



# Agenda

## Greenville City Council

January 11, 2007  
7:00 PM  
City Council Chambers  
200 Martin Luther King, Jr. Drive

---

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 Little**

### **III. Pledge of Allegiance**

### **IV. Roll Call**

### **V. Approval of Agenda**

### **VI. Special Recognitions**

- Donald Redmond, Public Works Retiree
- Government Finance Officers Association Budget Award for Financial Services Department

### **VII. Appointments**

1. Appointments to Boards and Commissions

### **VIII. New Business**

#### **Public Hearings**

2. Ordinance, requested by DVML, LLC, to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family])

3. Ordinance, requested by Collice C. Moore, ETAL, to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of Lot 13, Lakewood Industrial Park from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry)
4. Ordinance to annex Covengton Downe Subdivision, Phase II, Lot 3B, containing 0.91 acres located south of the intersection of Fire Tower Road and Wimbledon Drive
5. Ordinance to annex Westhaven South, Section 4, containing 15.476 acres located at the southern terminus of Baywood Lane and west of the Seaboard Coastline Railroad.
6. Ordinance to annex Savannah Place, Section 3, containing 17.245 acres located at the western terminus of Oglethorpe Drive and west of Savannah Place, Section 1.
7. Ordinance to annex Cross Creek Subdivision, containing 27.274 acres located west of the intersection of Dickinson Avenue and Spring Forest Road
8. Ordinance to annex Kittrell Farms Patio Homes, Section 2, Phase 2, containing 12.763 acres located east of Signature Drive and 100+ feet north of Bluebill Drive
9. Ordinance to annex The Villages at Greenville, containing 37.373 acres located east of Bells Chapel Road and west of Signature Drive
10. Ordinance to annex Hampton Creek, Phase 2, containing 10.024 acres located south of Davenport Farm Road and west of Christ's Church
11. Ordinance to annex Fire Station No. 6 property owned by the City of Greenville, containing 8.36 acres located north of NC Highway 33 and west of Courthouse Square Subdivision
12. Ordinance to annex property owned by the City of Greenville, containing 914.8 acres generally located north of NC Highway 33, east of NE Greenville Boulevard, and south of Sunnyside Road
13. Ordinance (requested by Brook Valley Country Club) to amend the zoning ordinance to permit an accessory public restaurant as an ancillary use to a regulation golf course
14. Ordinance amending Chapter 7 of Title 11 of the Greenville City Code, said Chapter being entitled Police-Initiated Tow Service Operations
15. Continuance of public hearing and ordinance for a taxicab franchise for James Sherman d/b/a Dick's Cab

### **Public Comment Period**

- The Public Comment Period is a period reserved for comments by the public. Items that were the subject of a public hearing at this meeting 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**

16. Center City-West Greenville Streetscape Master Plan and Implementation Timeline
17. Resolution authorizing the conveyance of property located at 614 Ford Street to Habitat for Humanity of Pitt County, Inc.
18. Resolutions Establishing State Legislative Initiatives
19. Budget ordinance amendment #5 to the 2006-2007 City of Greenville budget

**IX. Comments from Mayor and City Council**

**X. City Manager's Report**

**XI. Adjournment**



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Appointments to Boards and Commissions   |
| <b><u>Explanation:</u></b>    | City Council appointments need to be made to the Environmental Advisory Commission, Firemen's Relief Fund Committee, Historic Preservation Commission, and Public Transportation and Parking Commission. |
| <b><u>Fiscal Note:</u></b>    | No fiscal impact.  |
| <b><u>Recommendation:</u></b> | Make appointments as deemed appropriate.   |

---

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

Attachments / click to download

 [\\_City\\_Council\\_Meetings\\_Agenda\\_Deadline\\_Mater](#)

---

# Appointments To Boards and Commissions

January 11, 2007

## Environmental Advisory Commission

**Council Liaison:** Council Member At-Large Pat Dunn

| <u>Name</u>                  | <u>Current Term</u> | <u>Reappointment Status</u> | <u>Expiration Date</u> |
|------------------------------|---------------------|-----------------------------|------------------------|
| Rocky Russell<br>*(B-Bylaws) | First term          | Resigned                    | April 2009             |

\*A building contractor, land developer, or someone familiar with construction techniques

## Firemen's Relief Fund Committee

**Council Liaison:** Not Applicable

| <u>Name</u>    | <u>Current Term</u>       | <u>Reappointment Status</u> | <u>Expiration Date</u> |
|----------------|---------------------------|-----------------------------|------------------------|
| Henry McNeese  | Appointed by City Council | Eligible                    | January 2007           |
| Leonard Sawyer | Appointed by Firemen      | Eligible                    | January 2007           |

## Historic Preservation Commission

**Council Liaison:** Council Member At-Large Pat Dunn

| <u>Name</u>      | <u>Current Term</u>    | <u>Reappointment Status</u> | <u>Expiration Date</u> |
|------------------|------------------------|-----------------------------|------------------------|
| Minnie Anderson  | Second term            | Ineligible                  | January 2007           |
| N. Yaprak Sagdic | Filling unexpired term | Eligible                    | January 2007           |
| Rick Smiley      | First term             | Eligible                    | January 2007           |

## Public Transportation and Parking Commission

**Council Liaison:** Mayor Pro-Tem Mildred A. Council

| <u>Name</u>   | <u>Current Term</u> | <u>Reappointment Status</u> | <u>Expiration Date</u> |
|---------------|---------------------|-----------------------------|------------------------|
| Ashley Fenner | First term          | Eligible                    | January 2007           |
| Steven Krpata | Second term         | Ineligible                  | January 2007           |

# Applicants

**Board/Commission:** Environmental Advisory Commission

John Newby  
401 Crestline Boulevard  
Greenville, NC 27834

**Application Date:** 05/18/2006  
756-8318      **Occupation:** Safety Engineer

Laura Williamson  
3402 Wyneston Road  
Greenville, NC 27834

**Application Date:** 02/18/2005  
355-8710      **Occupation:** Environmental  
Specialist

# Applicants for Firemen's Relief Fund Committee

Ralph W. Flanary  
601 Rupert Drive  
Greenville, NC 27834

**Application Date:** 2/22/2005

321-0330

## Applicants for Historic Preservation Commission

|  |          |                                     |
|--|----------|-------------------------------------|
| Steven Kirkman<br>1992 I Hyde Drive<br>Greenville, NC 27858      | 814-3095 | <b>Application Date:</b> 12/12/2006 |
| John Newby<br>401 Crestline Boulevard<br>Greenville, NC 27834    | 756-8318 | <b>Application Date:</b> 5/18/2006  |
| Dale Sauter<br>2609 Mulberry Lane<br>Greenville, NC 27834        | 353-5795 | <b>Application Date:</b> 6/6/2006   |
| Chris Woelkers<br>1105 East Fifth Street<br>Greenville, NC 27858 | 355-0699 | <b>Application Date:</b> 11/17/2006 |



## Applicants for Public Transportation and Parking Commission

|  |          |                                     |
|--|----------|-------------------------------------|
| Dana Coles<br>1109 Treybrooke Circle<br>Greenville, NC 27834           | 413-0514 | <b>Application Date:</b> 3/7/2006   |
| Ronald Dunbar<br>1130 SW Greenville Blvd. Apt.<br>Greenville, NC 27858 | 378-6183 | <b>Application Date:</b> 2/20/2005  |
| Daniel Kozak<br>804 Forbes Street<br>Greenville, NC 27834              | 754-2878 | <b>Application Date:</b> 2/17/2005  |
| Wayne M. Whipple<br>3102 Cleere Court<br>Greenville, NC 27834          | 321-0611 | <b>Application Date:</b> 11/29/2006 |



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

**Title of Item:** Ordinance, requested by DVML, LLC, to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family])

**Explanation:** The request involves the rezoning of 23.588 acres as referenced above. Please see the attached rezoning request report.

**Fiscal Note:** No cost to the City.

**Recommendation:** In staff's opinion, the request is **not** in compliance with the Horizons Plan and the Future Land Use Plan Map.

The Planning & Zoning Commission at their December 19, 2006, meeting voted to deny the request.

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

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

Motion to deny the request to rezone and to make a finding and determination that the denial of the rezoning request is consistent with the adopted comprehensive plan and that the denial of the rezoning

Agenda Briefing

Item # 2

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**

- [Locational Map](#)
  - [Survey](#)
  - [Rezoning for \(Dec \) DVML LLC](#)
  - [26 DVML LLC](#)
  - [Ordinance for DVML LLC](#)
  - [DVML LLC minutes](#)
  - [Certificate of Mailed Notices](#)
  - [DVML Table of Uses](#)
-

# Rezoning Request Report

Prepared by Greenville's Planning and Community Development Department

Staff Contacts: Niki S. Jones, 329-4518

Chantae M. Gooby, 329-4507

1. **Applicant:** Ordinance, requested by DVML, LLC, to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family]).

2. **Date:** November 20, 2006

3. **Requested Change:**

**Existing:** R6A (Residential [Medium Density Multi-Family])

**Proposed:** R6 (Residential [High Density Multi-Family])

**Note:** In addition to other criteria, the Planning and Zoning Commission and City Council shall consider the entire range of permitted and special uses for the existing and proposed zoning districts as listed under Title 9, Chapter 4, Article D of the Greenville City Code.

4. **Location:** Located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision.

5. **Size:** 23.588 acres

6. **Comprehensive Plan:**

Thomas Langston Road is considered a “residential” corridor. Along residential corridors, office, service, and retail activities should be specifically restricted to the associated focus area and linear expansion outside the focus area node should be prohibited.

The Future Land Use Plan Map recommends office/institutional/multi-family along the northern right-of-way of Thomas Langston Road transitioning to medium density residential in the interior areas. The office/institutional/multi-family transition is intended to serve as a buffer between the commercial and medium density residential area.

7. **Thoroughfare/Traffic Volume (PW-Engineering Division) Report Summary**

Development under the proposed rezoning could generate an additional 2,000-vehicle trips per day, which is a net increase of 800 additional trips per day on Thomas Langston Road compared to existing zoning.

A traffic impact study may be required as part of future plan reviews for the site. The purpose of the study is to determine the amount of traffic that will be generated by proposed uses and to evaluate the additional traffic’s impact on the existing infrastructure. During this review process, measures to mitigate these impacts will be identified. These measures may include limiting access onto Thomas Langston Road and constructing turn lanes into the development.

**Detailed Report Attached**

**8. History/Background:**

In 1972, the subject tract was incorporated into the City's extra-territorial jurisdiction (ETJ) and zoned RA20 (Residential-Agricultural). In 2004, the subject property was rezoned to R6A (Residential [Medium Density Multi-Family]) at the request of the property owner.

**9. Present Land Use:**

Woodlands

**10. Utilities:**

The closest GUCO waterline is 230 feet south at Thomas Langston Road, and public sewer is available on-site.

**11. Historic Sites:**

There is no known effect on designated sites.

**12. Environmental Conditions/Constraints:**

There are no known environmental constraints.

**13. Surrounding Land Uses:**

**North:** RA20 – Vacant

**South:** OR – One (1) Single-Family residence and Legends Townhomes (29 units); Vacant

**East:** RA20 – Vacant (Ward, LLC Land Use Plan amendment (Case # 06-02) & proposed rezoning site (Case 06-23)

**West:** R6S – Providence Place Subdivision, Phase 3 (preliminary plat under review – 68 single-family lots); R6A & RA20 - Vacant

**14. Density Estimates:**

**Gross Acreage:** 23.588 acres

**Net Acreage:** 21.0 acres (excluding street rights-of-way and stormwater requirements)

**Current Zoning:** R6A (Residential [Medium Density Multi-Family])

**Requested Zoning:** R6 (Residential [High Density Multi-Family])

At the current zoning R6A (Residential [Medium Density Multi-Family]), staff would anticipate the site to yield approximately 168 units based on similar site comparison (Sterling Point-at 8 units per acre). At maximum density, the site would yield approximately 189 units (1, 2, & 3 bedrooms- at 9 units per acre).

At the proposed zoning R6 (Residential [High Density Multi-Family]), staff would anticipate the site to yield approximately 252 multi-family units based on similar site comparison (Cobblestone- at 12 units per acre). At maximum density, the site may yield approximately 357 multi-family units (1, 2, & 3 bedrooms- at 17 units per acre).

The anticipated build-out is 5-6 years.

**15. Additional Staff Comments**

The subject property is adjacent to the Ward, LLC Land Use Plan amendment (Case # 06-02) and rezoning request (Case # 06-23) to amend the Land Use Plan Category from office/institutional/multi-family (OIMF) to commercial (C) and rezone the property to CG (General Commercial).

The primary concern is the R6S (Residential-Single-Family [Medium Density]) zoned property adjacent to the subject property. Currently, there is a preliminary plat for Providence Place Subdivision, Phase 3 under review for 68 single-family lots.

**RECOMMENDATION:**

In that the Future Land Use Plan Map recommends medium density residential and the existing zoning (R6A) is considered medium density residential and the Land Use Plan Map further recommends a buffer between the commercial and medium density residential, staff is of the opinion that the recommended residential density and buffer has been met by the current zoning.

Therefore, it is staff's opinion that the request is **not** in compliance with Horizons: Greenville Community Plan and the Future Land Use Plan Map.







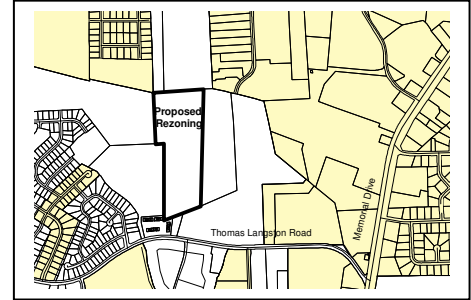
## REZONING THOROUGHFARE/TRAFFIC VOLUME REPORT

Case No: 06-26

Applicant: DVML, LLC

### Property Information

**Current Zoning:** R6A  
**Proposed Zoning:** R6  
**Current Acreage:** 23.588 acres  
**Location:** Thomas Langston Road  
**Points of Access:** Thomas Langston Road



**LOCATION MAP**

### Transportation Background Information

**1.) Thomas Langston Road (State maintained)**

|                                  | <u>Existing Street Section</u>   | <u>Ultimate Thoroughfare Street Section</u> |
|----------------------------------|--|---|
| Description/cross section        | 2-lane paved shoulders   | 4-lane with raised median-curb and gutter   |
| Right of way width (ft)          | 60   | 90  |
| Speed Limit (mph)                | 45   |   |
| <b>Current ADT:</b>              | 4,000(*)   | Design ADT: 12,000 vehicles/day (**)        |
| <b>Controlled Access</b>         | <b>No</b>  |   |
| <b>Thoroughfare Plan Status:</b> | Major Thoroughfare   |   |
| <b>Other Information:</b>        | There are no sidewalks along either side of Allen Road that service this property. |   |

**Notes:** (\*) 2005 City count

ADT – Average Daily Traffic volume

(\*\*) Traffic volume based an operating Level of Service D for existing geometric conditions.

**Transportation Improvement Program Status:**

No projects planned

**Trips generated by proposed use/change:**

**Current Zoning:** 1,200-vehicle trips/day (\*) **Proposed Zoning:** 2,000-vehicle trips/day (\*)

**Estimated Net Change:** increase of 800-vehicle trips/day (assumes full-build out)

(\* - These volumes are estimated and based on an average of the possible uses permitted by the current and proposed zoning.)

**The overall estimated trips presented above are distributed based on current traffic patterns. The estimated ADTs on Thomas Langston Road are as follows:**

**1.) Thomas Langston Road, East of Site (“No build” ADT of 4,000)**

Estimated ADT with Proposed Zoning (full build) – 5,400  
 Estimated ADT with Current Zoning (full build) – 4,840  
**Net ADT change** – +560 (12% increase)

**2.) Thomas Langston Road, West of Site (“No build” ADT of 4,000 )**

Estimated ADT with Proposed Zoning (full build) – 4,600  
 Estimated ADT with Current Zoning (full build) – 4,360  
**Net ADT change** – +240 (6% increase)

**Case No: 06-26**

**Applicant: DVML, LLC**

---

**STAFF FINDINGS/RECOMMENDATIONS:**

Development under the proposed rezoning could generate an additional 2,000-vehicle trips per day, which is a net increase of 800 additional trips per day on Thomas Langston Road compared to existing zoning.

A traffic impact study may be required as part of future plan reviews for the site. The purpose of the study is to determine the amount of traffic that will be generated by proposed uses and to evaluate the additional traffic's impact on the existing infrastructure. During this review process, measures to mitigate these impacts will be identified. These measures may include limiting access onto Thomas Langston Road and constructing turn lanes into the development.

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GREENVILLE  
REZONING TERRITORY LOCATED WITHIN THE  
PLANNING AND ZONING JURISDICTION 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 January 11, 2007 at 7:00 p.m., in the City Council Chambers of the City Hall Building in the City of Greenville, NC, conduct a public hearing on the adoption of an ordinance rezoning the following described territory;

WHEREAS, the City Council has been informed of and has considered all of the permitted and special uses of the districts under consideration; 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 rezoning the following described property is consistent with the adopted comprehensive plan and that the adoption of the ordinance rezoning the following described property 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.

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

Section 1. That the following described territory is rezoned from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family]).

TO WIT: DVML, LLC Property.

LOCATION: Located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision.

DESCRIPTION: Beginning at an existing concrete monument at the northeastern corner of the G.T. Evans Heirs Property as described in Deed Book X-21, Page 141 of the Pitt County Register of Deeds Office, said concrete monument also being the southern common corner of the City of Greenville Property as described in Deed Book 111, Page 279 and the Mary B. Kerr Property as described in Deed Book V-30, Page 288, both of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

With the southern line of referenced Mary B. Kerr Property, N 88°43'34" E, 723.23 feet, thence S 04°29'01" W, 1,631.29 feet, thence S 69°40'17" W, 269.56 feet, thence S 72°59'53" W, 289.21 feet, thence N 00°54'49" W, 73.55 feet, thence N 03°06'34" E, 1,006.79 feet, thence N 89°40'12" W, 112.68 feet, thence N 00°33'41" W, 708.97 feet to the point of beginning containing 23.588 acres.

Section 2. That the Director of Community Development is directed to amend the zoning map of the City of Greenville in accordance with this ordinance.

Section 3. That all ordinances and clauses of ordinances in conflict with this ordinance are hereby repealed.

Section 4. That this ordinance shall become effective upon its adoption.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

REQUEST BY DVML, LLC – DENIED

Chairman Tozer stated that the next item is a request by DVML, LLC to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family]).

Ms. Gooby stated this is a request by DVML, LLC to rezone 20.5 acres from RA20 to R6 and both of these districts contain a multi-family option. However, the current zoning is for medium density and the requested zoning is for high density. The property is located within Voting District 5. Ms. Gooby indicated on the map an easement for ingress and egress to the property to Thomas Langston Road. The property is currently vacant. Ms. Gooby stated that the property is not impacted by the floodplain or greenway system. The requested rezoning could increase the traffic by a net of 800 trips. The majority of the property would travel east out to Memorial Drive. Tobacco Road is to be extended to connect to Thomas Langston Road that would align with Sterling Point Drive. The Land Use Plan recommends medium density residential for this area and further recommends a buffer between the commercial to the east and the residential to the west. Ms. Gooby presented the Residential Chart that indicates the districts that are high density and districts that are medium density. Ms. Gooby stated that a preliminary plat for Providence Place shows a connection into the subject property. Ms. Gooby stated in that the subject property is zoned R6A it fulfills the medium density requirements and also is acting as a buffer to protect the existing R6S property as recommended by the Comprehensive Plan and Land Use Plan Map. Ms. Gooby stated that in staff's opinion the request is not in compliance with the Land Use Plan or Land Use Plan Map.

Mr. Mike Baldwin, Baldwin & Associates, spoke on behalf of the request. Mr. Baldwin explained that there is something unique about this property. Mr. Baldwin stated that the property is only one parcel west from being in compliance with the Comprehensive Land Use Plan. Mr. Baldwin stated that the property to the south is zoned OR. Mr. Baldwin explained that he and others are submitting the preliminary plat for Providence Place, Section 3 and they have met with the developers of this property and they have no concerns with their project. Mr. Baldwin stated that there are lane widening improvements along Thomas Langston Road to eliminate the left turn

deadlocks.

Mr. Baker stated that he has concerns with the increase of development along Thomas Langston Road in regards to traffic.

There was discussion from Board members in regards to the parcel of property zoned OR at the corner of this property.

Mr. Baldwin stated that he doesn't feel the parcel is that far from being in compliance with the Land Use Plan Map.

Mr. Holec reminded the Board members that they must consider all possible developments for a parcel and its compliance with the City's regulations. Mr. Holec stated that the Land Use Plan Map is a guide for the Board. Mr. Holec stated that the Board could motion to recommend approval even though it is inconsistent with the Land Use Plan Map if the Board thinks the amendment is appropriate.

No one spoke in opposition.

Motion was made by Mr. Baker, seconded by Mr. Wilson to recommend denial of the proposed amendment, to advise that it is not consistent with the comprehensive plan and other applicable plans, and to adopt the staff report which addresses plan consistency and other matters. Those voting to deny: Ramey, Gordon, Moye, Baker, Wilson, Lehman, and Stokes. Those voting in opposition. Randall. Motion carried.

NORTH CAROLINA  
PITT COUNTY

CERTIFICATE OF MAILED NOTICES

The undersigned employee or employees of the City of Greenville, Planning and Community Development Department do hereby certify that the mailing requirements for notice of rezoning pursuant to GS 160A-384 have been complied with for the following rezoning requests:

1. **06-26-** Ordinance, requested by DVML, LLC, to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family]).
2. **06-27-** Ordinance, requested by Collice C. Moore, ETAL, to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of Lot 13, Lakewood Industrial Park from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry).

