicycles.
 - Establishes a permitting process for companies proposing to operate bicycle or E-Scooter sharing services.
 - Caps the amount of vehicles per mode to ensure over saturation does not occur.
 - In compliance with current and future State Law, establish operational guidelines to enforce safe use and storage of any shared use vehicle.
- In addition to creating an Ordinance staff also recommends:
 - Pursue a joint Request for Proposal (RFP) Process with ECU in order to solicit and permit the initial Shared Use System companies within the City.
 - Explore the potential of a fee structure to create a stream of revenue that can be reinvested into the bicycle and pedestrian infrastructure



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Item 3

Presentation on alternative locations for the Jones-Lee House



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Jones-Lee House

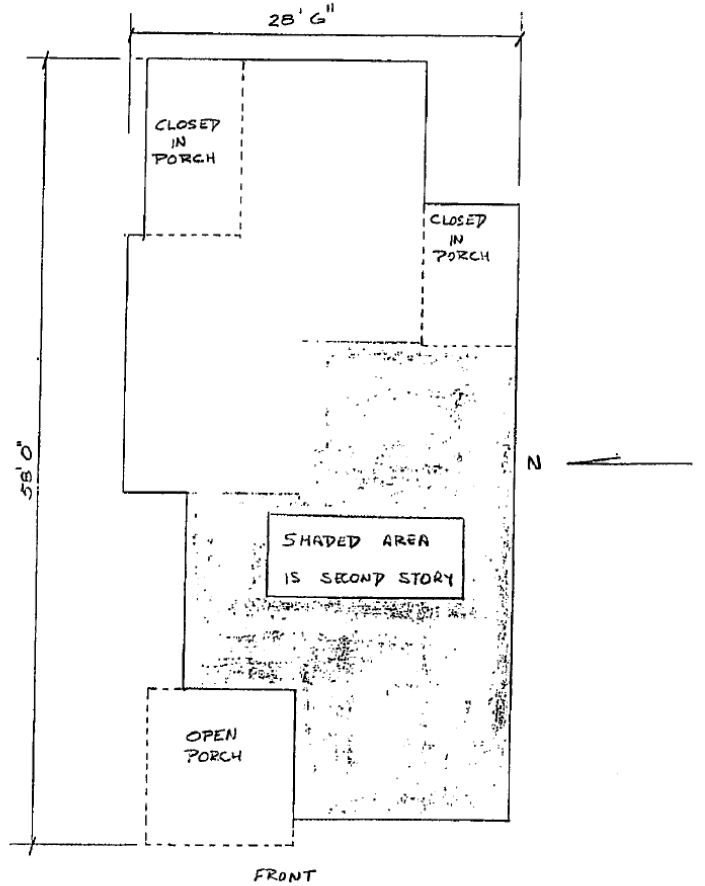


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Jones-Lee House Floor Plan

JONES - LEE HOUSE



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Site Data

- There are two potential sites for relocation based on two proposals.
- Both sites are zoned Downtown Commercial (CD).
- Single-family use is not permitted in the CD zoning district
- An Office/Commercial use is permitted in the CD zoning district
- There are no landscaping, setbacks or parking (for non-residential uses) requirements in the CD zoning district.
- Based on the footprint in the file, the house could fit on either location.
 1. The first is a lot located next to **302 S. Green St, home to the Fleming house**. This lot adjacent to the Fleming house would be a “tighter fit” given the Jones Lee House is 58 ‘ (l) x 28’ 6” (w) and the lot’s size is 125’ (l) x 38’ (w).
 2. The second lot is located at **442 W. Third St**. The lot on West Third Street is 180’ (l) x 65’ (w) and would fit the Jones-Lee House nicely.



Historic Designation

- The property is listed on the National Register (NR) of Historic Places and is a Greenville Local Landmark.
- National Register is an honorary designation.
- If a NR property is to be moved and maintain the NR designation, it would need to be reviewed by SHPO and the Keeper of the National Register prior to re-location. (Typically 6 month process)
- If time does not permit, a new NR nomination can be submitted for review but does not guarantee the property will be re-designated.
- Local Landmark designation provides a 50% property tax deferral.
- Relocating a local landmark would require a Certificate of Appropriateness from the HPC.
- On April 24, 2018, the Greenville Historic Preservation Commission approved a 365-day delay of demolition for the Jones-Lee House. The stay of demolition will expire on Wednesday, April 24, 2019.