The person or persons mailing such notices and making this certificate are:

|           |                   |                          |
|-----------|-------------------|--------------------------|
| _____     | <u>Niki Jones</u> | <u>12/05/06</u>          |
| Signature | Printed Name      | Date (Planning & Zoning) |
| _____     | <u>Niki Jones</u> | <u>12/22/06</u>          |
| Signature | Printed Name      | Date (City Council)      |

**R6A (Residential) (Existing Zoning)**  
***Permitted Uses***

*(1) General:*

- a. Accessory use or building
- c. On- premise signs per Article N

*(2) Residential:*

- a. Single-family dwelling
- b. Two-family attached dwelling (duplex)
- c. Multi-family development per Article 1
- f. Residential cluster development per Article M
- k. Family care home (see also section 9-4-103)
- q. Room renting

*(3) Home Occupations (see all categories):*

\*None

*(4) Governmental:*

- b. City of Greenville municipal government building or use (see also section 9-4-103)

*(5) Agricultural/ Mining:*

- a. Farming; agriculture, horticulture, forestry (see also section 9-4-103)

*(6) Recreational/ Entertainment:*

- f. Public park or recreational facility
- g. Private noncommercial park or recreational facility

*(7) Office/ Financial/ Medical:*

\* None

*(8) Services:*

- o. Church or place of worship (see also section 9-4-103)

*(9) Repair:*

\* None

*(10) Retail Trade:*

\* None

*(11) Wholesale/ Rental/ Vehicle- Mobile Home Trade:*

\* None

*(12) Construction:*

- c. Construction office; temporary, including modular office (see also section 9-4-103)

*(13) Transportation:*

\* None

*(14) Manufacturing/ Warehousing:*

\* None

*(15) Other Activities (not otherwise listed - all categories):*

\* None



**R6A (Residential)**  
***Special Uses***

*(1) General:*

\* None

*(2) Residential:*

- d. Land use intensity multifamily (LUI) development rating 50 per Article K
- e. Land use intensity dormitory (LUI) development rating 67 per Article K
- l. Group care facility
- n. Retirement center or home
- p. Board or rooming house
- r. Fraternity or sorority house
- o.(1). Nursing, convalescent center or maternity home; minor care facility

*(3) Home Occupations (see all categories):*

- a. Home occupations; including barber and beauty shops
- c. Home occupations; including manicure, pedicure or facial salon

*(4) Governmental:*

- a. Public utility building or use

*(5) Agricultural/ Mining:*

\* None

*(6) Recreational/ Entertainment:*

- a. Golf course; regulation
- c.(1). Tennis club; indoor and outdoor facilities

*(7) Office/ Financial/ Medical:*

\* None

*(8) Services:*

- a. Child day care facilities
- b. Adult day care facilities
- d. Cemetery
- g. School; junior and senior high (see also section 9-4-103)
- h. School; elementary (see also section 9-4-103)
- i. School; kindergarten or nursery (see also section 9-4-103)
- m. Multi-purpose center
- t. Guest house, college and other institutions of higher learning

*(9) Repair:*

\* None

*(10) Retail Trade:*

\* None

*(11) Wholesale/ Rental/ Vehicle- Mobile Home Trade:*

\* None

*(12) Construction:*

\* None

*(13) Transportation:*

\* None

*(14) Manufacturing/ Warehousing:*

\* None

*(15) Other Activities (not otherwise listed - all categories):*

\* None

**R6 (Residential) (Proposed Zoning)**  
***Permitted Uses***

*(1) General:*

- a. Accessory use or building
- c. On- premise signs per Article N

*(2) Residential:*

- a. Single-family dwelling
- b. Two-family attached dwelling (duplex)
- c. Multi-family development per Article 1
- f. Residential cluster development per Article M
- k. Family care home (see also section 9-4-103)
- q. Room renting

*(3) Home Occupations (see all categories):*

\*None

*(4) Governmental:*

- b. City of Greenville municipal government building or use (see also section 9-4-103)

*(5) Agricultural/ Mining:*

- a. Farming; agriculture, horticulture, forestry (see also section 9-4-103)

*(6) Recreational/ Entertainment:*

- f. Public park or recreational facility
- g. Private noncommercial park or recreational facility

*(7) Office/ Financial/ Medical:*

\* None

*(8) Services:*

- o. Church or place of worship (see also section 9-4-103)

*(9) Repair:*

\* None

*(10) Retail Trade:*

\* None

*(11) Wholesale/ Rental/ Vehicle- Mobile Home Trade:*

\* None

*(12) Construction:*

- a. Construction office; temporary, including modular office (see also section 9-4-103)

*(13) Transportation:*

\* None

*(14) Manufacturing/ Warehousing:*

\* None

*(15) Other Activities (not otherwise listed - all categories):*

\* None

**R6 (Residential)**  
***Special Uses***

*(1) General:*

\* None

*(2) Residential:*

- d. Land use intensity multifamily (LUI) development rating 50 per Article K
- e. Land use intensity dormitory (LUI) development rating 67 per Article K
- l. Group care facility
- n. Retirement center or home
- p. Board or rooming house
- r. Fraternity or sorority house
- o.(1). Nursing, convalescent center or maternity home; minor care facility

*(3) Home Occupations (see all categories):*

- a. Home occupations; including barber and beauty shops
- c. Home occupations; including manicure, pedicure or facial salon

*(4) Governmental:*

- a. Public utility building or use

*(5) Agricultural/ Mining:*

\* None

*(6) Recreational/ Entertainment:*

- a. Golf course; regulation
- c.(1). Tennis club; indoor and outdoor facilities

*(7) Office/ Financial/ Medical:*

\* None

*(8) Services:*

- a. Child day care facilities
- b. Adult day care facilities
- d. Cemetery
- g. School; junior and senior high (see also section 9-4-103)
- h. School; elementary (see also section 9-4-103)
- i. School; kindergarten or nursery (see also section 9-4-103)
- m. Multi-purpose center
- t. Guest house, college and other institutions of higher learning

*(9) Repair:*

\* None

*(10) Retail Trade:*

\* None

*(11) Wholesale/ Rental/ Vehicle- Mobile Home Trade:*

\* None

*(12) Construction:*

\* None

*(13) Transportation:*

\* None

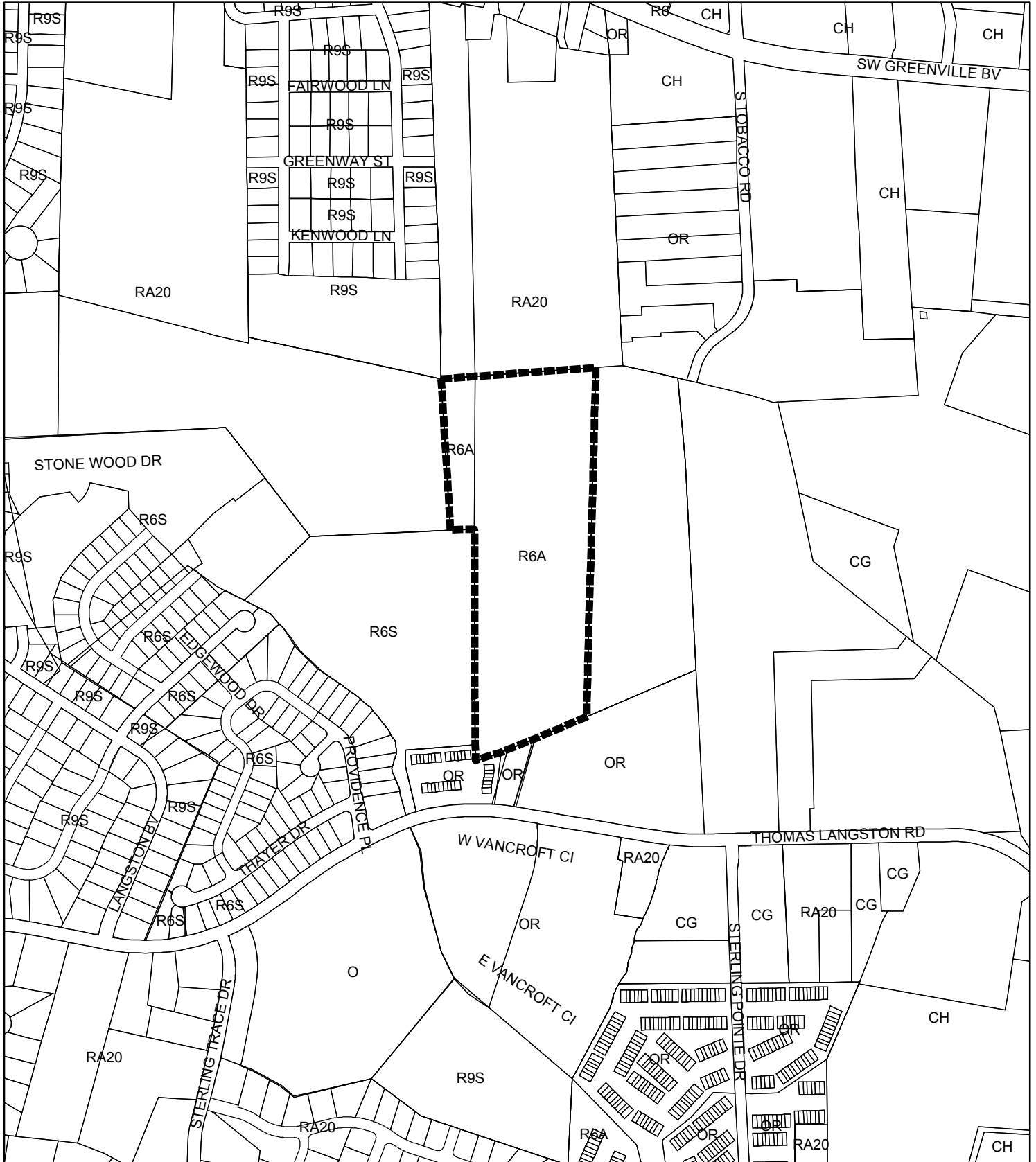
*(14) Manufacturing/ Warehousing:*

\* None

*(15) Other Activities (not otherwise listed - all categories):*

\* None

# DVML, LLC (06-26)



R6A to R6 (23.588 acres)



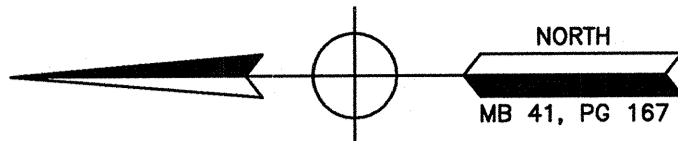
Area Requested to be Rezoned



Land Parcels

# 2

Item # 2  
Created  
11/28/2006

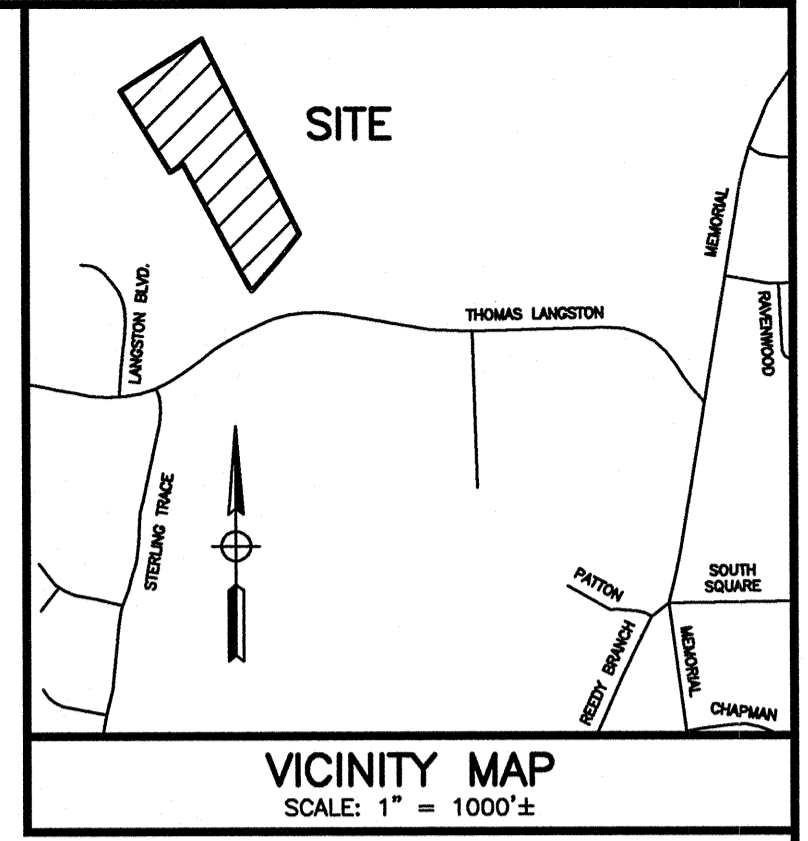


**NOTES**

1. THIS SURVEY IS OF ANOTHER CATEGORY.
2. NO SURVEY WAS PERFORMED IN THE PRODUCTION OF THIS MAP BY BALDWIN & ASSOCIATES, INFORMATION USED TO PRODUCE THIS MAP WAS TAKEN FROM MAP BY OTHERS.

**LEGEND**

- R/W = RIGHT-OF-WAY
- EIP = EXISTING IRON PIPE
- ECM = EXISTING CONCRETE MONUMENT
- = EXISTING ZONING
- = PROPOSED ZONING



**RA-20**  
**DOUGLAS H. ROSS, LIFE ESTATE**  
 DB 1853, PG 703

**RA-20**  
**WARD, LLC**  
 DB 824, PG 453

**R-6A**  
**R-6**

**23.588 ACRES**

Attachment number 8  
Page 1 of 1

**OR**  
**WARD, LLC**  
 DB 824, PG 453

**OR**  
**TEDDY HINES**  
 DB 1816, PG 551

**R-6S**  
**TMH PROPERTIES, LLC**  
 DB 1864, PG 419

**OR**  
**THE LEGENDS**  
 MB 63, PGS 17-17A

**RA-20**  
**MARY B. KERR**  
 DB V-30, PG 288

**R-9**  
**CITY OF GREENVILLE**  
 DB 111, PG 279

**R-6A**  
**G.T. EVANS HEIRS**  
 DB X-21, PG 141

**ADDRESS OF ADJOINERS WITHIN 100 FEET OF SITE**

**CITY OF GREENVILLE**  
 FINANCE DEPT. PO BOX 7207  
 GREENVILLE, NC 27835

**MARY B. KERR**  
 1256 GREENVILLE BLVD SW  
 GREENVILLE, NC 27834

**WARD, LLC**  
 503 CHESAPEAKE PLACE  
 GREENVILLE, NC 27858

**TMH PROPERTIES, LLC**  
 1015 CONFERENCE DRIVE  
 GREENVILLE, NC 27858

**TEDDY HINES**  
 1250 THOMAS LANGSTON ROAD  
 WINTERVILLE, NC 28590

**DOUGLAS H. ROSS, LIFE ESTATE**  
 C/O MARGA J. ROSS  
 1229 GREENVILLE BLVD SW  
 GREENVILLE, NC 27834

**THE LEGENDS**  
**BUILDING #4**  
 UNITS 7, 6, 5, 4 & 3  
 FAIRWAY INVESTMENTS PROPERTIES  
 4789 NC HWY 33 EAST  
 GREENVILLE, NC 27835

**BUILDING #3**  
 UNITS 2, 3 & 4  
 FAIRWAY INVESTMENTS PROPERTIES  
 4789 NC HWY 33 EAST  
 GREENVILLE, NC 27835

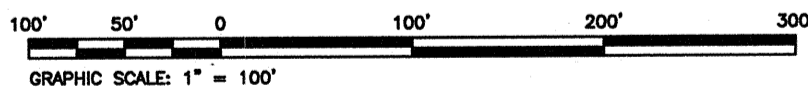
**G.T. EVANS, HEIRS**  
 C/O DAVID EVANS  
 701 W. 14th STREET  
 GREENVILLE, NC 27834

**UNIT 1**  
**MELANIE L. PETERSON**  
 1320 THOMAS LANGSTON ROAD  
 #01  
 WINTERVILLE, NC 28590

**UNIT 5**  
**CARMAN J. MAYE**  
 1320 THOMAS LANGSTON ROAD  
 #05  
 WINTERVILLE, NC 28590

**R-6S**  
**PROVIDENCE PLACE**  
 SECTION ONE  
 MB 58, PG 09

**PROVIDENCE PLACE**  
 (R/W VARIES 24'-28' B/B PUBLIC)



PARCEL#13364  
 TAX MAP# 4676.14-4411

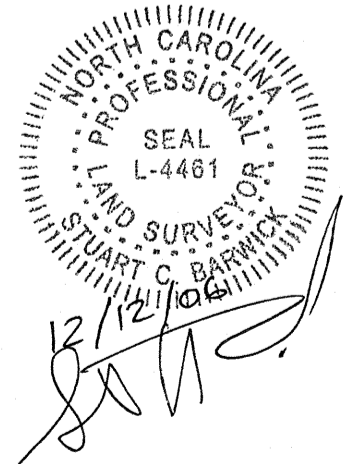
REZONING MAP FOR  
**DVML, LLC**

REFERENCE: DEED BOOK 1860, PAGE 214 OF THE  
 PITT COUNTY REGISTRY.

WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.

OWNER: **DVML, LLC**  
 ADDRESS: 1025-E DIRECTOR COURT  
 GREENVILLE, NC 27858  
 PHONE: (252)531-7494

|  |  |               |                              |
|--|--|---------------|------------------------------|
|  | <b>Baldwin and ASSOCIATES</b><br>ENGINEERING, LAND SURVEYING<br>AND PLANNING<br>1015 CONFERENCE DRIVE<br>GREENVILLE, NC, 27858<br>(252) 756-1390 | SURVEYED: N/A | APPROVED: SCB                |
|  |  | DRAWN: SCB    | DATE: 11/15/2006             |
|  |  | CHECKED: SCB  | SCALE: 1" = 100'<br>Item # 2 |





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

**Title of Item:** Ordinance, requested by Collice C. Moore, ETAL, to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of Lot 13, Lakewood Industrial Park from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry)

**Explanation:** The request involves the rezoning of 0.9756 acres as referenced above. Please see the attached rezoning request report.

**Fiscal Note:** No cost to the City.

**Recommendation:** In staff's opinion, the request is in compliance with the Horizons Plan and the Future Land Use Plan Map.

The Planning & Zoning Commission at their December 19, 2006, meeting voted to approve the request.

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

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

Motion to deny the request to rezone and to make a finding and determination that the denial of the rezoning request is consistent with the adopted comprehensive plan and that the denial of the rezoning

Agenda Briefing

Item # 3



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.

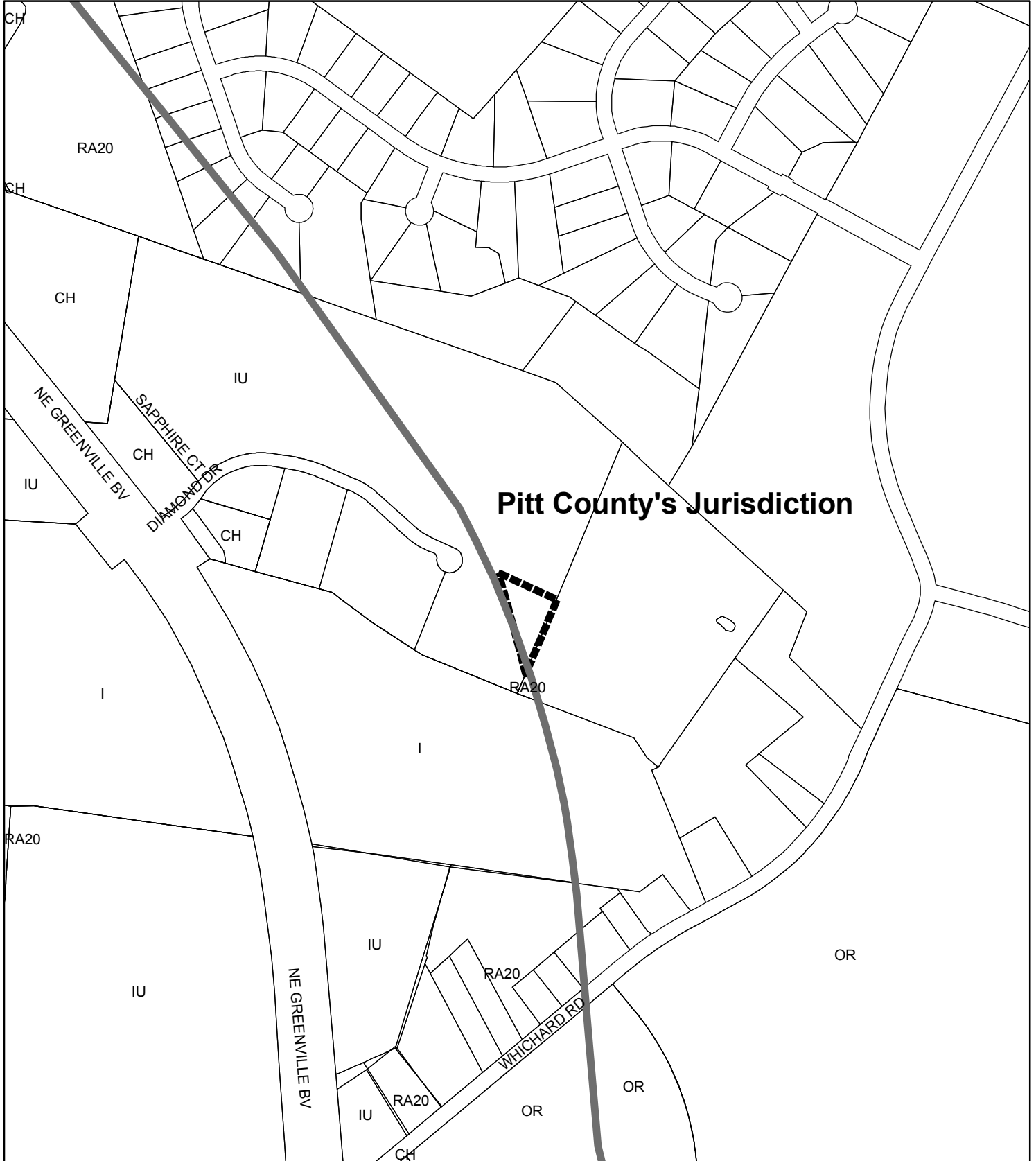
---

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

**Attachments / click to download**

- [📎 Locational Map](#)
  - [📎 Survey](#)
  - [📎 Rezoning for Collice C Moore ETAL](#)
  - [📎 Ordinance for Collice C Moore ETAL](#)
  - [📎 Collice C Moore minutes](#)
  - [📎 Certificate of Mailed Notices](#)
-

# Collice C. Moore, ETAL (06-27)



RR (County's Jurisdiction) to IU (0.9756 acres)



Area Requested to be Rezoned



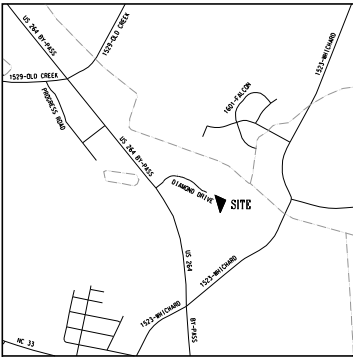
Land Parcels



Greenville ETJ

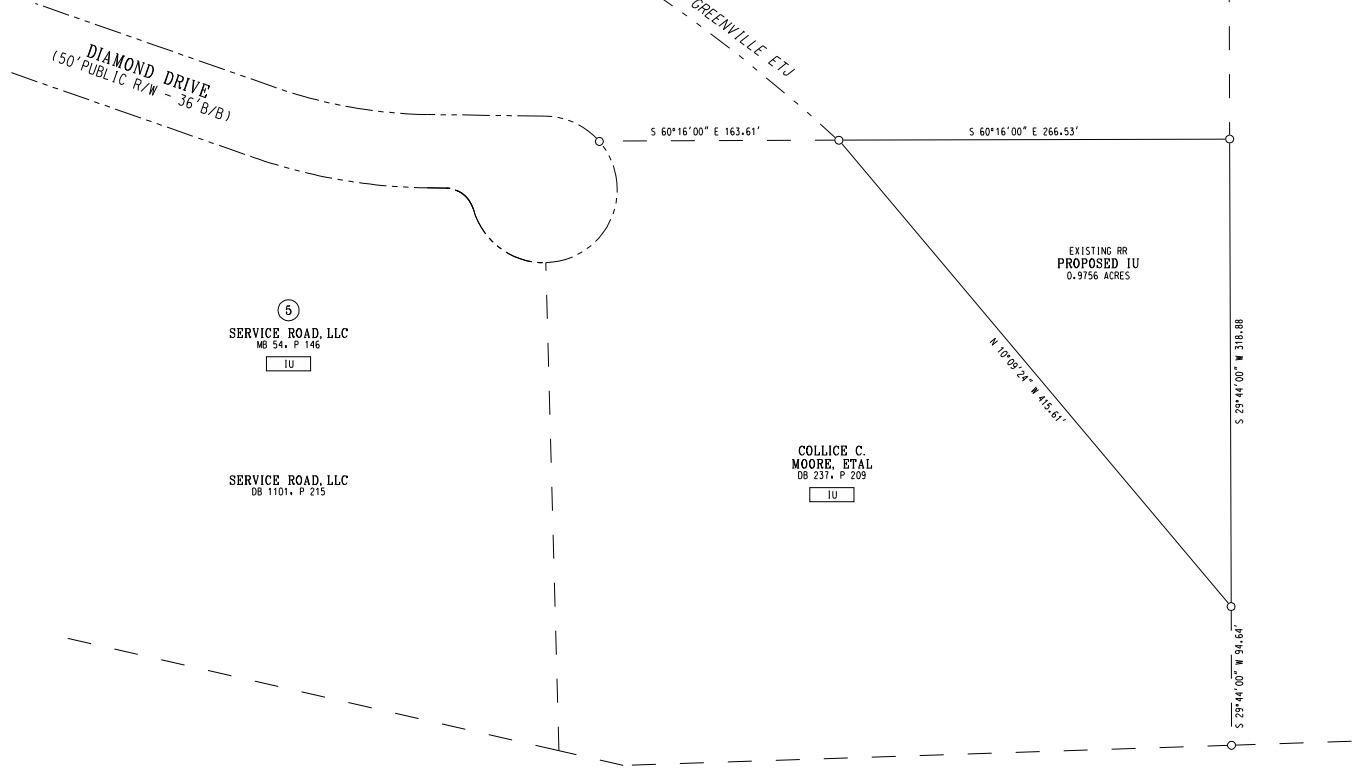
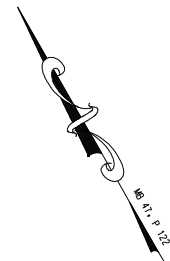
**2**

Item # 3  
Created  
12/4/2006



VICINITY MAP  
1" = 2000'

COLLICE C.  
MOORE, ETAL  
DB 231, P 209  
EXISTING COUNTY ZONING RR



5  
SERVICE ROAD, LLC  
MB 54, P 146  
IU

SERVICE ROAD, LLC  
DB 1101, P 215

EXISTING RR  
PROPOSED IU  
0.9156 ACRES

COLLICE C.  
MOORE, ETAL  
DB 231, P 209  
IU

ELIZABETH BRIGHT  
DB 524, P 651  
RR

CORNELIUS J. HARRIS, ETALS  
DB 1117, P 616  
IU

REVISIONS

| BY | NO. | DATE | DESCRIPTION |
|----|-----|------|-------------|
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |
|    |     |      |             |

A PORTION OF TAX PARCEL 35706

**REZONING MAP FOR**  
**COLLICE C. MOORE, ETAL**  
REFERENCE DEED BOOK 237, PAGE 209

PACTOLUS TOWNSHIP    PITT COUNTY    NORTH CAROLINA

OWNER: COLLICE C. MOORE, etals    DESIGNED: WKM  
ADDRESS: P.O. BOX 7183    DRAWN: KCW  
GREENVILLE, N.C. 27835    APPROVED: WKM  
PHONE: (252) 752-1010    DATE: 12/01/06

MALPASS & ASSOCIATES  
1645 EAST ARLINGTON BLVD., SUITE D  
GREENVILLE, N.C. 27858    SCALE: 1" = 60'  
(252) 756-1780    SHEET 1 OF 1



**Item # 3**  
CARLTON E. PARKER, PLS 2980

# Rezoning Request Report

Prepared by Greenville's Planning and Community Development Department

Staff Contacts: Niki S. Jones, 329-4518

Chantae M. Gooby, 329-4507

1. **Applicant** : Ordinance, requested by Collice C. Moore, ETAL, to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of lot 13, Lakewood Industrial Park from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry).

2. **Date**: December 4, 2006

3. **Requested Change**: (In conjunction with a voluntary annexation petition)

**Existing**: RR (Rural Residential-County's Jurisdiction)

**Proposed**: IU (Unoffensive Industry)

**Note**: In addition to other criteria, the Planning and Zoning Commission and City Council shall consider the entire range of permitted and special uses for the existing and proposed zoning districts as listed under Title 9, Chapter 4, Article D of the Greenville City Code.

4. **Location**: Located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of lot 13, Lakewood Industrial Park.

5. **Size**: 0.9756 acres

6. **Comprehensive Plan**:

Greenville Boulevard (U.S. Highway 264) is considered a "connector" corridor. Connector corridors are designed to carry high volumes of moderate traffic through and across the City. Along "connector" corridors it is recommended that they contain a variety of higher intensity activities and uses.

The Future Land Use Plan Map recommends commercial for the frontage along Greenville Boulevard (U.S. Highway 264) between the intersection of Greenville Boulevard (US Highway 264) and Diamond Drive north of Old Creek Road, then transitioning to industrial on the interior areas. The Land Use Plan further recommends conservation/open space to serve as a buffer between the industrial area and the low density residential and because of potential environmental constraints.

The Future Land Use Map identifies certain areas for conservation/open space uses. The map is not meant to be dimensionally specific, and may not correspond precisely with conditions on the ground. When considering rezoning requests or other development proposals, some areas classified as conservation/open space may be determined not to contain anticipated development limitations. In such cases, the future preferred land use should be based on adjacent Land Use Plan designations, contextual considerations, and the general policies of the comprehensive plan.

7. **Thoroughfare/Traffic Volume (PW-Engineering Division) Report Summary**

Due to the small size of the subject site, a traffic report was not prepared.

8. **History/Background:**

The subject property is located in the County's Jurisdiction and is proposed for voluntary annexation therefore necessitating city zoning. The subject property is part of Lot 13 in Lakeview Industrial Park which is in the final plat process. The remaining portion of Lot 13 is located in the City's extra-territorial jurisdiction (ETJ) via an ETJ extension in 1993 that allowed the City to incorporate property within 1,000 feet of Greenville Boulevard (US Highway 264 By-pass) into the City's ETJ.

9. **Present Land Use:**

Vacant

10. **Utilities:**

Greenville Utilities Company water is available at Diamond Drive, and a private pump station will need to be installed to provide public sewer.

11. **Historic Sites:**

There is no known effect on designated sites.

12. **Environmental Conditions/Constraints:**

The northern portion of the subject tract is located within the 100-year floodplain associated with the Cannon Swamp.

Non-residential building elevation standards (base flood elevation plus one (1) foot) apply within the 100-year floodplain.

13. **Surrounding Land Uses:**

**North:** RR (County's Jurisdiction) – Pond

**South:** I – Vacant property; RA20 – portion of Idle Fox Farm

**East:** RR (County's Jurisdiction) – Idle Fox Farm

**West:** IU – Remaining portion of Lot 13 of Lakeview Industrial Park

14. **Density Estimates:**

Due to the small size of the subject site, a residential density estimate under the current RR (Rural

Residential) zoning was not prepared.

**RECOMMENDATION:**

In staff's opinion, the request is in general compliance with the Horizons: Greenville's Community Plan and the Future Land Use Plan Map in that the request is not a deviation from the intent of the Plan and the Land Use Plan Map.

# **BUFFERYARD SETBACK AND VEGETATION SCREENING CHART**

## **(For Illustrative Purposes ONLY)**

02/22/99

**Bufferyard Requirements:** Match proposed land use with adjacent permitted land use or adjacent vacant zone/nonconforming use to determine applicable bufferyards.

| PROPOSED LAND USE CLASS (#) | ADJACENT PERMITTED LAND USE CLASS (#) | ADJACENT VACANT ZONE OR NONCONFORMING USE | PUBLIC/ PRIVATE STREETS OR R.R. |
|-----------------------------|---------------------------------------|---|---------------------------------|
|-----------------------------|---------------------------------------|---|---------------------------------|

|  | Single Family Residential (1) | Multi-Family Residential (2) | Office/Institutional, Light Commercial, Services (3) | Heavy Commercial, Light Industrial (4) | Heavy Industrial (5) | Residential (1) - (2) | Non-Residential (3) - (5) |   |
|--|-------------------------------|------------------------------|--|--|----------------------|-----------------------|---------------------------|---|
| Multi-Family Development (2)                         | C                             | B                            | B  | B                                      | B                    | C                     | B                         | A |
| Office/Institutional, Light Commercial, Services (3) | D                             | D                            | B  | B                                      | B                    | D                     | B                         | A |
| Heavy Commercial, Light Industrial (4)               | E                             | E                            | B  | B                                      | B                    | E                     | B                         | A |
| Heavy Industrial (5)                                 | F                             | F                            | B  | B                                      | B                    | F                     | B                         | A |

### **Bufferyard A** (street yard)

26 evergreen shrubs

Lot Size

Bufferyard width may be reduced by fifty (50) percent if a fence, evergreen hedge (additional materials) or earth berm is provided.

Less than 25,000 sq. ft.      4'      \_\_\_\_\_100'\_\_\_\_\_

2 large street trees

25,000 sq. ft. to 175,000 sq. ft.      6'      \_\_\_\_\_100'\_\_\_\_\_

2 large street trees

Over 175,000 sq. ft.      10'      \_\_\_\_\_100'\_\_\_\_\_

2 large street trees

Street trees may count toward the minimum acreage requirement.

### **Doc. # 28559**

#### **Bufferyard B** (No screen required)

Lot Size

Less than 25,000 sq. ft.      4'      \_\_\_\_\_100'\_\_\_\_\_

25,000 sq. ft. to 175,000 sq. ft.      6'      \_\_\_\_\_100'\_\_\_\_\_

Over 175,000 sq. ft.      10'      \_\_\_\_\_100'\_\_\_\_\_

### **Bufferyard C** (screen required)

10'      \_\_\_\_\_100'\_\_\_\_\_

3 large evergreen trees  
4 small evergreen trees  
16 evergreen shrubs

Where a fence or evergreen hedge (additional materials) is provided the bufferyard width may be reduced to eight (8) feet.

### **Bufferyard D** (screen required)

20'      \_\_\_\_\_100'\_\_\_\_\_

4 large evergreen trees  
6 small evergreen trees  
16 evergreen shrubs

### **Bufferyard E** (screen required)

30'      \_\_\_\_\_100'\_\_\_\_\_

6 large evergreen trees  
8 small evergreen trees

Bufferyard width may be reduced by fifty (50) percent if a fence, evergreen hedge (additional materials) or earth berm is provided.

### **Bufferyard F** (screen required)

\_\_\_\_\_100'\_\_\_\_\_

50'

---

8 large evergreen trees  
10 small evergreen trees  
36 evergreen shrubs

Bufferyard width may be reduced by fifty (50) percent if a fence, evergreen hedge (additional materials) or earth berm is provided.

**Parking Area** Thirty (30) inch high screen required for all parking areas located within fifty (50) feet of a street right-of-way.



ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GREENVILLE  
REZONING TERRITORY LOCATED WITHIN THE  
PLANNING AND ZONING JURISDICTION 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 January 11, 2007 at 7:00 p.m., in the City Council Chambers of the City Hall Building in the City of Greenville, NC, conduct a public hearing on the adoption of an ordinance rezoning the following described territory;

WHEREAS, the City Council has been informed of and has considered all of the permitted and special uses of the districts under consideration; 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 rezoning the following described property is consistent with the adopted comprehensive plan and that the adoption of the ordinance rezoning the following described property 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.

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

Section 1. That the following described territory is rezoned from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry).

TO WIT:                    Collice C. Moore, ETAL Property.

LOCATION:                Located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of Lot 13, Lakewood Industrial Park.

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

Beginning at a point in the eastern line of the Collice C. Moore, ETAL property as recorded in Deed Book 237, Page 209 of the Pitt County Registry said point being located S 55°29'43" E, 1,490.86 feet, thence N 29°44'00" E, 94.64 feet from the intersection of the southern right-of-way of Diamond Drive and the northern right-of-way of Greenville Boulevard (US Highway 264) thence from said point of beginning N 10°09'24" W, 415.61 feet, thence S

60°16'00" E, 266.53 feet to the western line of the Elizabeth Bright property as recorded in Deed Book 524, Page 691 of the Pitt County Register of Deeds, thence with the western line of the Elizabeth Bright property S 29°44'00" E, 318.88 feet to the point of beginning containing 0.9756 acres.

Section 2. That the Director of Community Development is directed to amend the zoning map of the City of Greenville in accordance with this ordinance.

Section 3. That all ordinances and clauses of ordinances in conflict with this ordinance are hereby repealed.

Section 4. That this ordinance shall become effective upon its adoption.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

REQUEST BY COLLICE C. MOORE, ETAL – APPROVED

Chairman Tozer stated that the next item is a request by Collice C. Moore, ETAL to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (U.S. Highway 264 By-pass) from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry).

Ms. Gooby stated this is a request to rezone less than an acre located in the County's jurisdiction to Unoffensive Industry. This request is in conjunction with an annexation request. The property is located within Voting District 1. Ms. Gooby explained that this parcel will become part of Lot 13 in Lakeview Industrial Park after recordation. The property is currently vacant and surrounded by a variety of different uses. The property is impacted by the 100 year floodplain but is not impacted by the Greenway system. Greenville Boulevard is considered a major thoroughfare. The Land Use Plan recommends commercial along Greenville Boulevard and transitions into industrial in the interior areas. The Land Use Plan also recommends conservation or open space which serves as a buffer between the industrial area and the low density residential. Ms. Gooby stated that there may be some conservation environmental constraints. Ms. Gooby stated that it is staff's opinion that the request is in general compliance with the Plan and the Land Use Plan Map in that it is not a deviation from the intent of the Plan and the Land Use Plan Map.

Mr. Ken Malpass, Malpass & Associates, representing the applicant stated he would answer any questions.

No one spoke in opposition.

Motion was made by Mr. Ramey, seconded by Mr. Gordon to recommend approval of the proposed 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. Motion carried unanimously.



NORTH CAROLINA  
PITT COUNTY

CERTIFICATE OF MAILED NOTICES

The undersigned employee or employees of the City of Greenville, Planning and Community Development Department do hereby certify that the mailing requirements for notice of rezoning pursuant to GS 160A-384 have been complied with for the following rezoning requests:

1. **06-26-** Ordinance, requested by DVML, LLC, to rezone 23.588 acres located 1,845± feet south of Greenville Boulevard, 2,560± feet west of Memorial Drive, 205± feet north of Thomas Langston Road, and east of the Providence Place Subdivision from R6A (Residential [Medium Density Multi-Family]) to R6 (Residential [High Density Multi-Family]).
2. **06-27-** Ordinance, requested by Collice C. Moore, ETAL, to rezone 0.9756 acres located 1,225± feet south of the Northwoods Subdivision, 1,430± feet north of Whichard Road, and east of Greenville Boulevard (US Highway 264) being a portion of Lot 13, Lakewood Industrial Park from RR (Rural Residential-County's Jurisdiction) to IU (Unoffensive Industry).

The person or persons mailing such notices and making this certificate are:

|           |                   |                          |
|-----------|-------------------|--------------------------|
| _____     | <u>Niki Jones</u> | <u>12/05/06</u>          |
| Signature | Printed Name      | Date (Planning & Zoning) |
| _____     | <u>Niki Jones</u> | <u>12/22/06</u>          |
| Signature | Printed Name      | Date (City Council)      |



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Covengton Downe Subdivision, Phase II, Lot 3B, containing 0.91 acres located south of the intersection of Fire Tower Road and Wimbleton Drive       |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation. Staff anticipates the development of a 7,000 sq. ft. office building on this property. Estimated population at full development is 0. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$811,405.  |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Covengton Downe Subdivision, Phase II, Lot 3B.  |

---

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

**Attachments / click to download**

- [Map](#)
  - [Covengton Downe Ph II Lot 3B Annexation Profile](#)
  - [Covengton Downe Ph 3 Lot 3B](#)
-

**ANNEXATION PROFILE**

NAME: Covengton Downe Subdivision, Phase II, Lot 3B

CASE NO. 07-01

A. SCHEDULE

- 1. Advertising date: December 25, 2006
- 2. City Council public hearing date: January 11, 2007
- 3. Effective date: June 30, 2007

B. CHARACTERISTICS

- 1. Relation to Primary City Limits: Contiguous
- 2. Acreage: 0.910 acres
- 3. Voting District: 5
- 4. Township: Winterville
- 5. Vision Area: D
- 6. Zoning District: OR (Office-Residential)
- 7. Land Use: Existing: Vacant  
Anticipated: 7,000 sq. ft. Office Building
- 8. Population:

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

- 9. Rural Fire Tax District: Winterville
- 10. Greenville Fire District: Station #3
- 11. Present Tax Value: \$41,405      Estimated Future Tax Value: \$811,405

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "Covengton Downe Subdivision, Phase II, lot 3B" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located south of the intersection of Fire Tower Road and Wimbledon Drive. This annexation involves 0.910 acres.

GENERAL DESCRIPTION: Beginning at a point on the eastern right-of-way of NCSR 1708 (East Fire Tower Road), said point being the northwestern corner of Lot 3A, Covengton Downe, Phase II as recorded in Map Book 66, Page 179 of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:



With the eastern right-of-way of NCSR 1708 (East Fire Tower Road), N 35°16'59" E, 100.21 feet to the point of curvature, thence with a curve to the right having a radius of 771.59 feet and a chord bearing N 36°54'58" E, 43.97 feet, thence leaving the eastern right-of-way of NCSR 1708 (East Fire Tower Road), S 54°43'01" E, 273.75 feet, thence S 35°16'59" W, 144.17 feet, thence N 54°43'01" W, 275.00 feet to the point of beginning containing 0.910 acre and being a portion of the property as described in Deed Book 402, Page 382 and Deed Book 581, Page 478 both of the Pitt County Register of Deeds Office.

Section 2. 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 five. 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 five.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks 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.

WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

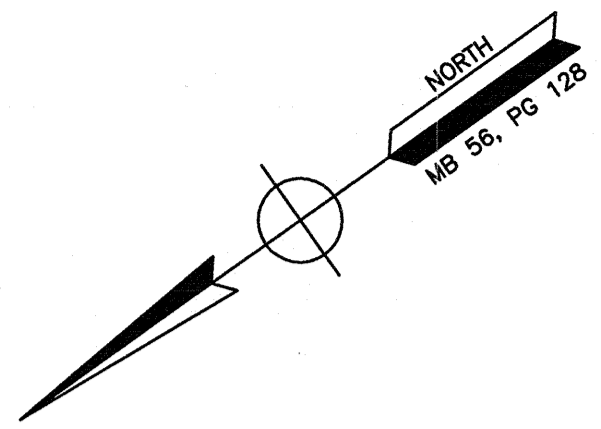
---

Patricia A. Sugg, Notary Public

My Commission Expires: August 14, 2011

Doc. # 665494

Item # 4



THE COVENGTION GROUP, LTD  
DB 402, PG 382  
DB 581, PG 478

THE COVENGTION GROUP, LTD  
DB 402, PG 382  
DB 581, PG 478

**LEGEND**  
NEW CITY LIMIT LINE = - - - - -  
OLD CITY LIMIT LINE = - - - - -  
CITY LIMIT LINE = - - - - -

**LEGEND**  
EIP = EXISTING IRON PIPE  
R/W = RIGHT-OF-WAY  
B/B = BACK OF CURB TO BACK OF CURB  
- - - - - = NOT TO SCALE

Attachment number 3  
Page 1 of 1

S 54°43'01" E 273.75'  
NEW CITY LIMIT

S 35°16'59" W 144.17'  
NEW CITY LIMIT

S 35°16'59" W 105.50'  
CITY LIMIT

N 06°19'14" E 125.00'  
CITY LIMIT

N 54°43'01" W 275.00'  
OLD CITY LIMIT

COVENGTION DOWNE SUBDIVISION  
PHASE II  
MB 66, PG 179  
(3A)

COVENGTION DOWNE  
DIVISION OF LOT 2, PHASE II  
MB 62, PG 156  
(2A)

N 54°43'01" W 275.00'  
EIP CONTROL CORNER

CITY LIMIT LINE

N 36°54'58" E  
43.97' (Ch)  
R=771.59'

R/W OLD CITY LIMIT  
N 35°16'59" E 100.21'

CITY LIMIT  
N 35°16'59" E 105.50'

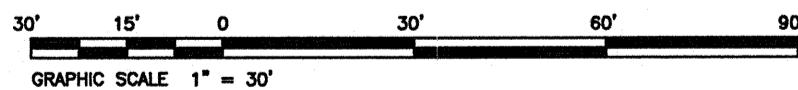
EIP CONTROL CORNER

R/W

EAST FIRE TOWER ROAD - NCSR 1708  
(100' R/W 65' B/B PUBLIC)

WIMLEDON DRIVE  
(R/W VARIES - PUBLIC)  
B/B VARIES - PUBLIC

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

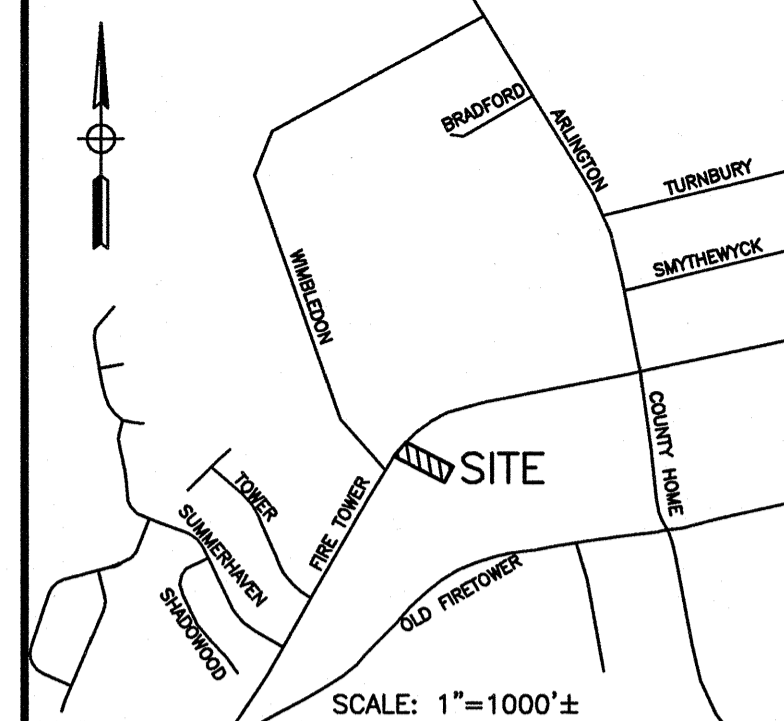


A PORTION OF PARCEL #08407  
TAX MAP #4686.15-73-2846

COVENGTION DOWNE SUBDIVISION, PHASE II, LOT 3B  
OWNER: THE COVENGTION GROUP, LTD.  
P.O. BOX 3075  
GREENVILLE, N.C. 27836  
(252) 355-0752

| MAP NO. | PLATS RECORDED  | MAP BOOK | PAGE |
|---------|---|----------|------|
|         | A PORTION OF THE PROPERTY RECORDED IN "GEORGE CLAPP, ETAL PROPERTY" | 36       | 08   |
|         |   |          |      |
|         |   |          |      |
|         |   |          |      |
|         |   |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 0.910 AC.)  
WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.



VICINITY MAP

**NOTES**

- ALL AREAS CALCULATED BY COORDINATE GEOMETRY.
- THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
- REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 402, PAGE 382 AND DEED BOOK 581, PAGE 478 OF THE PITT COUNTY REGISTRY.
- NO SURVEY WAS PERFORMED IN THE PRODUCTION OF THIS MAP BY BALDWIN & ASSOCIATES, INFORMATION USED TO PRODUCE THIS MAP WAS TAKEN FROM PITT COUNTY TAX MAPS AND MAPS BY OTHERS.

**CERTIFICATION**

I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY N/A THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1: 10,000 THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.  
WITNESS MY HAND AND SEAL THIS 30th DAY OF NOV., 2008

SIGNED \_\_\_\_\_  
REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY  
I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A REGISTERED LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND SEAL THIS 30th DAY OF NOV., 2008

NOTARY PUBLIC \_\_\_\_\_  
MY COMMISSION EXPIRES: 03/28/2009

NORTH CAROLINA, PITT COUNTY  
THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS.  
BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

**Title of Item:** Ordinance to annex Westhaven South, Section 4, containing 15.476 acres located at the southern terminus of Baywood Lane and west of the Seaboard Coastline Railroad.

**Explanation:** This is a contiguous annexation. Staff anticipates the development of 24 single-family dwellings on this property. Estimated population at full development is 56.