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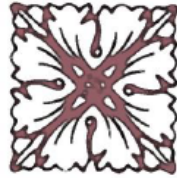
Building Code and Inspections Requirements

- *Section 408 of the North Carolina Building Code*
- *[B] 408.1 Historic buildings. The provision of this code...shall not be mandatory for historic buildings where such buildings are judged by the building official to not constitute a distinct life safety hazard.*
- Plans for renovation shall be reviewed by our Chief Building Inspector/ staff.
- It is likely that a change of occupancy will not apply to moving the Jones Lee House
- Ordinary renovation techniques would likely apply.



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Preservation North Carolina



Preservation North Carolina

THE ENDANGERED PROPERTIES PROGRAM

Preservation North Carolina's Endangered Properties Program has helped save over 800 historic places since 1975. Many of these properties would have been lost without Preservation North Carolina's involvement, and the organization's involvement has generated private investments of more than \$350 million.

What about government-owned "surplus" properties?

N.C.G.S. 160A-266 allows municipalities to sell historic properties to non-profit organizations like Preservation North Carolina using private sale procedures, thereby permitting them to bypass cumbersome bidding procedures. In addition, N.C.G.S. 153A-176 permits counties to use the same procedures. The property itself must be significant for either its architectural, archeological, artistic, cultural, or historic associations; its relationship to such a property (for example, a lot to which a historic house might be relocated); or for its natural, scenic, or open condition. The deed conveying the property must include a preservation or conservation agreement as defined in N.C.G.S. 121-35.



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EXHIBIT A

RESTRICTIVE COVENANTS AND PRESERVATION AGREEMENT FOR THE

The Subject Property shall be and shall permanently remain subject to the following agreement, easements, covenants and restrictions:

1. These covenants shall be administered solely by the Grantor, its successors in interest or assigns. Upon any conveyance of the Subject Property by Grantee, Grantor's rights under these Restrictive Covenants and Preservation Agreement shall pass to Grantee.
2. No alteration and no physical or structural change and no changes in the color, material or surfacing shall be made to the exterior of the Subject Property without the prior written approval of the Grantor.
3. No addition or additional structure shall be constructed or permitted to be built upon the subject property unless the plans and exterior designs for such structure or addition have been approved in advance in writing by Grantor.
4. No structure on the Subject Property may be removed or demolished without the prior written approval of Grantor.
5. These restrictions shall be covenants and restrictions running with the land.
6. Unless otherwise provided, the covenants and restrictions set forth above shall run in perpetuity.
7. Each provision of this document shall be interpreted in such a manner as to not affect the validity of the conveyance of the Subject Property under N.C.G.S. § 160A-266 and 121-35. However, if the application of any provision shall be invalid or shall result in the invalidity of the conveyance of the Subject Property under N.C.G.S. § 160A-266 and 121-35, that provision shall be null and void. The provisions of this document are declared to be severable.

Estimated Costs of the Move

- The relatively 'hard' numbers for lifting up the house, placing it on a lowboy trailer and actually moving it would be \$50,000 to \$55,000.
- The portion that remains fluid is the cost to temporarily move the overhead utility lines and is estimated to be about \$25,000 to \$60,000.
- Therefore our working estimate for total cost of the move is \$75,000 to \$115,000.

Note: If a scenario arises where the City owned 5th Street lot (or any other lot farther away than the two under consideration) becomes the new destination for the Jones-Lee house, the cost of the move increases substantially, every intersection with overhead utilities or crossing railroad tracks adds substantial cost.



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Proposal 1

Uptown Properties, LLC

Relocate Jones-Lee House to parcel #26957 next to 302 S. Green Street—home of the Fleming House, and rehab it and lease it as office space.

Cost to City: In this proposal, the proposer would pay for the actual physical move of the house out of their own pocket at no cost to the city. The cost to the city is based on the ‘gift’ of the vacant lot to be the new home to the Jones-Lee house either in an outright transfer of the ownership of property or in terms of a long-term \$1 dollar per year lease.

- Value of the lot is currently assessed at \$42,700.
- No other upfront costs have been identified with this proposal
- Potential nominal income to be derived from a lease scenario
 - Who has responsibility for maintenance over time remains undecided.

There are various transfer scenarios with some outstanding questions as to the value of the lease: is it a net, net, net lease?; will the City incur any maintenance cost over the 50 year lifespan?; can the property be transferred to Preservation Trust easily and at no cost?; etc. There is minimal rental income generated in a lease scenario; etc., etc.

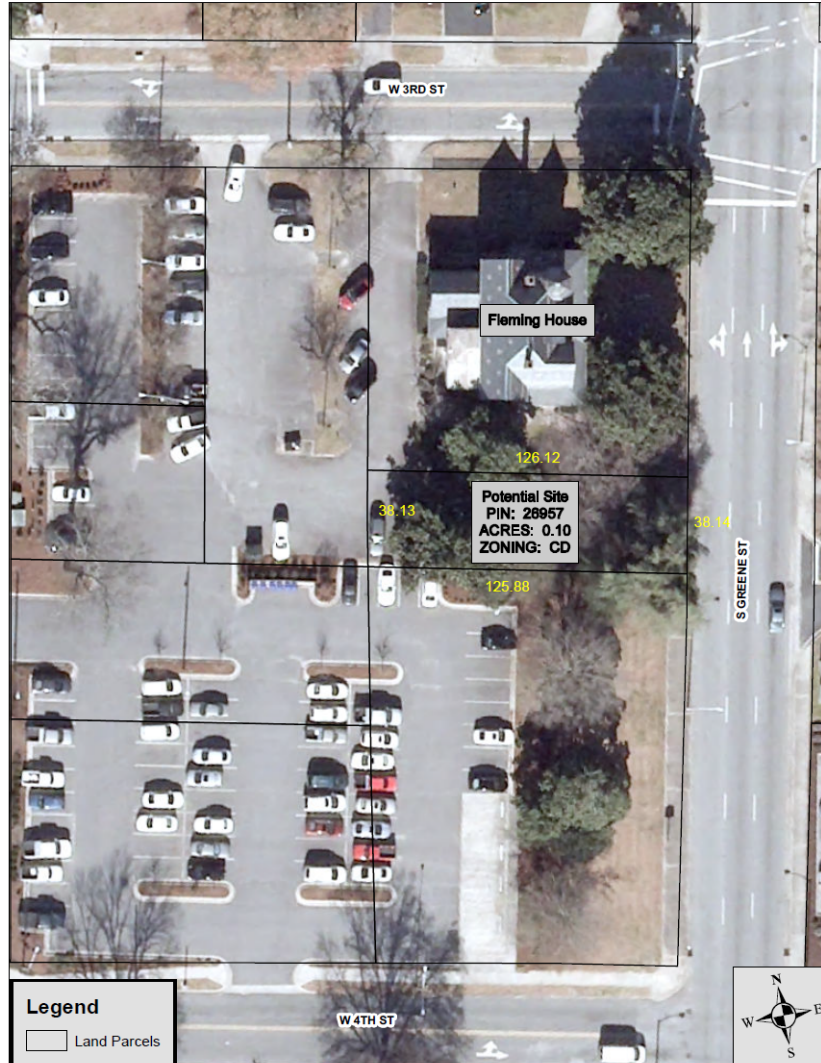


Potential Site Near Fleming House 302 S. Green St.



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Proposal 2

Carolina Penn Investment Group, LLC

Relocate the Jones-lee house to a privately owned lot located at 442 W. Third St., Greenville, NC.

Carolina Penn Investment Group, LLC, would participate in moving the Jones-Lee house to 442 W. Third St. and provide the lot at no additional charge to the project.

Cost to City: In this proposal, the cost is based on the actual cost of the physical move of the structure less the 'contributions' from the interested parties.

| | | |
|-------------------------------------|------------|---------------------|
| Total (estimated max) project cost | | <u>\$115,000.</u> |
| Carolina Penn Investment Group, LLC | | \$20,000. |
| Ward & Taft | | \$10,000. |
| Others? | | ?? |
| deficit | (\$85,000) | Current (estimated) |

Unfortunately, we do not have a clear idea of how much 'Other' funds we can count on at this moment in time.



Potential Site 442 W. Third Street

POTENTIAL SITE - 442 W. THIRD STREET



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Jones-Lee House



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