**Fiscal Note:** Total estimated tax value at full development is \$7,961,712.

**Recommendation:** Approval of the ordinance to annex Westhaven South, Section 4.

---

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

**Attachments / click to download**

- [Map](#)
- [Westhaven\\_Sec\\_4\\_Annexation\\_Profile](#)
- [Westhaven\\_South\\_Sec\\_4](#)

**ANNEXATION PROFILE**

NAME: Westhaven South, Section 4

CASE NO. 07-02

A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

B. CHARACTERISTICS

1. Relation to Primary City Limits: Contiguous
2. Acreage: 15.476 acres
3. Voting District: 5
4. Township: Winterville
5. Vision Area: E
6. Zoning District: R9S (Residential-Single Family)
7. Land Use: Existing: Vacant  
Anticipated: 24 Single Family Dwellings
8. Population:

|  | Formula          | Number of People |
|--|------------------|------------------|
| Total Current                          | -----            | 0                |
| Estimated at full development          | 24 units x 2.35* | 56               |
| Current Minority                       | -----            | 0                |
| Estimated Minority at full development | 56 x 32.4%**     | 18               |
| Current White                          | -----            | 0                |
| Estimated White at full development    | 56 - 18          | 38               |

\* 2.35 Average household size in Winterville Township, based on 2000 census data

\*\* 32.4% minority population, based on 2000 census data taken from tract 6, blocks 2020, 2025 & 2033

9. Rural Fire Tax District: Winterville
10. Greenville Fire District: Station #5
11. Present Tax Value: \$185,712 Estimated Future Tax Value: \$7,961,712

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "Westhaven South, Section 4" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located at the southern terminus of Baywood Lane and west of Seaboard Coastline Railroad. This annexation involves 15.476 acres.

GENERAL DESCRIPTION: Beginning at a point on the western right-of-way of Seaboard Coastline Railroad, said point being the southeastern corner of Lot 15, Westhaven Subdivision, Section 9, Phase 1 as recorded in Map Book 36, Page 196 of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

With the western right-of-way of Seaboard Coastline Railroad, S 22°09'02" W, 791.68 feet, thence leaving the western right-of-way of Seaboard Coastline Railroad, N 67°50'58" W, 170.00 feet, thence N 22°09'02" E, 10.37 feet, thence N 67°50'58" W, 190.00 feet, thence S 31°29'24" W, 70.00 feet, thence N 85°06'08" W, 760.00 feet to an existing iron pipe, thence N 35°37'56" E, 228.30 feet to an existing iron pipe, thence N 66°13'31" E, 35.32 feet to an existing iron pipe, thence N 79°19'11" E, 158.09 feet, thence N 00°19'59" W, 166.49 feet, thence N 54°58'31" E, 344.26 feet to an existing iron pipe, thence N 87°52'40" E, 59.85 feet to an existing iron pipe, thence S 60°17'17" E, 186.57 feet to an existing iron pipe, thence N 07°05'39" E, 153.11 feet, thence S 87°12'27" E, 139.95 feet, thence S 43°49'43" E, 101.96 feet, thence N 46°10'24" E, 155.71 feet, thence S 67°49'30" E, 54.73 feet, thence S 43°48'14" E, 132.96 feet, thence N 81°30'03" E, 115.26 feet to the point of beginning containing 15.476 acres and being a portion of the property as described in Deed Book 2143, Page 19 and Deed Book 2182, Page 688 both of the Pitt County Register of Deeds Office.

Section 2. 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 five. 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 five.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks 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.

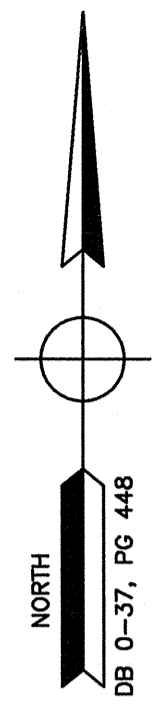
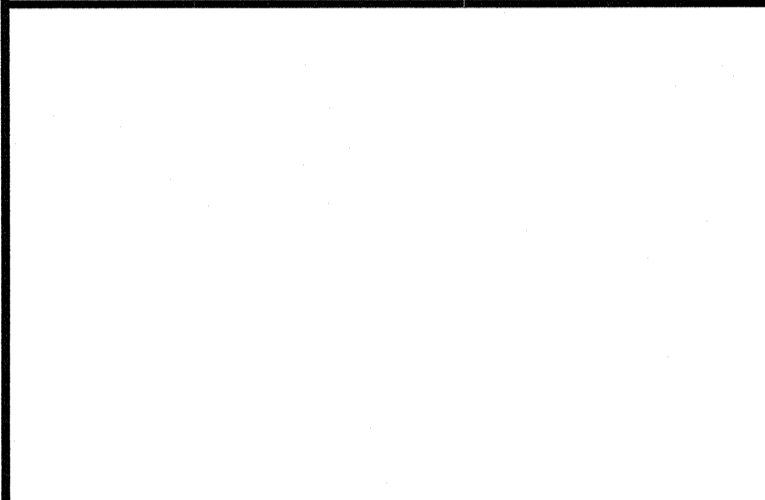
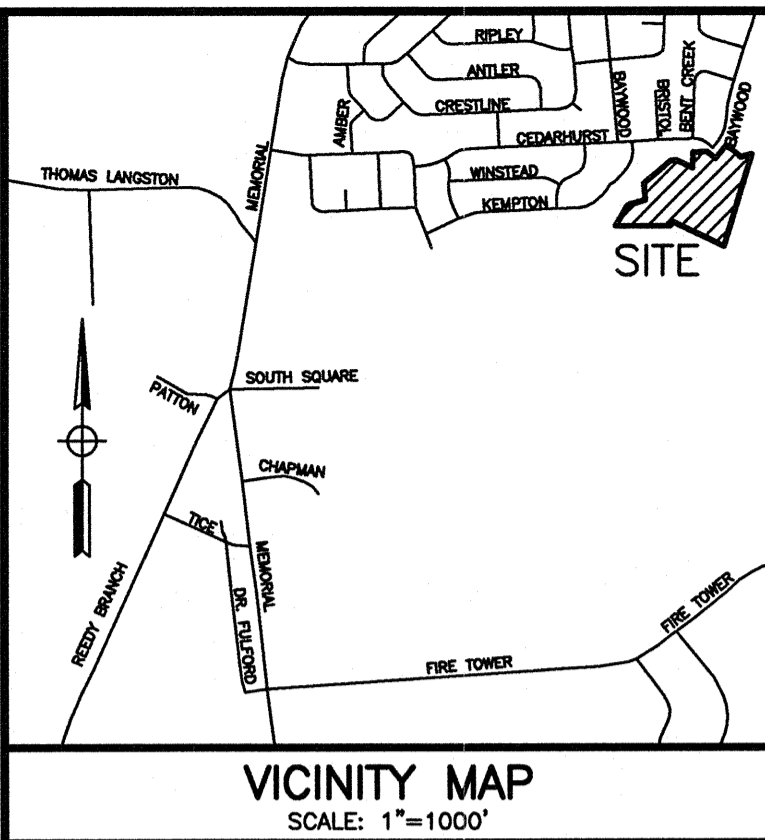
WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

---

Patricia A. Sugg, Notary Public

My Commission Expires: August 14, 2011





**LEGEND**

- EIP = EXISTING IRON PIPE
- R = RADIUS
- CH = CHORD
- R/W = RIGHT-OF-WAY
- C/L = CENTERLINE
- P/L = PROPERTY LINE
- - - = NOT TO SCALE

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**TOMMIE L. LITTLE**  
DB 2143, PG 19

**TOMMIE L. LITTLE**  
DB 2182, PG 688

**LEGEND**

- NEW CITY LIMIT LINE = - - - - -
- OLD CITY LIMIT LINE = - - - - -
- CITY LIMITS = - - - - -

**NOTES**

1. ALL AREAS CALCULATED BY COORDINATE GEOMETRY.
2. THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
3. REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 2143, PAGE 19 AND DEED BOOK 2182, PAGE 688 OF THE PITT COUNTY REGISTRY.

**CERTIFICATION**

I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY DALE FOCHT THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1: 10,000 THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY HAND AND SEAL THIS 29th DAY OF NOV., 2006

SIGNED \_\_\_\_\_ REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND SEAL THIS 29th DAY OF NOV., 2006

NOTARY PUBLIC \_\_\_\_\_ MY COMMISSION EXPIRES: 03/28/09

NORTH CAROLINA, PITT COUNTY THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS DAY OF \_\_\_\_\_ AT O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS. BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS

SHEET 1 OF 1  
OWNER: TOMMIE L. LITTLE  
PO BOX 979  
GREENVILLE, NC 27835  
(252)355-0664

**Baldwin and ASSOCIATES**  
ENGINEERING, LAND SURVEYING AND PLANNING  
1015 CONFERENCE DRIVE  
GREENVILLE, NC, 27858  
(252) 756-1390

SURVEYED: DF APPROVED: SCB  
DRAWN: SCB DATE: 11/29/2006  
CHECKED: SCB/MWB SCALE: 1 = 100'

| MAP NO. | PLATS RECORDED | MAP BOOK | PAGE |
|---------|----------------|----------|------|
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 15.476 AC.)  
WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

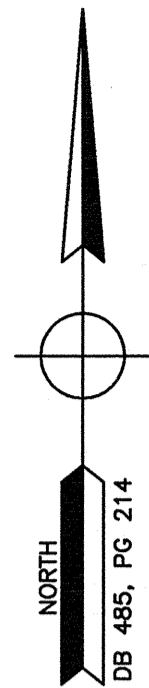
|                               |   |
|-------------------------------|---|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Savannah Place, Section 3, containing 17.245 acres located at the western terminus of Oglethorpe Drive and west of Savannah Place, Section 1.    |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation. Staff anticipates the development of 43 single-family dwellings on this property. Estimated population at full development is 101. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$12,642,675.  |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Savannah Place, Section 3.   |

---

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

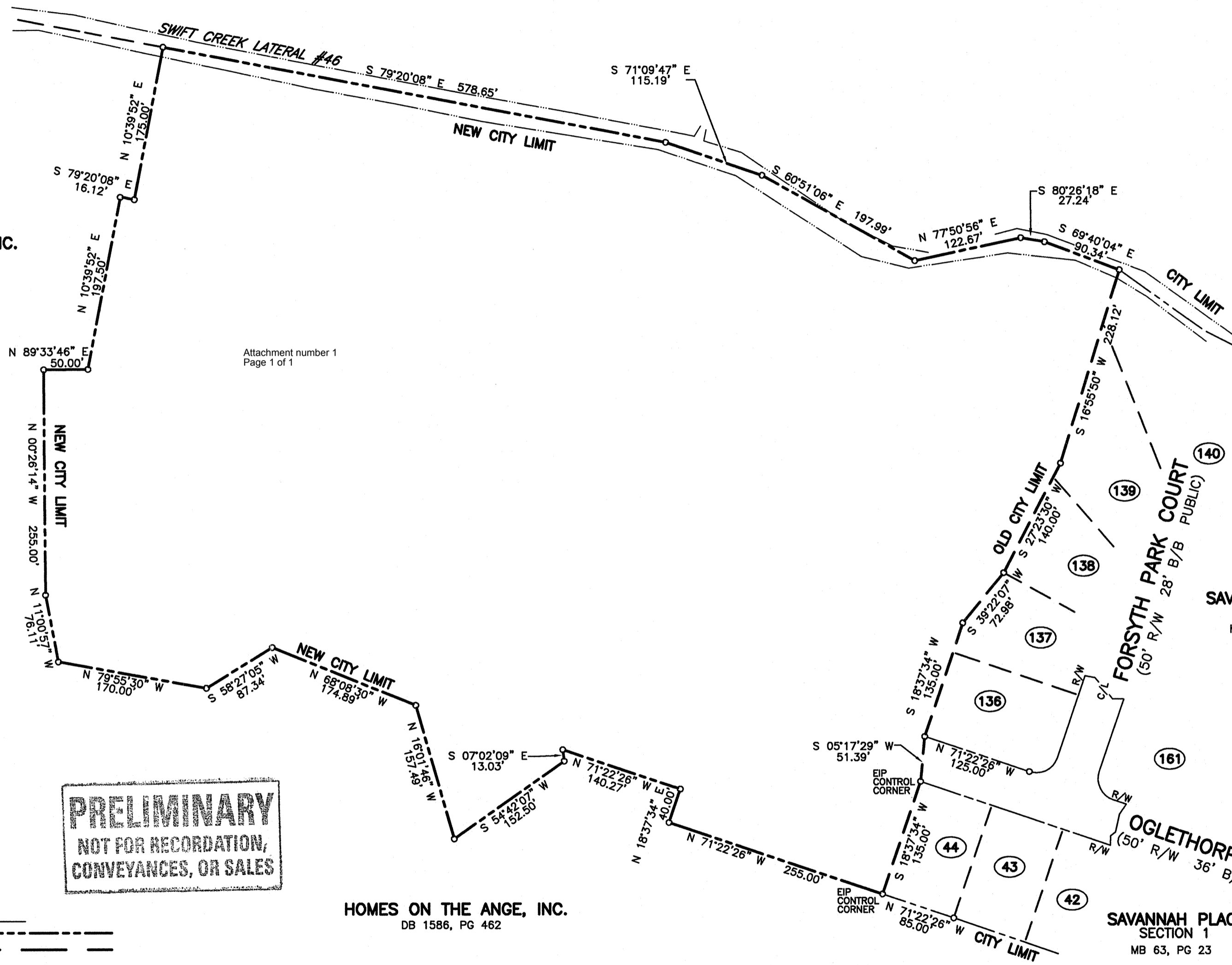
**Attachments / click to download**

- [Map](#)
  - [Savannah Place Sec 3 Annexation Profile](#)
  - [Savannah Place Sec 3](#)
-



HOMES ON THE ANGE, INC.  
DB 1586, PG 462

MAXINE A. SPEIGHT  
DB 824, PG 383  
MB 14, PG 12

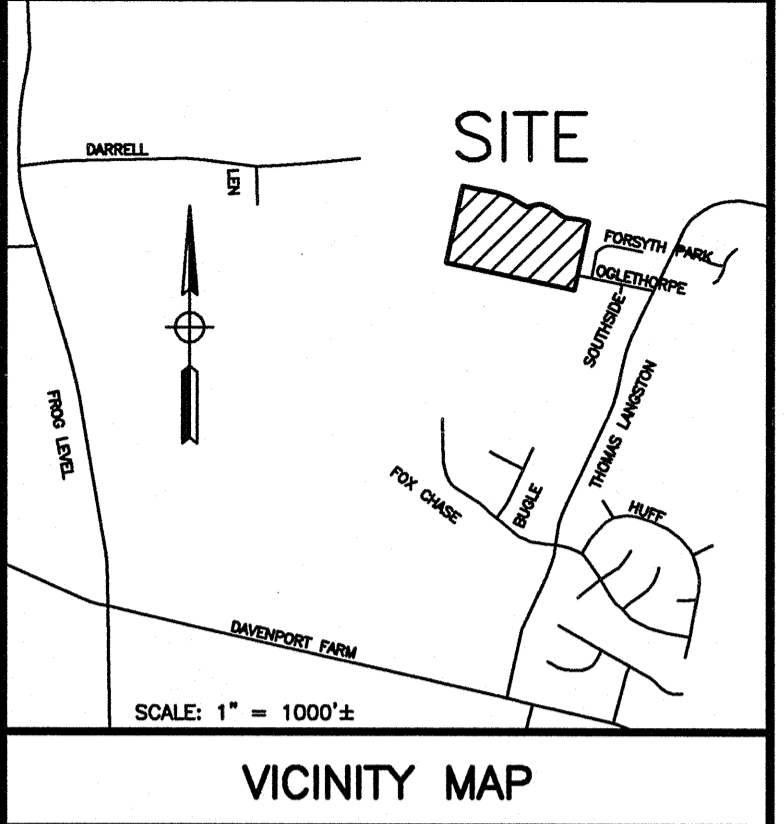


**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**LEGEND**  
NEW CITY LIMIT LINE = - - - - -  
OLD CITY LIMIT LINE = - - - - -  
CITY LIMITS = - - - - -

HOMES ON THE ANGE, INC.  
DB 1586, PG 462

- NOTES**
1. ALL AREAS CALCULATED BY COORDINATE GEOMETRY.
  2. THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
  3. REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 1586, PAGE 462 OF THE PITT COUNTY REGISTRY.



**LEGEND**  
EIP = EXISTING IRON PIPE  
R = RADIUS  
CH = CHORD  
R/W = RIGHT-OF-WAY  
C/L = CENTERLINE  
P/L = PROPERTY LINE

SAVANNAH PLACE  
SECTION 1  
MB 63, PG 23

SAVANNAH PLACE  
SECTION 1  
MB 63, PG 23

**CERTIFICATION**  
I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY JOE PARRISH THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1:10,000 THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY HAND AND SEAL THIS 29th DAY OF NOV., 2006

SIGNED \_\_\_\_\_  
REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND SEAL THIS 29th DAY OF NOV., 2006  
NOTARY PUBLIC \_\_\_\_\_  
MY COMMISSION EXPIRES: 03/28/2009  
NORTH CAROLINA, PITT COUNTY THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ AT O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS.  
BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 17.245 AC.)  
WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.

SHEET 1 OF 1

A PORTION OF PARCEL# 66255  
A PORTION OF TAX MAP# 4666.20-71-8778

**SAVANNAH PLACE, SECTION 3**  
OWNER: HOMES ON THE ANGE, INC.  
226 COMMERCE STREET  
GREENVILLE, NC 27889  
(252)756-3500

**Baldwin and ASSOCIATES**  
ENGINEERING, LAND SURVEYING  
AND PLANNING  
1015 CONFERENCE DRIVE  
GREENVILLE, NC, 27858  
(252) 756-1390

SURVEYED: JP APPROVED: SCB  
DRAWN: SCB DATE: 11/29/2006  
CHECKED: SCB/MWB SCALE: 1 = 100'

| MAP NO. | PLATS RECORDED                      | MAP BOOK | PAGE |
|---------|-------------------------------------|----------|------|
|         | BOUNDARY SURVEY FOR LU-JI MAR, LLC. | 60       | 36   |
|         |                                     |          |      |
|         |                                     |          |      |
|         |                                     |          |      |
|         |                                     |          |      |

**ANNEXATION PROFILE**

NAME: Savannah Place, Section 3

CASE NO. 07-03

A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

B. CHARACTERISTICS

1. Relation to Primary City Limits: Contiguous
2. Acreage: 17.245 acres
3. Voting District: 5
4. Township: Winterville
5. Vision Area: E
6. Zoning District: R9S (Residential-Single Family)
7. Land Use: Existing: Vacant  
Anticipated: 43 Single Family Dwellings
8. Population:

|  | Formula          | Number of People |
|--|------------------|------------------|
| Total Current                          | -----            | 0                |
| Estimated at full development          | 43 units x 2.35* | 101              |
| Current Minority                       | -----            | 0                |
| Estimated Minority at full development | 101 x 25.5%**    | 25               |
| Current White                          | -----            | 0                |
| Estimated White at full development    | 101 - 25         | 76               |

\* 2.35 Average household size in Winterville Township, based on 2000 census data

\*\* 25.5% minority population, based on 2000 census data taken from tract 13, blocks 1011, 2020 & 2036

9. Rural Fire Tax District: Red Oak
10. Greenville Fire District: Station #5
11. Present Tax Value: \$255,675 Estimated Future Tax Value: \$12,642,675

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "Savannah Place, Section 3" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located at the western terminus of Oglethorpe Drive and west of Savannah Place, Section 1. This annexation involves 17.245 acres.

GENERAL DESCRIPTION: Beginning at an existing iron pipe at the southwestern terminus of Oglethorpe Drive said iron pipe being the northwestern corner of Lot 44, Savannah Place, Section 1 as recorded in Map Book 63, Page 23 of the of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

Leaving the southwestern terminus of Oglethorpe Drive, S 18°37'34" W, 135.00 feet to an existing iron pipe, thence N 71°22'26" W, 255.00 feet, thence N 18°37'34" E, 40.00 feet, thence N 71°22'26" W, 140.27 feet, thence S 07°02'09" E, 13.03 feet, thence S 54°42'07" W, 152.50 feet, thence N 16°01'46" W, 157.49 feet, thence N 68°08'30" W, 174.89 feet, thence S 58°27'05" W, 87.34 feet, thence N 79°55'30" W, 170.00 feet, thence N 11°00'57" W, 76.11 feet, thence N 00°26'14" W, 255.00 feet, thence N 89°33'46" E, 50.00 feet, thence N 10°39'52" E, 197.50 feet, thence S 79°20'08" E, 16.12 feet, thence N 10°39'52" E, 175.00 feet to a point in the centerline of Swift Creek Canal, thence with the centerline of Swift Creek Canal, S 79°20'08" E, 578.65 feet, S 71°09'47" E, 115.19 feet, S 60°51'06" E, 197.99 feet, N 77°50'56" E, 122.67 feet, S 80°26'18" E, 27.24 feet and S 69°40'04" E, 90.34 feet, thence leaving the centerline of Swift Creek Canal, S 16°55'50" W, 228.12 feet, thence S 27°23'30" W, 140.00 feet, thence S 39°22'07" W, 72.98 feet, thence S 18°37'34" W, 135.00 feet, thence S 05°17'29" W, 51.39 feet to the point of beginning containing 17.245 acres and being a portion of the property described in Deed Book 1586, Page 462 of the Pitt County Register of Deeds Office.

Section 2. 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 five. 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 five.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

Item # 6

NORTH CAROLINA  
PITT COUNTY

I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks 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.

WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

---

Patricia A. Sugg, Notary Public

My Commission Expires: August 14, 2011



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Cross Creek Subdivision, containing 27.274 acres located west of the intersection of Dickinson Avenue and Spring Forest Road        |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation. Staff anticipates the development of 194 townhomes on this property. Estimated population at full development is 424. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$15,179,653.   |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Cross Creek Subdivision.  |

---

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

**Attachments / click to download**

- [Map](#)
  - [Cross\\_Creek\\_Subdivision\\_Annexation\\_Profile](#)
  - [Cross\\_Creek](#)
-



## ANNEXATION PROFILE

NAME: Cross Creek Subdivision

CASE NO. 07-04

A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

B. CHARACTERISTICS

1. Relation to Primary City Limits: Contiguous
2. Acreage: 27.274 acres
3. Voting District: 2
4. Township: Greenville
5. Vision Area: F
6. Zoning District: OR (Office-Residential)
7. Land Use: Existing: Vacant  
Anticipated: 194 Townhomes
8. Population:

|  | Formula           | Number of People |
|--|-------------------|------------------|
| Total Current                          | -----             | 0                |
| Estimated at full development          | 194 units x 2.19* | 424              |
| Current Minority                       | -----             | 0                |
| Estimated Minority at full development | 424 x 52.2%**     | 221              |
| Current White                          | -----             | 0                |
| Estimated White at full development    | 424 - 221         | 203              |

\* 2.19 Average household size in Greenville Township, based on 2000 census data

\*\* 25.5% minority population, based on 2000 census data taken from tract 13, blocks 3013, 3016 & 3020-3023

9. Rural Fire Tax District: Red Oak
10. Greenville Fire District: Station #2
11. Present Tax Value: \$629,653      Estimated Future Tax Value: \$15,179,653

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "Cross Creek Subdivision" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Greenville Township, Pitt County, North Carolina, located west of the intersection of Dickinson Avenue and Spring Forest Road. This annexation involves 27.274 acres.

GENERAL DESCRIPTION: Beginning at a point on the southern right-of-way of US Highway 13 (Dickinson Avenue), said point being the northwestern corner of the Kate Vincent Kittrell Property as described in Deed Book 205, Page 805 of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

Leaving the southern right-of-way of US Highway 13 (Dickinson Avenue) and with the western line of referenced Kate Vincent Kittrell Property, S 42°17'44" E, 159.70 feet and S 43°10'41" E, 1663.61 feet to a point in the centerline of Reedy Branch, thence with the centerline of Reedy Branch, S 34°00'36" W, 89.41 feet, S 13°48'42" W, 53.30 feet, S 77°22'17" W, 16.83 feet, S 09°21'35" W, 79.43 feet, S 42°38'50" W, 79.08 feet, S 10°48'52" W, 52.14 feet, S 66°56'27" W, 31.73 feet, S 07°38'32" E, 107.47 feet, S 39°25'50" W, 117.39 feet, S 47°28'00" W, 28.93 feet and S 53°20'29" W, 13.06 feet, thence leaving the centerline of Reedy Branch, N 41°43'53" W, 1,745.23 feet, thence S 47°51'48" W, 210.92 feet, thence N 42°09'48" W, 292.07 feet to a point on the southern right-of-way of US Highway 13 (Dickinson Avenue), thence crossing the right-of-way of US Highway 13 (Dickinson Avenue), N 42°20'40" W, 100.00 feet to a point on the northern right-of-way of US Highway 13 (Dickinson Avenue), thence with the northern right-of-way of US Highway 13 (Dickinson Avenue), N 47°39'20" E, 310.87 feet, N 47°53'16" E, 59.95 feet, S 42°15'43" E, 10.00 feet, N 47°53'16" E, 300.03 feet, N 47°42'47" E, 74.42 feet and N 47°46'36" E, 369.94 feet, thence crossing the right-of-way of US Highway 13 (Dickinson Avenue), S 42°13'24" E, 80.00 feet to a point on the southern right-of-way of US Highway 13 (Dickinson Avenue), thence with the southern right-of-way of US Highway 13 (Dickinson Avenue), S 47°46'36" W, 369.90 feet to the point of beginning containing 28.294 acres

#### LESS AND EXCEPT

Beginning at a point on the southern right-of-way of US Highway 13 (Dickinson Avenue), said point being the northeastern corner of the Edith Munford Payne Property as described in Estate File 79-443 of the Pitt County Clerk of Courts Office. From the above described beginning, so located, running thence as follows:

Leaving the southern right-of-way of US Highway 13 (Dickinson Avenue), S 42°17'44" E, 184.64 feet, thence S 47°43'16" W, 240.13 feet, thence N 42°17'24" W, 185.34 feet to a point on the southern right-of-way of US Highway 13 (Dickinson Avenue), thence with the southern right-of-way of US Highway 13 (Dickinson Avenue), N 47°53'16"E, 240.11 feet to the point of beginning containing 1.02 acres.

Section 2. 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 two. 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 two.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks 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.

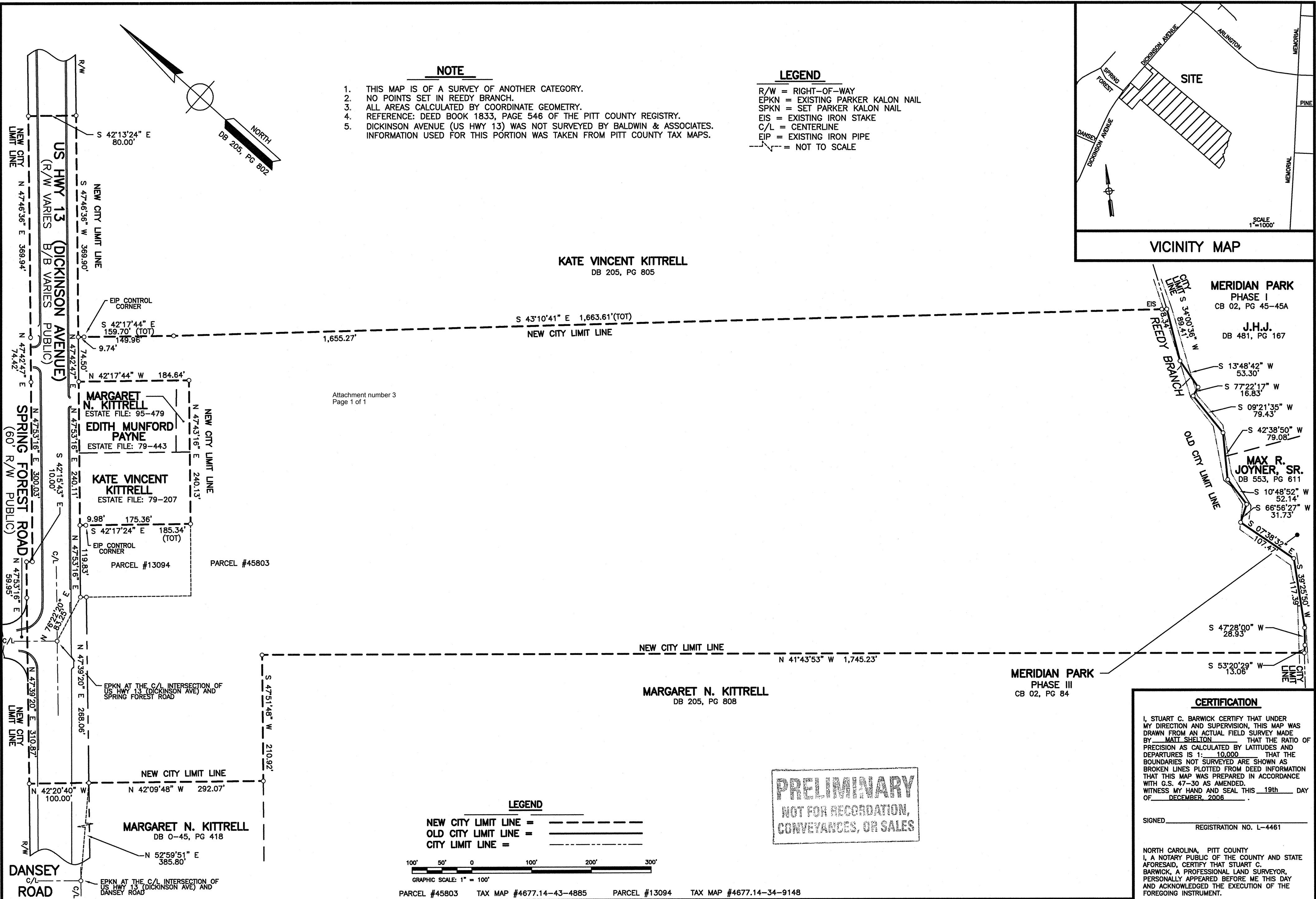
WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

---

Patricia A. Sugg, Notary Public

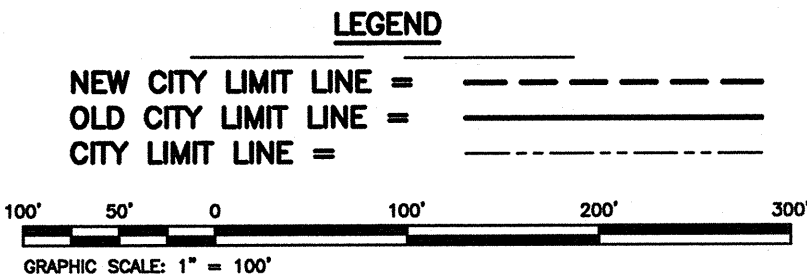
My Commission Expires: August 14, 2011

Doc # 665507



Attachment number 3  
 Page 1 of 1

**PRELIMINARY**  
 NOT FOR RECORDATION,  
 CONVEYANCES, OR SALES



**CROSS CREEK SUBDIVISION**  
**OWNER: VANRACK, INC.**  
 8642 WILLOW GREEN ROAD  
 SNOW HILL, NC 28580  
 (252) 753-4972

**Baldwin and ASSOCIATES**  
 ENGINEERING, LAND SURVEYING  
 AND PLANNING  
 1015 CONFERENCE DRIVE  
 GREENVILLE, NC 27858  
 (252) 756-1390

|                  |                  |
|------------------|------------------|
| SURVEYED: MS     | APPROVED: SCB    |
| DRAWN: SCB       | DATE: 11/09/2006 |
| CHECKED: MWB/SCB | SCALE: 1" = 100' |

Item # 7

| MAP NO. | PLATS RECORDED | MAP BOOK | PAGE |
|---------|----------------|----------|------|
|         | N/A            |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
 (EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 27.274 AC.)  
 \_\_\_\_\_ GREENVILLE TOWNSHIP, PITT COUNTY, N.C.



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Kittrell Farms Patio Homes, Section 2, Phase 2, containing 12.763 acres located east of Signature Drive and 100+ feet north of Bluebill Drive   |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation. Staff anticipates the development of 41 single-family dwellings on this property. Estimated population at full development is 96. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$9,402,890.  |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Kittrell Farms Patio Homes, Section 2, Phase 2.   |

---

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

**Attachments / click to download**

- [Map](#)
  - [Kittrell Farms Patio Homes Sec 2 Ph 2 Annexation Profile](#)
  - [Kittrell Farms Patio Homes Sec 2 Ph 2](#)
-

## ANNEXATION PROFILE

NAME: Kittrell Farms Patio Homes, Section 2, Phase 2 CASE NO. 07-05

### A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

### B. CHARACTERISTICS

1. Relation to Primary City Limits: Contiguous
2. Acreage: 12.763 acres
3. Voting District: 5
4. Township: Winterville
5. Vision Area: D
6. Zoning District: R6 (Residential) & R6A (Residential)
7. Land Use: Existing: Vacant  
Anticipated: 41 Single Family Dwellings
8. Population:

|  | Formula      | Number of People |
|--|--------------|------------------|
| Total Current                          | -----        | 0                |
| Estimated at full development          | 41 x 2.35*   | 96               |
| Current Minority                       | -----        | 0                |
| Estimated Minority at full development | 96 x 25.5%** | 24               |
| Current White                          | -----        | 0                |
| Estimated White at full development    | 96 - 24      | 72               |

\* 2.35 Average household size in Winterville Township, based on 2000 census data

\*\* 25.5% minority population, based on 2000 census data taken from tract 13, blocks 1011, 2020 & 2036

9. Rural Fire Tax District: Eastern Pines
10. Greenville Fire District: Station #3
11. Present Tax Value: \$382,890 Estimated Future Tax Value: \$9,402,890



ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "Kittrell Farms Patio Homes, Section 2, Phase 2" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located east of Signature Drive and 100± feet north of Bluebill Drive. This annexation involves 12.763 acres.

GENERAL DESCRIPTION: Beginning at a point on the eastern right-of-way of Signature Drive, said point being the northwestern corner of Lot 86, Kittrell Farms Patio Homes, Section 2, Phase 1 as recorded in Map Book 66, Page 158 of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

With the eastern right-of-way of Signature Drive, N 06°08'36" W, 801.35 feet to the point of curvature, thence with a curve to the right having a radius of 970.00 feet and a chord bearing N 06°07'45" W, 16.68 feet, thence leaving the eastern right-of-way of Signature Drive, N 87°54'44" E, 671.68 feet, thence S 06°08'36" E, 837.19 feet, thence S 83°36'39" W, 92.55 feet, thence S 88°35'58" W, 58.89 feet, thence N 88°43'35" W, 22.31 feet, thence N 87°59'30" W, 339.85 feet, thence N 88°16'31" W, 11.19 feet, thence S 89°42'28" W, 68.35 feet, thence S 86°35'52" W, 54.30 feet, thence S 83°54'18" W, 26.90 feet to the point of beginning containing 12.763 acres and being a portion of the property described in Deed Book 1998, Page 193 of the Pitt County Register of Deeds Office.

Section 2. 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 five. 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 five.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

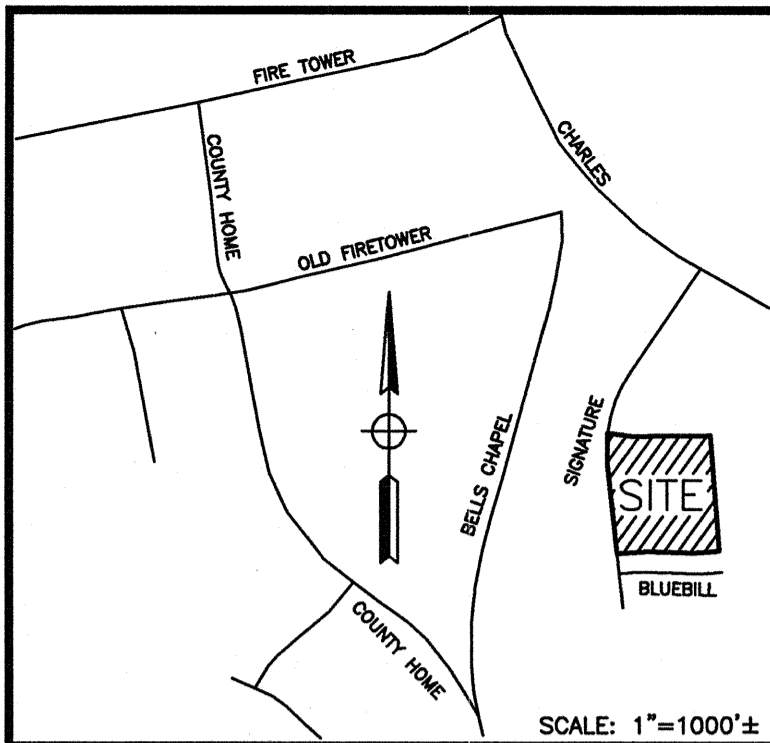
I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks personally came before me this day and acknowledged that she is City Clerk of the City of Greenville, a municipality, and that by authority duly given and as the act of the municipality, the foregoing instrument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

WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

---

Patricia A. Sugg, Notary Public

My Commission Expires: August 14, 2011



VICINITY MAP

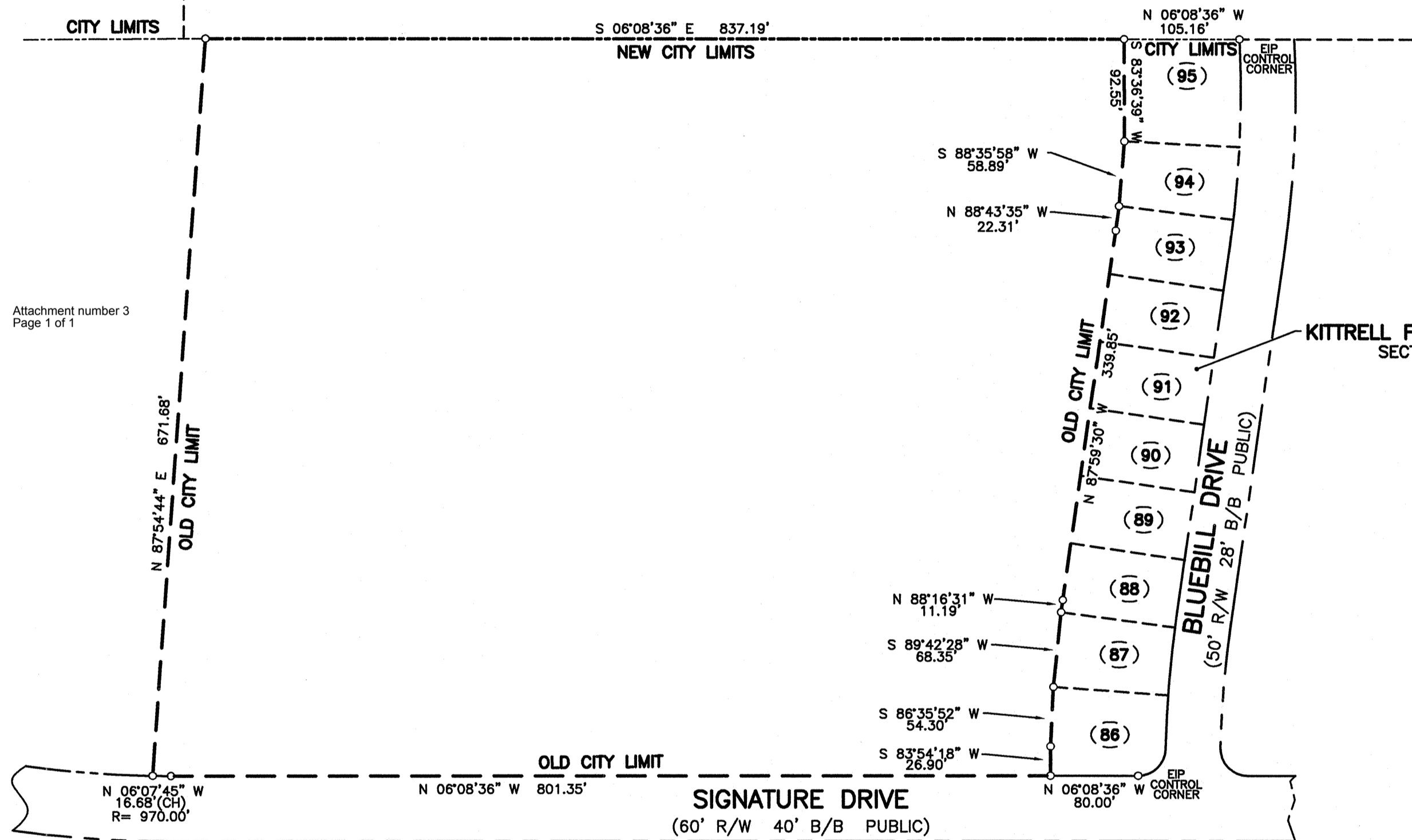
**LEGEND**

- R/W = RIGHT-OF-WAY
- B/B = BACK OF CURB TO BACK OF CURB
- R = RADIUS
- CH = CHORD
- EIP = EXISTING IRON PIPE

**ROSEWOOD FARMS, LLC**  
DB 1503, PG 639

**MARY BRANCH WORTHINGTON**  
DB 2027, PG 111

**WILLIAM HENRY BROWN**  
DB J-42, PG 125



Attachment number 3  
Page 1 of 1

**KITIRELL FARMS PATIO HOMES**  
SECTION 2, PHASE 1  
MB 66, PG 158

**NOTES**

1. THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
2. REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 1998, PAGE 193 OF THE PITT COUNTY REGISTRY.
3. ALL AREAS CALCULATED BY COORDINATE GEOMETRY.

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**CERTIFICATION**

I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY MIKE MAYO THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1: 10,000 THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY HAND AND SEAL THIS 20th DAY OF NOV., 2008

SIGNED \_\_\_\_\_  
REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

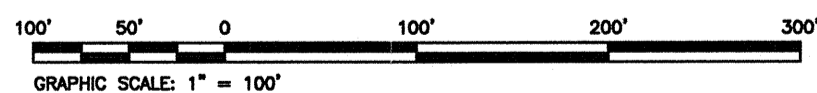
WITNESS MY HAND AND SEAL THIS 20th DAY OF NOV., 2008

NOTARY PUBLIC \_\_\_\_\_  
MY COMMISSION EXPIRES: 03/28/09

NORTH CAROLINA, PITT COUNTY THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS DAY OF \_\_\_\_\_ AT O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS. BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS

**LEGEND**

- NEW CITY LIMIT LINE = - - - - -
- OLD CITY LIMIT LINE = - - - - -
- CITY LIMITS = - - - - -



A PORTION OF PARCEL #70965

**KITIRELL FARMS PATIO HOMES SECTION 2, PHASE 2**  
OWNER: ROSEWOOD FARMS, LLC  
PO BOX 20370  
GREENVILLE, NC 27834  
(252) 756-4052

**Baldwin and ASSOCIATES**  
ENGINEERING, LAND SURVEYING  
AND PLANNING  
1015 CONFERENCE DRIVE  
GREENVILLE, NC 27858  
(252) 756-1390

SURVEYED: MM  
DRAWN: SCB  
CHECKED: MWB/SCB  
APPROVED: SCB  
DATE: 11/20/2008  
SCALE: 1 = 100'

| MAP NO. | PLATS RECORDED | MAP BOOK | PAGE |
|---------|----------------|----------|------|
|         | N/A            |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 12.763 AC.)  
WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

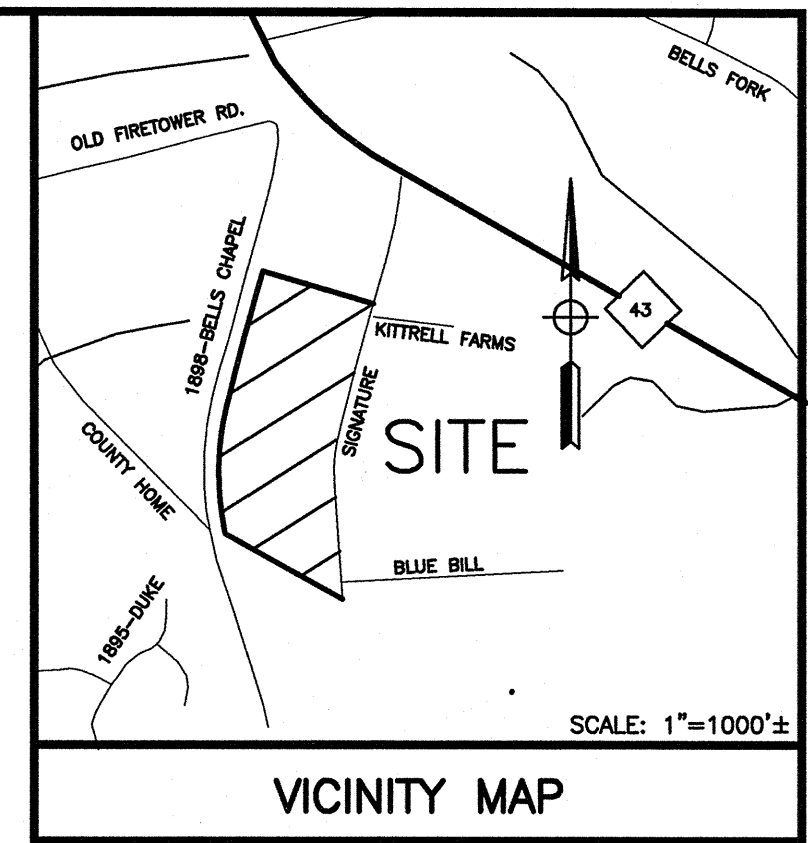
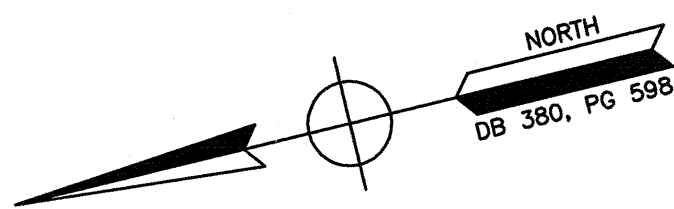
|                               |   |
|-------------------------------|---|
| <b><u>Title of Item:</u></b>  | Ordinance to annex The Villages at Greenville, containing 37.373 acres located east of Bells Chapel Road and west of Signature Drive  |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation. Staff anticipates the development of 308 multi-family units with 1,056 bedrooms on this property. The estimated population at full development is 1,056. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$23,671,982.  |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex The Villages at Greenville.  |

---

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

**Attachments / click to download**

- [Map](#)
- [The Villages at Greenville Annexation Profile](#)
- [The Villages at Greenville](#)



VICINITY MAP

**LEGEND**

- R/W = RIGHT-OF-WAY
- B/B = BACK OF CURB TO BACK OF CURB
- R = RADIUS
- CH = CHORD
- EIP = EXISTING IRON PIPE

LAKE KRISTIE PROPERTIES, LLC  
DB 1717, PG 521  
MB 66, PG 79

DB 380, PG 598  
PARCEL #13106  
PARCEL #70964  
DB 1998, PG 193

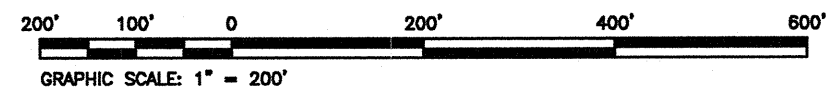
ALVA W. WORTHINGTON  
DB 1558, PG 508

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**LEGEND**

- NEW CITY LIMIT LINE = - - - - -
- OLD CITY LIMIT LINE = \_\_\_\_\_
- CITY LIMITS = \_\_\_\_\_



**NOTES**

1. THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
2. REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 1998, PAGE 193 AND DEED BOOK 380, PAGE 598 OF THE PITT COUNTY REGISTRY.
3. ALL AREAS CALCULATED BY COORDINATE GEOMETRY.
4. A PORTION OF COUNTY HOME ROAD (NCSR 1725) WAS NOT SURVEYED BY BALDWIN & ASSOCIATES INFORMATION USED FOR THIS PORTION WAS TAKEN FROM PITT COUNTY TAX MAPS.

**CERTIFICATION**

I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY MIKE MAYO THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1: 10,000 THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY HAND AND SEAL THIS 28th DAY OF NOV., 2006

SIGNED \_\_\_\_\_ REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND SEAL THIS 28th DAY OF NOV., 2006

NOTARY PUBLIC \_\_\_\_\_ MY COMMISSION EXPIRES: 03/28/09

NORTH CAROLINA, PITT COUNTY THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS DAY OF \_\_\_\_\_ AT O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS. BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS

PARCEL #70964 TAX MAP #4696.17-02-6881  
PARCEL #13106 TAX MAP #4696.17-01-8980

**THE VILLAGES © GREENVILLE**  
OWNER: ROSEWOOD FARMS, LLC TROY KITTRELL  
PO BOX 20370 3302 ALVIN ROAD  
GREENVILLE, NC 27834 GRIMESLAND, NC 27837  
(252) 756-4052 (252)752-0067

**Baldwin and ASSOCIATES**  
ENGINEERING, LAND SURVEYING AND PLANNING  
1015 CONFERENCE DRIVE GREENVILLE, NC 27858 (252) 756-1390

SURVEYED: MM APPROVED: MWB  
DRAWN: SCB DATE: 11/28/2006  
CHECKED: MWB/SCB SCALE: 1 = 200'

| MAP NO. | PLATS RECORDED | MAP BOOK | PAGE |
|---------|----------------|----------|------|
|         | N/A            |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |
|         |                |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 37.373 AC.)  
WINTERVILLE TOWNSHIP, PITT COUNTY, N.C.

## ANNEXATION PROFILE

NAME: The Villages at Greenville

CASE NO. 07-06

**A. SCHEDULE**

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

**B. CHARACTERISTICS**

1. Relation to Primary City Limits: Contiguous
2. Acreage: 37.373 acres
3. Voting District: 5
4. Township: Winterville
5. Vision Area: D
6. Zoning District: R6 (Residential), R6A (Residential) & OR (Office-Residential)
7. Land Use: Existing: Vacant  
Anticipated: 308 Multi-family Units with 1,056 Bedrooms
8. Population:

|  | Formula         | Number of People |
|--|-----------------|------------------|
| Total Current                          | -----           | 0                |
| Estimated at full development          | 1,056 Bedrooms* | 1,056            |
| Current Minority                       | -----           | 0                |
| Estimated Minority at full development | 1,056 x 25.5%** | 269              |
| Current White                          | -----           | 0                |
| Estimated White at full development    | 1056 - 269      | 787              |

\* Number taken from site plan.

\*\* 25.5% minority population, based on 2000 census data taken from tract 13, blocks 1011, 2020 & 2036

9. Rural Fire Tax District: Eastern Pines
10. Greenville Fire District: Station #3
11. Present Tax Value: \$439,982      Estimated Future Tax Value: \$23,671,982

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council of the City of Greenville has been petitioned under G.S. 160A-31, 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 11th day of January, 2007 after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; and

WHEREAS, the City Council does hereby find as a fact that said petition meets the requirements of G. S. 160A-31, as amended.

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

Section 1. That by virtue of the authority vested in the City Council of the City of Greenville, North Carolina, under G. S. 160A-31, as amended, the following described contiguous territory is annexed:

TO WIT: Being all that certain property as shown on the annexation map entitled "The Villages at Greenville" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located east of Bells Chapel Road and west of Signature Drive. This annexation involves 37.373 acres.

GENERAL DESCRIPTION: Beginning at a point where the eastern right-of-way of NCSR 1898 (Bells Chapel Road) intersects the northern right-of-way of NCSR 1725 (County Home Road). From the above described beginning, so located, running thence as follows:

With the eastern right-of-way of NCSR 1898 (Bells Chapel Road), N 08°07'18"  
W, 53.97 feet, thence crossing the right-of-way of NCSR 1898 (Bells Chapel  
Item # 9



Road), N 88°00'41" W, 69.33 feet to a point on the western right-of-way of NCSR 1898 (Bells Chapel Road), thence with the western right-of-way of NCSR 1898 (Bells Chapel Road), N 06°03'56" W, 269.32 feet, N 25°23'40" E, 41.68 feet, N 10°11'19" E, 88.92 feet and N 06°54'39" E, 69.95 feet, thence crossing the right-of-way of NCSR 1898 (Bells Chapel Road), S 82°24'01" E, 60.00 feet to a point on the eastern right-of-way of NCSR 1898 (Bells Chapel Road), thence with the eastern right-of-way of NCSR 1898 (Bells Chapel Road), N 07°35'59" E, 74.79 feet, N 11°14'20" E, 98.24 feet, N 14°27'19" E, 98.46 feet, N 16°58'14" E, 99.00 feet, N 18°28'09" E, 99.43 feet, N 19°14'48" E, 99.66 feet, N 19°40'21" E, 299.16 feet, N 20°02'00" E, 80.94 feet, N 20°32'58" E 163.16 feet, N 20°34'42" E, 46.60 feet and N 21°05'18" E, 88.30 feet, thence leaving the eastern right-of-way of NCSR 1898 (Bells Chapel Road), S 57°25'47" E, 767.88 feet to a point on the western right-of-way of Signature Drive, thence with the western right-of-way of Signature Drive a curve to the left having a radius of 1,030.00 feet and a chord bearing S 12°45'52" W, 667.53 feet to the point of tangency, thence S 06°08'36" E, 1,330.33 feet, thence leaving the western right-of-way of Signature Drive, N 55°50'31" W, 1,231.25 feet to the point of beginning containing 37.373 acres and being a portion of the property described in Deed Book 1998, Page 193 and Deed Book 380, Page 598 both of the Pitt County Register of Deeds Office.

Section 2. 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 five. 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 five.

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 territory now within 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks 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.

WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007.

---

Patricia A. Sugg, Notary Public

My Commission Expires: August 14, 2011



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Hampton Creek, Phase 2, containing 10.024 acres located south of Davenport Farm Road and west of Christ's Church  |
| <b><u>Explanation:</u></b>    | This is a non-contiguous annexation. Staff anticipates the development of 37 duplexes with 74 total units on this property. Estimated population at full development is 173. |
| <b><u>Fiscal Note:</u></b>    | Total estimated tax value at full development is \$8,290,360.  |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Hampton Creek, Phase 2.   |

---

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

Attachments / click to download

- [Mao](#)
- [Hampton\\_Creek\\_Ph\\_2\\_Annexation\\_Profile](#)
- [Hampton\\_Creek](#)

## ANNEXATION PROFILE

NAME: Hampton Creek, Phase 2

CASE NO. 07-07

A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

B. CHARACTERISTICS

1. Relation to Primary City Limits: Non-contiguous
2. Acreage: 10.024 acres
3. Voting District: 5
4. Township: Winterville
5. Vision Area: E
6. Zoning District: R6A (Residential)
7. Land Use: Existing: Vacant  
Anticipated: 37 Duplexes (74 Dwelling Units)
8. Population:

|  | Formula          | Number of People |
|--|------------------|------------------|
| Total Current                          | -----            | 0                |
| Estimated at full development          | 74 units x 2.35* | 173              |
| Current Minority                       | -----            | 0                |
| Estimated Minority at full development | 159 x 25.5%**    | 44               |
| Current White                          | -----            | 0                |
| Estimated White at full development    | 173 - 44         | 129              |

\* 2.35 Average household size in Winterville Township, based on 2000 census data

\*\* 25.5% minority population, based on 2000 census data taken from tract 13, blocks 1011, 2020 & 2036

9. Rural Fire Tax District: Red Oak
10. Greenville Fire District: Station #5
11. Present Tax Value: \$150,360      Estimated Future Tax Value: \$8,290,360

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF  
THE CITY OF GREENVILLE, NORTH CAROLINA

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 11<sup>th</sup> day of January, 2007, after due notice by publication in The Daily Reflector on the 25<sup>th</sup> day of December, 2006; 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.

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 "Hampton Creek, Phase 2" as prepared by Baldwin and Associates.

LOCATION: Lying and being situated in Winterville Township, Pitt County, North Carolina, located south of Davenport Farm Road and west of Christ Church. This annexation involves 10.024 acres.

GENERAL DESCRIPTION: Beginning at a point on the northern right-of-way of Saddleback Drive, said point being the southeastern corner of Lot 45B, Hampton Creek, Phase One as recorded in Map Book 64, Pages 77 and 78 and Map Book 65, Pages 139 and 140 both of the Pitt County Register of Deeds Office. From the above described beginning, so located, running thence as follows:

Leaving the northern right-of-way of Saddleback Drive, N 16°38'00" E, 824.89 feet to a point on the southern right-of-way of Saddleback Drive, thence with the southern right-of-way of Saddleback Drive, S 71°23'45" E, 82.91 feet to the point of curvature, thence with a curve to the right having a radius of 25.00 feet and a chord bearing S 27°22'53" E, 34.74 feet, thence S 69°25'47" E, 50.12 feet, thence with a curve to the right having a radius of 25.00 feet and a chord bearing N 62°37'07" E, 35.96 feet to the point of tangency, thence S 71°23'45" E, 115.79 feet to the point of curvature, thence with a curve to the right having a radius of 75.00 feet and a chord bearing S 38°54'12" E, 80.58 feet, thence N 83°35'21" E, 177.12 feet, thence S 16°38'00" W, 925.12 feet, thence N 42°40'29" W, 194.79 feet, thence with a curve to the left having a radius of 75.00 feet and a chord bearing S 79°19'38" W, 79.49 feet to the point of tangency, thence N 68°40'15" W, 110.28 feet to the point of curvature, thence with a curve to the right having a radius of 25.00 feet and a chord bearing N 26°01'07" W, 33.88 feet, thence N 64°02'13" W, 50.67 feet, thence with a curve to the right having a radius of 25.00 feet and a chord bearing S 63°58'53" W, 36.77 feet to the point of tangency, thence N 68°40'15" W, 80.22 feet to the point of beginning containing 10.024 acres and being a portion of the property described in Deed Book 1789, Page 636 of the Pitt County Register of Deeds Office.

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 five. 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 five.

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. That 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 30<sup>th</sup> day of June, 2007.

ADOPTED this 11<sup>th</sup> day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

NORTH CAROLINA  
PITT COUNTY

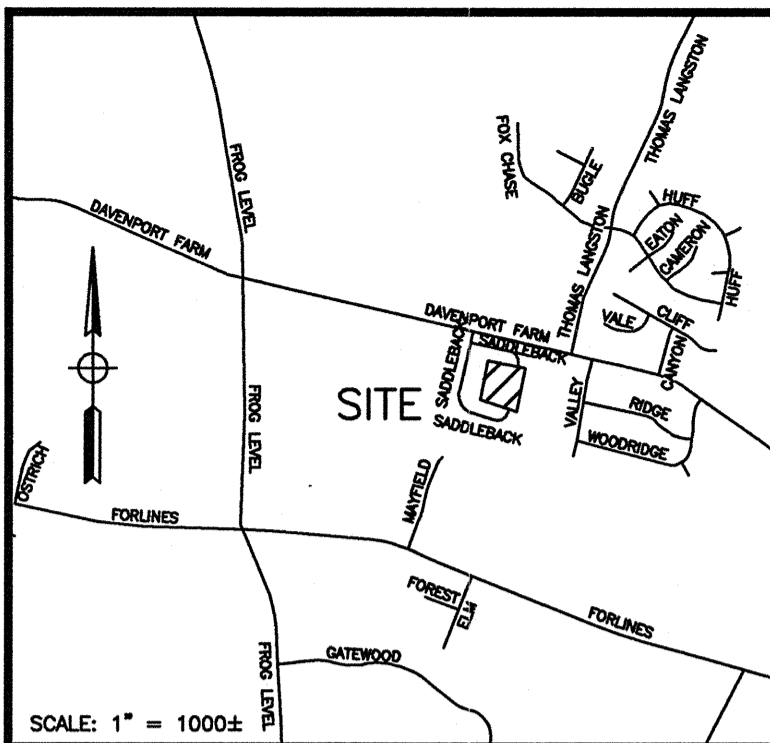
I, Patricia A. Sugg, Notary Public for said County and State, certify that Wanda T. Elks personally came before me this day and acknowledged that she is City Clerk of the City of Greenville, a municipality, and that by authority duly given and as the act of the municipality, the foregoing instrument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

WITNESS my hand and official seal, this the 11<sup>th</sup> day of January, 2007

---

Patricia A. Sugg, Notary Public

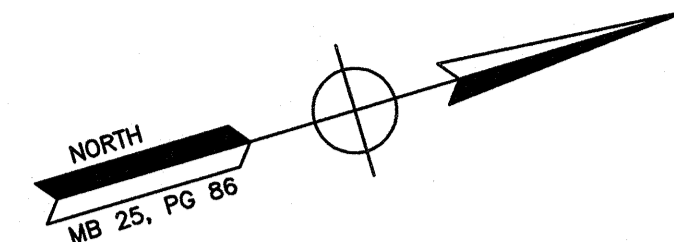
My Commission Expires: August 14, 2011



VICINITY MAP

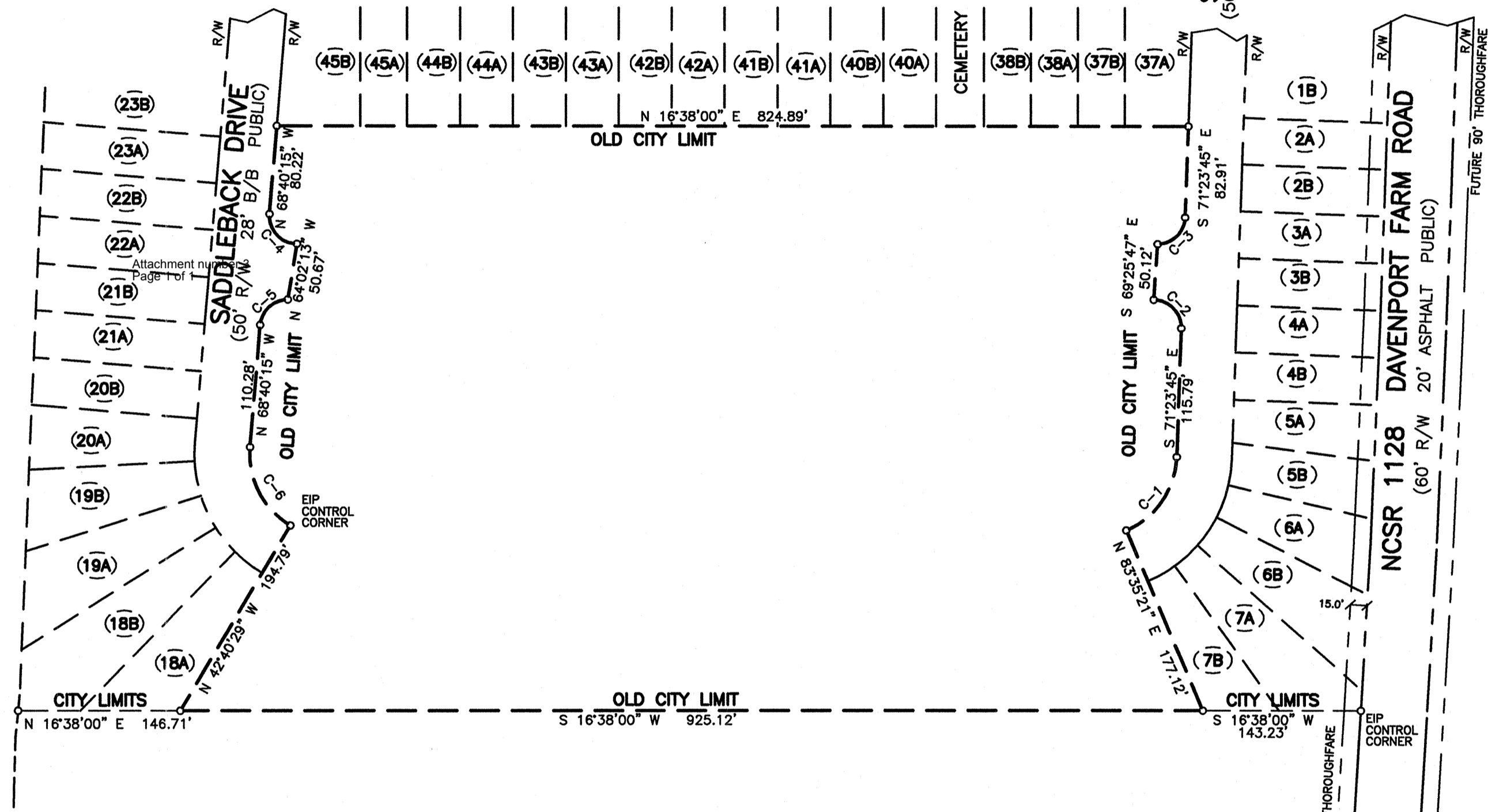
**CURVE TABLE**

| CURVE | RADIUS | TANGENT | LENGTH | CHORD  | CH. BEARING  |
|-------|--------|---------|--------|--------|--------------|
| C-1   | 75.00' | 47.77'  | 85.07' | 80.58' | S 38°54'12"E |
| C-2   | 25.00' | 25.88'  | 40.13' | 35.96' | N 62°37'07"E |
| C-3   | 25.00' | 24.15'  | 38.41' | 34.74' | S 27°22'53"E |
| C-4   | 25.00' | 27.14'  | 41.32' | 36.77' | S 63°58'53"W |
| C-5   | 25.00' | 23.03'  | 37.22' | 33.88' | N 28°01'07"W |
| C-6   | 75.00' | 46.87'  | 83.78' | 79.49' | S 79°19'38"W |



HAMPTON CREEK  
PHASE ONE  
MB 64, PGS 77-78  
MB 65, PGS 139-140

THE VINEYARDS  
MB 62, PG. 100



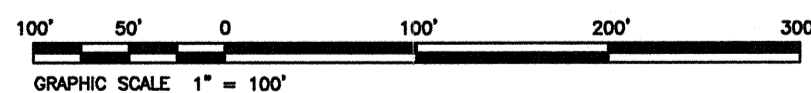
CHRIST'S CHURCH  
DB 1071, PG 469  
MB 57, PG. 42

**PRELIMINARY**  
NOT FOR RECORDATION,  
CONVEYANCES, OR SALES

**NOTES**

1. ALL AREAS CALCULATED BY COORDINATE GEOMETRY.
2. THIS MAP IS OF A SURVEY THAT IS OF ANOTHER CATEGORY.
3. REFERENCE: BEING A PORTION OF THE PROPERTY DESCRIBED IN DEED BOOK 1789, PAGE 636 OF THE PITT COUNTY REGISTRY.

NEW CITY LIMIT LINE = - - - - -  
OLD CITY LIMIT LINE = - - - - -  
CITY LIMITS = - - - - -



PARCEL# 09033  
TAX MAP# 4665.07-57-8992

**HAMPTON CREEK, PHASE TWO**

OWNER: **BIG EAST DEVELOPMENT, INC.**  
3902 BACH CIRCLE  
GREENVILLE, NC 27858  
(252) 355-7812

**Baldwin and ASSOCIATES**  
ENGINEERING, LAND SURVEYING  
AND PLANNING  
1015 CONFERENCE DRIVE  
GREENVILLE, NC 27858  
(252) 756-1390

SURVEYED: DF APPROVED: SCB  
DRAWN: SCB DATE: 11/28/2006  
CHECKED: SCB SCALE: 1" = 100'

| MAP NO. | PLATS RECORDED           | MAP BOOK | PAGE |
|---------|--------------------------|----------|------|
|         | SURVEY FOR THE ESTATE OF |          |      |
|         | EDWARD N. WARREN         | 60       | 181  |
|         |                          |          |      |
|         |                          |          |      |
|         |                          |          |      |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C.**  
(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 10.024 AC.)  
\_\_\_\_\_ WINTERVILLE \_\_\_\_\_ TOWNSHIP, PITT COUNTY, N.C.

**CERTIFICATION**

I, STUART C. BARWICK CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY MADE BY DALE EDGHI. THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1: 10,000. THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM DEED INFORMATION THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY HAND AND SEAL THIS 28th DAY OF NOV., 2006.

SIGNED \_\_\_\_\_  
REGISTRATION NO. L-4461

NORTH CAROLINA, PITT COUNTY  
I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT STUART C. BARWICK, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND SEAL THIS 28th DAY OF NOV., 2006.

NOTARY PUBLIC \_\_\_\_\_  
MY COMMISSION EXPIRES: 03/28/09

NORTH CAROLINA, PITT COUNTY  
THE FOREGOING CERTIFICATE OF \_\_\_\_\_ IS CERTIFIED TO BE CORRECT. FILED FOR REGISTRATION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M. \_\_\_\_\_ REGISTER OF DEEDS.  
BY \_\_\_\_\_ DEPUTY REGISTER OF DEEDS





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

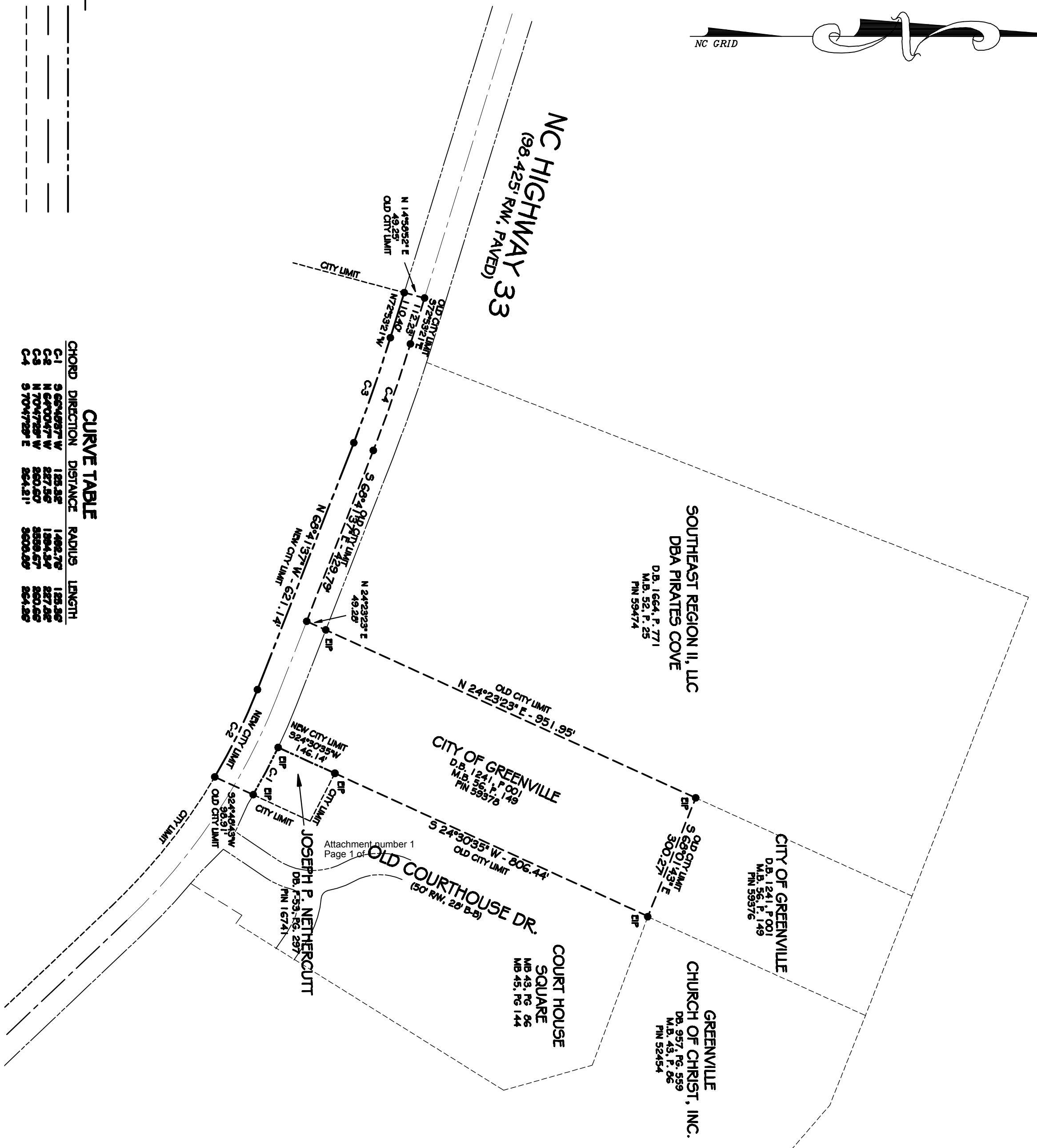
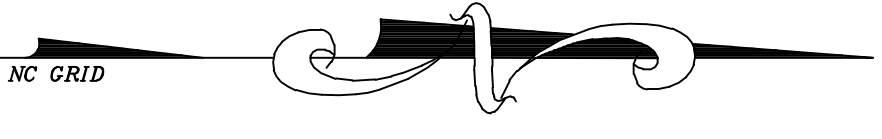
|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex Fire Station No. 6 property owned by the City of Greenville, containing 8.36 acres located north of NC Highway 33 and west of Courthouse Square Subdivision |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation of City-owned property. Fire Station No. 6 and the training facility are located at this site.   |
| <b><u>Fiscal Note:</u></b>    | Annexing the property will not incur any additional expense to the City. The property is tax exempt.   |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex Fire Station No. 6 property.  |

---

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

**Attachments / click to download**

- [Map](#)
  - [Fire\\_Station\\_No\\_6\\_Annexation\\_Profile](#)
  - [Resolution\\_for\\_Fire\\_Station](#)
-



**LEGEND**

NEW CITY LIMIT LINE ————

OLD CITY LIMIT LINE - - - - -

CITY LIMIT LINE - - - - -

**CURVE TABLE**

| CHORD | DIRECTION     | DISTANCE | RADIUS   | LENGTH  |
|-------|---------------|----------|----------|---------|
| C-1   | S 69°46'37" W | 153.85'  | 1482.75' | 153.85' |
| C-2   | N 64°00'47" W | 227.55'  | 1384.44' | 227.55' |
| C-3   | N 70°47'28" W | 350.60'  | 2559.47' | 350.60' |
| C-4   | S 70°47'28" E | 350.60'  | 2559.47' | 350.60' |

Annexation Map

**FIRE STATION NO. 6**

OWNER: City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27336 (252) 329-4432

City of Greenville  
Public Works, Engineering

1500 BEATTY STREET  
GREENVILLE, NC 27334  
(252) 329-4467

SURVEY: Records  
DRAWN: BLM  
CHECKED: BLM

APPROVED: DTB  
DATE: 1/22/06  
SCALE: 1" = 400'

| MAP NO. | PLATS RECORDED                     | MAP BOOK | PAGE |
|---------|------------------------------------|----------|------|
|         | NODOT RW PLANS, R-2251, NC HWY. 33 | 2        | 16   |
|         | SURVEY FOR CITY OF GREENVILLE      | 56       | 149  |
|         | BROOK VALLEY AREA ANNEXATION MAP   | 35       | 132  |
|         | J.S. PARTNERSHIP                   | 50       | 96   |
|         | COURT HOUSE SQUARE 50              | 45       | 144  |
|         | COURT HOUSE SQUARE, ANNEXATION MAP | 43       | 86   |

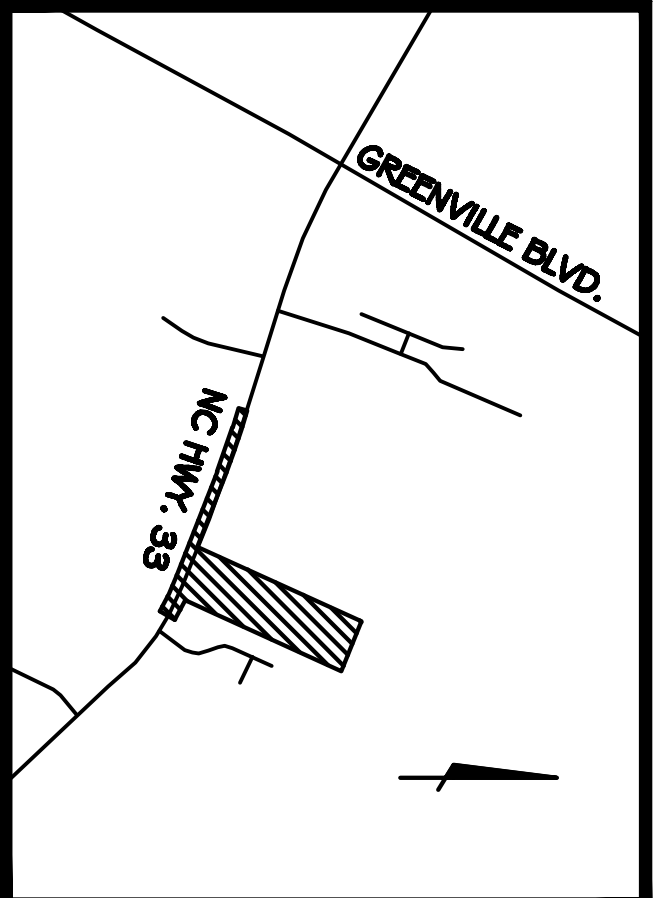
MAP SHOWING AREA ANNEXED BY

**THE CITY OF GREENVILLE, N.C.**

(EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 0.36 ACRES )

GREENVILLE TOWNSHIP, PITT COUNTY, N.C.

SHEET 1 OF 1



**CERTIFICATION**

I, BILLY LEE MERRILL, CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM BOOKS REFERENCED HEREON, THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1 : 10,000 ; I FURTHER CERTIFY, THIS MAP IS DERIVED FROM G.S. 47-30 AS SET FORTH IN SECTION (I) THEREOF.

WITNESS MY HAND AND SEAL, THIS 29th DAY OF \_\_\_\_\_, 2006.

SIGNED \_\_\_\_\_  
REGISTRATION NO. L2956

NORTH CAROLINA, PITT COUNTY  
I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT BILLY LEE MERRILL, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT. WITNESS MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2006.

NOTARY PUBLIC \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_

NORTH CAROLINA, PITT COUNTY  
THE FOREGOING CERTIFICATE OF NOTARY PUBLIC IS CERTIFIED TO BE CORRECT. DAY OF \_\_\_\_\_, 2006 AT O'CLOCK \_\_ M.  
JURY J. TAYLOR, REGISTER OF DEEDS.  
BY DEPUTY REGISTER OF DEEDS \_\_\_\_\_

## ANNEXATION PROFILE

NAME: Fire Station No. 6

CASE NO. 07-08

A. SCHEDULE

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

B. CHARACTERISTICS

1. Relation to Primary City Limits: Contiguous
2. Acreage: 8.36 acres
3. Voting District: 3
4. Township: Greenville
5. Vision Area: C
6. Zoning District: R6S (Residential-Single Family)
7. Land Use: Fire Station No. 6
8. Population:

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

9. Rural Fire Tax District: Eastern Pines
10. Greenville Fire District: Station #6
11. Present Tax Value: (Tax Exempt)

ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXEND THE CORPORATE LIMITS OF THE  
CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council has adopted a resolution under G.S. 160A-31 stating its intent to annex the area described below; and

WHEREAS, a public hearing on the question of this annexation was held at City Hall at 7:00 PM on January 11, 2007 after due notice; and

WHEREAS, the City Council finds that the proposed annexation meets the requirements of G.S. 160A-31.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Greenville, North Carolina, that:

Section 1. By virtue of the authority granted by G. S. 160A-31, the following described contiguous property owned by the City of Greenville is hereby annexed and made part of the City of Greenville as of January 11, 2007.

TO WIT: Being all that certain property as shown on the annexation map entitled "Fire Station No. 6" involving 8.36 acres as prepared by the City of Greenville Public Works Department.

LOCATION: Lying and being situated in Greenville Township, Pitt County, North Carolina, located north of NC Highway 33 and west of Courthouse Square Subdivision.

GENERAL DESCRIPTION:

Situate in Greenville Township, Pitt County, North Carolina, being located on the north side of NC Highway 33 and 235 feet west of Old Courthouse Drive, being a portion of the City of Greenville property as recorded in Deed Book 1241, Page 001, PIN 59378 (Pitt County Parcel Number and a portion of the right of way of NC Highway 33, being more completely described as follows:

BEGINNING at an existing iron pipe in the curved northern right of way of NC Highway 33, a common corner with the Joseph Nethercutt property as recorded in Deed Book F-53, Page 297, with said iron stake being located N 48°31'14" W – 244.62' from an existing Parker-Kalon nail (PK nail) in the centerline intersection of NC Highway 33 and Old Courthouse Drive; thence from said located BEGINNING POINT  
Item # 11

and running along the curved northern right of way of NC Highway 33(98.43 foot right of way, paved), the common line with the Nethercutt property, being a curve to the right with a radius of 1492.76' as measured along a chord of S 66°48'37" E – 125.32' to an existing iron pipe in the existing City Limit; thence running across the right of way of NC Highway 33, the existing City Limit, S 24°48'43" W – 98.91' to a point on the curved southern right of way of NC Highway 33; thence leaving the City limit and running along the curved right of way, being a curve to the left with a radius of 1394.34' as measured along a chord of N 64°00'47" W – 227.56' to an existing concrete monument, the point of tangency of the curve; thence running along the southern right of way of NC Highway 33, N 68°41'37" W – 621.146' to an existing concrete monument, the point of curvature of the curve; thence running along the curved right of way, being a curve to the left with a radius of 3559.67' as measured along a chord of N 70°47'29" W – 260.60' to an existing concrete monument, the point of tangency of the curve; thence running along the southern right of way of NC Highway 33, N 72°53'21" W – 110.40' to a point in the existing City Limit, a common corner between the property of William G. Blount as recorded in Deed Book 702, Page 567 and shown on Map Book 48, Page 4, and the Birdneck Point, LLC, property as previously recorded in Deed Book V-39, Page 639; thence leaving the southern right of way of NC Highway 33 and running along the existing City Limit, N 14°58'52" E – 49.25' to a point in the centerline of NC Highway 33; thence continuing along the existing City Limits, the centerline of NC Highway 33, S 72°53'21" E – 112.23' to the point of curvature of a curve; thence continuing along the existing City Limits, the curved centerline of NC Highway 33, being a curve to the right with a radius of 3608.88' as measured along a chord of S 70°47'29" E – 264.21' to the point of tangency of the curve; thence continuing along the existing City Limits, the centerline of NC Highway 33, S 68°41'37" E – 429.79' to the point; thence leaving the centerline of NC Highway and continuing along the existing City Limits, N 24°23'23" E – 49.28' to an existing iron pipe in the northern right of way of NC Highway 33, a common corner between the City of Greenville property and the property of Southeast Region II, LLC dba Pirates Cove as recorded in Deed Book 1664, Page 771, and shown on Map Book 52, Page 25; thence running along the common line between Pirates Cove and the City, the existing City Limits, N 24°23'23" W – 951.95 to existing iron pipe, a corner in the existing City Limit ; thence running along the existing City Limit, a line through the City property, S 68°01'43" E – 300.27' to an existing iron pipe, a common corner with the Church of Christ, Inc. property as recorded in Deed Book 957, Page 559 and Court House Square Subdivision as shown on Map Book 45, Page 144; thence running along the common line with Courthouse Square, the existing City Limit, S 24°30'35" W – 806.44' to an existing iron pipe, a common corner the Joseph Nethercutt property as recorded in Deed Book F-53, Page 297; thence leaving the City Limit and running along the common line with the Nethercutt property, S 24°30'35" W – 146.14' to an existing iron pipe in the northern right of way of NC Highway 33 the POINT OF BEGINNING, and containing about 8.36 acres with all bearings being referenced to North Carolina Grid North and all distances being ground measurements.

Section 2. The Mayor of the City of Greenville shall cause 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, an accurate map of the annexed property, along with the certified copy of this ordinance. Such a map shall also be delivered to the Pitt County Board of Elections, as required by G.S. 163-228.1.

ADOPTED this 11<sup>th</sup> day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

Doc. # 665978

Item # 11



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Ordinance to annex property owned by the City of Greenville, containing 914.8 acres generally located north of NC Highway 33, east of NE Greenville Boulevard, and south of Sunnyside Road |
| <b><u>Explanation:</u></b>    | This is a contiguous annexation of City-owned property. Currently this property is vacant.   |
| <b><u>Fiscal Note:</u></b>    | Annexing the property will not incur any additional expense to the City. The property is tax exempt.   |
| <b><u>Recommendation:</u></b> | Approval of the ordinance to annex property owned by the City of Greenville.   |

---

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

**Attachments / click to download**

- [Map 1](#)
  - [Map 2](#)
  - [Map 3](#)
  - [City\\_Owned\\_Property\\_Annexation\\_Profile](#)
  - [Resolution\\_for\\_City\\_owned\\_property](#)
-

## ANNEXATION PROFILE

NAME: City Owned Property

CASE NO. 07-09

**A. SCHEDULE**

1. Advertising date: December 25, 2006
2. City Council public hearing date: January 11, 2007
3. Effective date: June 30, 2007

**B. CHARACTERISTICS**

1. Relation to Primary City Limits: Contiguous
2. Acreage: 914.8 acres
3. Voting District: 1 & 3
4. Township: Greenville, Pactolus & Grimesland
5. Vision Area: B & C
6. City Zoning District: RA20 (Residential-Agricultural),  
County Zoning Districts: GI (General Industrial) & RR (Rural Residential)
7. Land Use: Vacant
8. Population:

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

9. Rural Fire Tax District: Eastern Pines & Pactolus
10. Greenville Fire District: Station #6
11. Present Tax Value: (Tax Exempt)



ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE TO EXEND THE CORPORATE LIMITS OF THE  
CITY OF GREENVILLE, NORTH CAROLINA

WHEREAS, the City Council has adopted a resolution under G.S. 160A-31 stating its intent to annex the area described below; and

WHEREAS, a public hearing on the question of this annexation was held at City Hall at 7:00 PM on January 11, 2007 after due notice; and

WHEREAS, the City Council finds that the proposed annexation meets the requirements of G.S. 160A-31.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Greenville, North Carolina that:

Section 1. By virtue of the authority granted by G. S. 160A-31, the following described contiguous property owned by the City of Greenville is hereby annexed and made part of the City of Greenville as of January 11, 2007.

TO WIT: Being all that certain property as shown on the annexation map entitled "Property of the City of Greenville" involving 914.8 acres as prepared by the City of Greenville Public Works Department.

LOCATION: Lying and being situated in Greenville, Pactolus and Grimesland Townships, Pitt County, North Carolina, generally located north of NC Highway 33, east of NE Greenville Boulevard, and south of Sunnyside Road.

GENERAL DESCRIPTION:

Situate in Greenville, Pactolus and Grimesland Townships, Pitt County, North Carolina, being located on the north and south sides of the Tar River, south of Sunnyside Road (NCSR 1535) and north of NC Highway 33, being all of the City of Greenville properties as recorded in Deed Book 236, Page 573, PIN 48152 (Pitt County Parcel Number); Deed Book 250, Page 354, PIN 33065; Deed Book 973, Page 552, PIN 25584; Deed Book 1530, Page 549, PIN 41554; Deed Book 1530, Page 544, PIN 41555; Deed Book I-38, Page 179, (less property recorded in Deed Book 2150, Page 701), PIN 31486; Deed Book 2150, Page 697, PIN 73279; Deed Book 1136, Page 2242, PIN 16425; Deed Book 1392, Page 174, PIN 14884; Deed Book V-51, Page 485, PIN

29263; Deed Book 1120, Page 192, PIN 35342; Deed Book 1012, Page 442, PIN 61637; Deed Book 1120, Page 192, PIN 35342; Deed Book 1239, Page 842, PIN 23640; Deed Book 1120, Page 192, PIN 35342; Deed Book 1817, Page 271, PIN 20841; along with the adjoining portions of the Tar River, Hardee Creek, NC Highway 33, Port Terminal Road (NCSR 1533) and Sunnyside Road (NCSR 1535) and being more completely described as follows:

BEGINNING at an existing Parker-Kalon nail (PK nail) in the centerline of NCSR 1535 (Sunnyside Road, 60 foot right of way, 20' paved), with said nail being a common corner with the property of Worthington Farms, Inc. as recorded in Deed Book F-38, Page 421, and the City of Greenville property as recorded in Deed Book 236, Page 573, with said nail being located, S 13°24'04" E – 3620.88 feet (all bearings are North Carolina Grid NAD 83 with ground measurements) from for an existing railroad spike in the centerline intersection of NCSR 1536 with NCSR 1534, having North Carolina Grid coordinates of Northing = 683,891.541 feet, Easting = 2,505,642.964 feet; thence from said located BEGINNING POINT and running along the centerline of NCSR 1535 the following courses: S 52°58'34" E - 75.02' to an existing P.K. nail; S 58°35'21" E - 74.99' to an existing P.K. nail; S 64°59'00" E - 75.02' to an existing P.K. nail; S 71°14'34" E - 75.02' to an existing P.K. nail; S 77°18'59" E - 75.02' to an existing P.K. nail; S 83°25'22" E - 79.55' to an existing P.K. nail; N 87°58'57" E - 145.27' to an existing P.K. nail; N 80°44'45" E - 173.24' to an existing P.K. nail; N 80°58'15" E - 100.01' to an existing P.K. nail; N 81°28'56" E - 100.01' to an existing P.K. nail; N 82°41'19" E - 99.99' to an existing P.K. nail; N 84°15'15" E - 200.01' to an existing P.K. nail; N 85°37'42" E - 100.02' to an existing P.K. nail; N 86°51'09" E - 100.01' to an existing P.K. nail; N 87°31'34" E - 100.10' to an existing P.K. nail; N 87°35'21" E - 100.09' to an existing P.K. nail; N 87°42'47" E - 100.09' to an existing P.K. nail; N 87°43'40" E - 100.08' to an existing P.K. nail; N 87°45'56" E - 100.09' to an existing P.K. nail; N 87°47'19" E - 100.09' to an existing P.K. nail; N 87°39'09" E - 100.08' to an existing P.K. nail; N 85°43'17" E - 100.08' to an existing P.K. nail; N 80°57'12" E - 100.12' to an existing P.K. nail; N 74°25'27" E - 100.10' to an existing P.K. nail; N 68°27'34" E - 100.10' to an existing P.K. nail; N 62°09'10" E - 100.06' to an existing P.K. nail; N 57°32'12" E - 100.09' to an existing P.K. nail; N 56°36'42" E - 100.07' to an existing P.K. nail; N 56°30'05" E - 84.22' to an existing P.K. nail over a culvert, a common corner with the Alta T. Shoe property as recorded in Estate File 00-E-42 and shown on Map Book 7, Page 31; thence leaving the center of NCSR 1535 and running along the common line with the Shoe property, being the centerline of a ditch the following courses: S 44°19'49" E - 80.25' to a point; S 36°43'08" E - 119.95' to a point; S 50°01'30" E - 45.29' to a point; S 85°29'56" E - 86.03' to a point; S 59°47'25" E - 89.99' to a point; N 61°35'36" E - 153.25' to a point; S 76°38'55" E - 19.94' to a point; S 26°09'52" E - 257.23' to a point; S 80°31'42" E - 315.66' to a point; S 19°02'04" E - 218.71' to a point; S 31°02'04" E - 96.34' to a point; S 77°28'08" E - 41.94' to a point; S 53°01'23" E - 60.85' to a point; S 68°00'56" E - 131.41' to a point; S 45°55'26" E - 33.42' to a point; S 18°05'31" E - 158.94' to a point; N 77°51'58" E - 64.73' to a point; N 67°17'02" E - 43.95' to a point; S 81°48'18" E - 12.71' to a point; N 75°28'06" E - 138.53' to a point; S 23°33'21" E - 48.63' to a point; S 01°48'11" W - 28.35' to a point; S 30°57'44" E - 20.62' to a point; S 12°31'12" E - 149.56' to a point; S 54°08'54" E - 20.75' to a point; S 75°07'44" E - 55.06' to a point; S 89°20'37" E - 76.47' to a point; thence S 58°31'46" E - 58.89' to an existing iron pipe on the bank of the canal; thence leaving the canal and continuing along the common line with the Shoe property, S 58°20'15" E – 865.11' to and Axle, a common corner with the Alta T. Shoe property and the John B. Fleming, Jr. property as recorded in Estate File 02-E-760 and Deed Book B-11, Page 172; thence running along the common line with the Fleming property, S 02°31'44" W – 346.50' to an existing iron pipe; thence, S 00°01'15" E – 359.05' to an existing iron pipe; thence, S 03°29'16" E – 67.63 feet to an existing iron pipe, a common corner with the property of Worthington Farms, Inc. as recorded in Deed Book T-35, Page 532; thence running along the common line with the Worthington property, S 43°25'53" E – 205.95 feet to and EXISTING IRON PIPE in the center of an old farm path; thence running along the farm path, the common line with Worthington Farms, Inc. the following courses:

S 57°37'11" W - 25.78' to a existing iron pipe, S 72°48'42" W - 24.57' to a existing iron pipe, S 81°18'43" W - 39.76' to a existing iron pipe, S 65°40'11" W - 25.22' to a existing iron pipe, S 56°39'46" W - 101.80' to a existing iron pipe, S 53°57'33" W - 54.30' to a existing iron pipe, S 56°19'21" W - 61.14' to a existing iron pipe, S 69°37'13" W - 28.05' to a existing iron pipe, S 82°31'43" W - 20.56' to a existing iron pipe, N 83°56'03" W - 19.54' to a existing iron pipe, N 77°20'30" W - 61.60' to a existing iron pipe, N 87°57'01" W - 39.45' to a existing iron pipe, S 83°06'33" W - 47.34' to a existing iron pipe, S 73°58'59" W - 42.48' to a existing iron pipe, S 62°02'54" W - 38.46' to a existing iron pipe, S 52°14'18" W - 38.11' to a existing iron pipe, S 49°50'20" W - 79.65' to a existing iron pipe, S 53°22'28" W - 38.36' to a existing iron pipe, S 58°56'20" W - 62.55' to a existing iron pipe, S 62°15'04" W - 74.00' to a existing iron pipe, S 63°50'53" W - 128.20' to a existing iron pipe, S 61°02'44" W - 58.75' to a existing iron pipe, S 69°06'38" W - 28.33' to a existing iron pipe, S 73°18'48" W - 78.79' to a existing iron pipe, S 69°10'28" W - 41.01' to a existing iron pipe, S 74°27'31" W - 34.38' to a existing iron pipe, S 81°51'38" W - 54.25' to a existing iron pipe, S 78°26'04" W - 56.96' to a existing iron pipe, S 79°44'48" W - 132.13' to a existing iron pipe, S 63°04'43" W - 63.27' to a existing iron pipe, S 72°12'12" W - 31.12' to an existing railroad spike, S 69°13'45" W - 28.27' to a existing iron pipe, S 62°45'45" W - 32.97' to a existing iron pipe, S 68°18'44" W - 37.71' to a existing iron pipe, S 78°02'54" W - 39.62' to a existing iron pipe, S 63°39'57" W - 32.98' to a existing iron pipe, S 52°32'38" W - 40.64' to a existing iron pipe, S 57°09'03" W - 33.39' to a existing iron pipe, S 63°47'42" W - 96.97' to a existing iron pipe, S 50°51'22" W - 29.76' to a existing iron pipe, S 65°59'37" W - 58.04' S 59°44'09" W - 52.39' to a existing iron pipe, S 66°03'51" W - 24.79' to a existing iron pipe, S 77°02'44" W - 25.20' to a existing iron pipe, S 81°28'54" W - 57.29' to a existing iron pipe, S 74°30'05" W - 41.78' to a existing iron pipe, S 72°17'51" W - 98.33' to a existing iron pipe, S 77°23'25" W - 56.08' S 82°24'52" W - 152.74' to a existing iron pipe, S 78°45'51" W - 217.18' to a existing iron pipe, S 80°47'56" W - 338.81' to a existing iron pipe, S 78°36'48" W - 48.96' to an existing railroad spike, S 75°38'41" W - 48.69' to a existing iron pipe, S 73°24'49" W - 47.29' to a existing iron pipe, S 70°52'54" W - 43.88' to a existing iron pipe, S 82°06'01" W - 32.03' to a existing iron pipe, N 87°55'33" W - 56.33' to a existing iron pipe, S 85°33'48" W - 47.84' to a existing iron pipe, S 80°41'50" W - 56.70' to a existing iron pipe, S 83°23'47" W - 86.76' to a existing iron pipe, S 88°44'07" W - 33.99' to a existing iron pipe, N 85°35'07" W - 49.19' to a existing iron pipe, N 85°23'28" W - 50.00' to a existing iron pipe, S 85°17'29" W - 53.48' to a existing iron pipe, S 83°27'41" W - 90.32' to a existing iron pipe, S 86°57'51" W - 137.95' to a existing iron pipe, S 84°08'42" W - 60.52' to a existing iron pipe, N 86°39'36" W - 50.37' to a existing iron pipe, S 88°21'27" W - 31.84' to a existing iron pipe, S 84°13'41" W - 97.35' to a existing iron pipe, S 85°38'30" W - 80.67' to a existing iron pipe, N 89°18'38" W - 85.13' to a existing iron pipe, S 84°51'54" W - 71.66' to a existing iron pipe, S 89°42'44" W - 57.60' to a existing iron pipe, N 82°53'11" W - 120.34' to a existing iron pipe, N 88°23'46" W - 348.38' to a existing iron pipe, N 79°12'03" W - 41.69' to a existing iron pipe, N 60°16'56" W - 261.04' to a existing iron pipe, N 85°15'06" W - 329.18' to a existing iron pipe, N 80°36'57" W - 228.62' to a existing iron pipe, N 77°45'08" W - 134.45' to a existing iron pipe, N 75°53'20" W - 540.59' to a existing iron pipe, N 57°31'52" W - 15.15' to a existing iron pipe at the head of a ditch; thence running along the center of the ditch, S 54°49'36" W - 69.53' to a point, S 34°32'01" W - 34.04' to a point, S 54°52'41" W - 43.49' to a point, to a point, S 51°06'51" W - 55.93' to a point, N 65°18'26" W - 145.61' to a point at the mean high water line of the north bank of the Tar River; thence running eastwardly about 174 feet along the mean high water line of the northern bank of the Tar River as it meanders to a point at the intersection, if extended across the Tar River, of the common property line of the City of Greenville property as recorded in Deed Book 973, Page 552 and shown on Map Book 52, Page 117 and V. Slew, LLC property as recorded in Deed Book J-50, Page 686; thence running along this extended line, S 24°37'09" W - 255 feet to the mean high water line of the southern bank of the Tar River, the common corner of the City and Shoe properties; thence running along the common line between the City and V. Slew, LCC property, S 24°37'09" W - 30.00' to an existing iron pipe; thence continuing along this common line, S 24°37'09" W - 6169.08' to an existing iron pipe on the curved northern right of way of NC Highway 33 (98.43 foot right of

way, paved); thence running along the curved northern right of way of NC Highway 33, being a curve to the right with a radius of 2985.57' as measured along a chord of N 66°48'37" W – 58.62' to an existing iron pipe, a common corner with the property of Bayt Shalom as recorded in Deed Book 379, Page 135; thence leaving the right of way of NC Highway 33 and running along the common line with the Bayt Shalom, N 24°14'17" E – 318.34 feet to an EIP; thence N 64°51'50" W – 235.35' to an EIP; thence S 68°06'38" W – 125.41' to an EIP; thence S 34°06'10" W – 37.38' to an EIP; thence S 65°43'10" W – 20.73' to an EIP; thence S 85°46'40" W – 38.55' to an EIP, a common corner with the City of Greenville property as recorded in Deed Book 1530, Page 544 and shown on Map Book 59, Page 160; thence running along the common line between the City and Bayt Shalom, S 22°11'21" W – 140.48' to a point on the curved northern right of way of NC Highway 33; thence running across the right of way of NC Highway 33, S 30°58'27" W – 98.43' to a point on the curved southern right of way of NC Highway 33, the existing City Limits; thence running along the curved right of way, the existing City Limits, being a curve to the right with a radius of 3083.99' as measured along a chord of N 56°59'40" W – 218.63' to an existing concrete monument, thence continuing along the southern right of way of NC Highway 33, the existing City Limits, being a jog to the north, N 34°59'39" E – 6.56 feet to an existing concrete monument in the curved southern right of way of NC Highway 33; thence running along the curved right of way, the existing City Limits, being a curve to the right with a radius of 3077.43' as measured along a chord of N 54°01'48" W – 100.23' to an existing concrete monument, thence continuing along the southern right of way of NC Highway 33, the existing City Limits, S 81°08'13" W – 53.48' to an existing concrete monument in the eastern right of way of NCSR 1726 (Portertown Road, 85.30 foot right of way, paved) thence along the projected eastern right of way of NCSR 1726, the existing City Limits, and crossing the right of way on NC Highway 33, N 32°20'49" E - 130.98' to a point in the curved northern right of way of NC Highway 33; thence running along the curved northern right of way of NC Highway 33, the existing City Limits, being a curve to the right with a radius of 2985.57' as measured along a chord of N 51°52'38" W – 31.66' to an existing concrete monument at the point of tangency of the curve; thence running along the northern right of way of NC Highway 33, the existing City Limits, N 51°34'24" W – 367.39' to an existing iron pipe at the common corner with the WEDCO Enterprises, Inc. property as recorded in Deed Book 1290, Page 001; thence leaving the right of way of NC Highway 33 and the City limits, and running along the common line with the WEDCO property, N 24°59'06" E – 255.02 feet to an existing iron pipe; thence continuing with the WEDCO property and with the eastern boundary of River Hill Subdivision, Section 3 as shown on Map Book 30, Page 10, and with the property of Riverhills, Inc. as recorded in Deed Book G-42, Page 538, and with the eastern boundary of River Hill Subdivision, Section 1, as shown on Map Book 23, Page 8, and with the eastern boundary of River Hill Subdivision, Section 2, as shown on Map Book 25, Page 162, N 24°59'13" E – 1883.57 feet to an existing iron pipe in the eastern boundary line of River Hill Subdivision, Section 2, and being the common corner between the properties of the City of Greenville as recorded in Deed Book 1530, Page 549 as shown on Map Book 59, Page 160, and as recorded in Deed Book 973, Page 552 and shown on Map Book 52, Page 117; thence continuing with the eastern boundary line of River Hill Subdivision, Section 2, the common line with the City property, N 25°05'44" E – 287.02' to an existing iron pipe, a common corner between River Hill Subdivision, Section 2, and River Hill Subdivision, Section 5, Phase 1, as shown on Map Book 43, Page 78; thence with the eastern boundary line of River Hill Subdivision, Section 5, Phase 1, the common line with the City property, and with the eastern boundary of River Hill Subdivision, Section 5, Phase 2-B as shown on Map Book 60, Page 51, N 24°58'11" E – 1386.66' to an existing iron pipe, a common corner between River Hill Subdivision, Section 5, Phase 2-B and the property of the City of Greenville as recorded in Deed Book I-38, Page 179; thence running along the northern boundary lines of River Hill Subdivision, Section 5, Phase 2-B, the common lines with the City property, S 79°26'43" W – 299.60' to an existing iron pipe; thence N 81°33'17" W – 192.58' to an existing iron pipe; thence S 68°11'43" W – 194.86' to an existing iron pipe; thence N 87°39'17" W – 151.88' to an existing iron pipe; thence S 77°47'43" W – 101.68' to an existing iron pipe; thence N 52°02'17" W – 5.87' to an existing iron pipe; the common corner between River Hill Subdivision, Section 5, Phase 2-B, and River Hill Subdivision, Section 5, Phase 2-A, as shown on Map Book 56, Page 120, thence running along the northern boundary lines of River Hill Subdivision, Section 5, Phase 2-A, the common

lines with the City property, N 52°02'17" W – 128.47' to an existing iron pipe; thence N 87°39'17" W – 151.88' to an existing iron pipe; thence S 67°09'43" W – 201.78' to an existing iron pipe; thence S 71°03'02" W – 91.02' to an existing iron pipe in the common line with the Rosa Tyson Edwards, heirs property as recorded in Deed Book M-33, Page 476; thence running along the common line with the Edwards property, N 23°17'24" E – 346.44' to an existing iron pipe in the run of a swamp, a common corner with the Pitt County property as recorded in Deed Book 2150, Page 701; thence running along the common line with the County property, the run of the swamp and the center of a ditch, N 69°19'03" E – 213.22' to a point in the center of the ditch; thence continuing with the ditch, N 85°44'10" E – 215.91' to a point in the center of the ditch; thence leaving the ditch in the run of the swamp, N 23°32'28" E – 542.47' to an existing iron pipe; thence running along the projection of the southern right of way of NCSR 1533, N 74°49'57" W – 347.48' to an existing concrete monument in the southern right of way of NCSR 1533 (60 foot right of way, paved), a common corner with the property of Pitt County as recorded in Deed Book V-51, Page 660 and shown on Map Book 31, Page 93; thence running along the southern right of way of NCSR 1533, N 74°49'57" W – 631.47' to an existing concrete monument, a common corner with the City of Greenville property as recorded in Deed Book 1136, Page 242; thence leaving the right of way of NCSR 1533 and running along the common line between the County and the City properties, S 18°56'53" W – 387.31' to an existing concrete monument in the common line with the Rosa Tyson Edwards, heirs property as recorded in Deed Book M-33, Page 476; thence running along the common line with the Edwards property, N 83°08'59" W – 205.67' to an existing iron pipe, a common corner with the City of Greenville property as recorded in Deed Book V-51, Page 485 and shown on Map Book 31, Page 93; thence continuing along the common lines with the Edwards property, N 83°08'59" W – 174.49' to an existing concrete monument; thence S 13°18'58" W – 797.27' to a 42" Poplar Tree; thence S 30°48'27" W – 70.00' to an existing iron pipe; thence N 65°18'40" W – 701.70' to an in the eastern right of way of NCSR 1533; thence running across the right of way of NCSR 1533, N 65°18'40" W – 60.00' to a point in the western right of way of NCSR 1533; thence running along the western right of way of NCSR 1533, N 24°28'14" E – 312.59' to a point, N 27°01'00" E – 101.58' to a point, N 30°30'18" E – 102.22' to a point, N 35°28'33" E – 103.11' to a point, N 42°17'09" E – 104.22' to a point, and N 51°34'51" E – 107.01' to an existing iron pipe, a common corner between the property of Steve Harrington as recorded in Deed Book 1977, Page 725 and the City of Greenville as recorded in Deed Book V-51, Page 485 and shown on Map Book 31, Page 93; thence leaving the right of way of NCSR 1533 and running along the common line between Harrington and the City, N 34°29'25" W – 136.33' to an existing iron pipe, a common corner with the property of David P. Deans as recorded in Deed Book 2107, Page 070; thence running along the common line between Deans and the City, N 24°45'28" E – 328.75' to an existing iron pipe at the mean high water mark of the southern bank of Hardee Creek; thence running along the mean high water line of the southern bank of the Hardee Creek as it meanders being measured as, N 87°00'32" W – 126.81' to an existing iron pipe, and N 59°00'32" W – 47.09' to an existing iron pipe, a common corner between the Deans property and the City of Greenville as recorded in Deed Book 1120, Page 192; thence along the common line between Deans and the City, S 23°30'41" W – 81.08' to an existing iron pipe, S 15°39'44" E – 30.27' to an existing iron pipe, S 09°15'24" E – 150.44' to an existing iron pipe, and S 24°45'28" W – 58.16' to an existing iron pipe, a common corner between the property of Steve Harrington as recorded in Deed Book 1977, Page 725 and Deed Book 1125, Page 616; thence running along the common the common line between Harrington and the City, N 65°22'31" W – 176.52' to an existing iron pipe, a common corner with the City of Greenville property as recorded in Deed Book 1012, Page 442; thence running along the common line between Harrington and the City, S 24°36'21" W – 856.35' to an existing iron pipe; thence continuing along the common line with the Harrington property, N 65°19'27" W – 100.00' to an existing iron pipe, a common corner with the property of Greenville Associates, LLC as recorded in Deed Book 1029, Page 808; thence running with the common lines between Greenville Associates, LLC and the City, the existing City Limits, N 65°19'27" W – 991.41' to an existing iron pipe, S 62°20'52" W – 363.27' to an existing iron pipe, S 12°02'56" E – 430.96' to an existing iron pipe, and S 46°31'06" W – 240.95' to an existing iron pipe in the northern right of way of NC Highway 33; thence continuing along the existing City Limit, S 46°31'06" W – 49.28' to a point, N 43°28'54" W – 799.43'

to a point, and N 46°34'54" E – 49.21' to a point in the northern right of way of NC Highway 33; thence leaving the existing City Limit and running along the northern right of way of NC Highway 33, S 43°28'54" W – 236.57' to a point in the center of Hardee Creek, a common corner with the Church of Christ, Inc. property as recorded in Deed Book 957, Page 559; thence running along a common line with the Church of Christ property, being along the center of Hardee Creek as it meanders about 369 feet with a survey tie line measured as N 27°15'53" W – 328.38' to existing iron pipe in the existing City Limits, a common corner with the Church of Christ property; thence continuing along the common line with the Church of Christ property, the existing City Limits, being along the center of Hardee Creek as it meanders about 1319 feet with a survey tie line measured as N 39°45'44" E – 1227.72' to existing iron pipe a common corner with the City of Greenville property as recorded in Deed Book 1239, Page 842, and shown on Map Book 23, Page 66 & 66A; thence continuing along the common lines between the City and the Church of Christ property, the existing City Limit, N 49°09'25" W – 1330.00' to existing iron pipe, and N 68°19'37" W – 226.14' to existing iron pipe, a common corner with the City of Greenville property as recorded in Deed Book 1241, Page 001, and shown on Map Book 56, Page 149; thence along the common line between the City properties, the existing City Limit, N 68°43'37" W – 300.36' to existing iron pipe, a common corner with the property of Southeast Region II, LLC dba Pirates Cove as recorded in Deed Book 1664, Page 771, and shown on Map Book 52, Page 25; thence running along the common line between Pirates Cove and the City, the existing City Limit, N 68°43'37" W – 133.63' to existing iron pipe, a common corner with the City of Greenville property as recorded in Deed Book 1817, Page 271, and shown on Map Book 62, Page 101; thence running along the common line between Pirates Cove and the City, the existing City Limit, N 68°43'37" W – 618.78' to existing iron pipe, a common corner with the property of Southeast Region II, LLC dba Pirates Cove as recorded in Deed Book 1664, Page 765, and shown on Map Book 56, Page 149; thence running along the common line between Pirates Cove and the City, the existing City Limits, N 68°52'21" W – 59.08' to existing iron pipe; thence continuing along the common lines between Pirates Cove and the City, the existing City Limits, N 20°56'39" E – 307.56' to existing iron pipe, N 20°56'39" E – 1004.27' to existing iron pipe, N 20°56'39" E – 50.00' to a point at the mean high water line of the southern bank of the Tar River; thence along the extension of the common line between Pirates Cove and the City, the existing City Limits, N 20°56'39" E – 215' to point at the mean high water line of the north bank of the Tar River; thence leaving the existing City Limit and running eastwardly about 9143 feet along the mean high water line of the northern bank of the Tar River as it meanders to a point at the intersection with the mean high water line of the southern bank of Barber Creek; thence northwardly about 113 feet to a point in the center of Barber Creek, the existing City Limit; thence northeastwardly along the existing City Limit northeastwardly about 164 feet to a point at the mean high water line of the north bank of the Tar River, a point in the southern boundary line of the City of Greenville property as recorded in Deed Book J-45, Page 527, thence running along the existing City Limit lines as shown on Map Book 33, Page 183, through the City property, N 65°17'29" W – 76.14' to an existing iron, N 26°09'59" W – 285.99' to a point; N 56°31'35" W – 208.46' to a point; N 73°29'52" W – 323.96' to a point; N 26°57'53" W – 49.22' to a point; N 02°17'13" E – 342.42' to a point; N 85°14'40" W – 16.00' to a point; N 00°01'14" E – 843.59' to a point; N 02°47'43" W – 539.92' to an existing iron pipe, N 00°39'52" E – 280.13' to an existing iron pipe; and N 34°44'52" W – 70.63' to an existing iron pipe, a common corner with the William H. Clark property as recorded in Deed Book 84, Page 736; thence leaving the City Limit and running along the common lines with the Clark property, N 46°16'57" E – 90.52' to an existing iron pipe and N 50°50'21" E – 157.41 to an existing iron pipe, a common corner with the property of Worthington Farms, Inc. as recorded in Deed Book F-38, Page 421; thence running along the common lines with the Worthington property, N 80°31'27" E – 2038.96' to an existing iron pipe in the western right of way of NCSR 1536; thence continuing, N 80°31'27" E – 41.37' to an existing P.K. nail in the centerline of NCSR 1536, the POINT OF BEGINNING, and containing about 914.8 acres with all bearings being referenced to North Carolina Grid North and all distances being ground measurements.

Section 2. The Mayor of the City of Greenville shall cause 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, an accurate map of the annexed property, along with the certified copy of this ordinance. Such a map shall also be delivered to the County Board of Elections, as required by G.S. 163-228.1.

ADOPTED this 11<sup>th</sup> day of January, 2007.

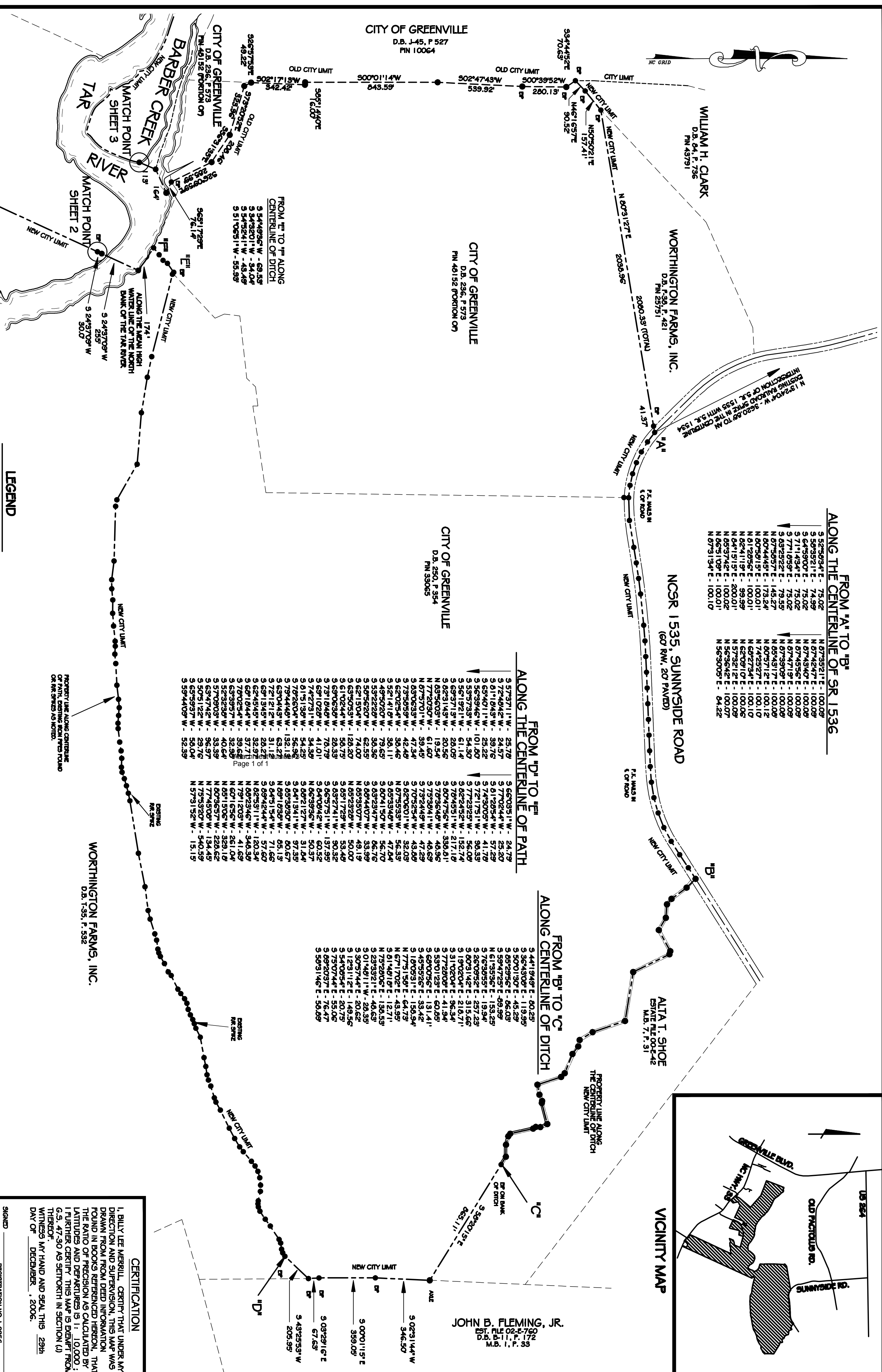
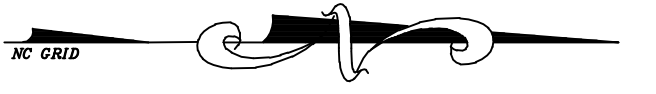
---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk



**FROM 1A TO 1B**  
**ALONG THE CENTERLINE OF SR 1536**

|                        |                        |
|------------------------|------------------------|
| S 52°30'21" E - 75.02  | N 87°35'21" E - 100.09 |
| S 59°35'21" E - 74.99  | N 87°42'47" E - 100.09 |
| S 64°39'00" E - 75.02  | N 87°43'40" E - 100.09 |
| S 71°14'34" E - 75.02  | N 87°45'56" E - 100.09 |
| S 77°10'59" E - 75.02  | N 87°47'19" E - 100.09 |
| S 83°25'22" E - 75.59  | N 87°39'09" E - 100.09 |
| N 87°30'57" E - 145.27 | N 85°49'17" E - 100.12 |
| N 80°44'45" E - 173.24 | N 80°57'12" E - 100.12 |
| N 80°58'19" E - 100.01 | N 80°57'12" E - 100.12 |
| N 85°48'16" E - 100.10 | N 64°25'44" E - 100.10 |
| N 82°42'16" E - 99.99  | N 64°25'44" E - 100.09 |
| N 64°15'15" E - 200.01 | N 57°32'12" E - 100.09 |
| N 65°37'42" E - 100.01 | N 56°35'64" E - 100.07 |
| N 65°37'42" E - 100.01 | N 56°37'42" E - 100.07 |
| N 67°31'34" E - 100.10 | N 56°37'42" E - 100.07 |
| N 67°31'34" E - 100.10 | N 56°37'42" E - 100.07 |

**FROM 1B TO 1C**  
**ALONG CENTERLINE OF DITCH**

|                        |                        |
|------------------------|------------------------|
| S 57°37'11" W - 25.79  | S 66°03'51" W - 24.79  |
| S 72°48'42" W - 24.57  | S 77°02'44" W - 25.20  |
| S 61°18'43" W - 39.76  | S 81°20'45" W - 57.29  |
| S 65°40'11" W - 25.22  | S 74°30'05" W - 41.70  |
| S 65°39'46" W - 101.60 | S 72°17'51" W - 96.39  |
| S 53°57'39" W - 54.30  | S 77°23'52" W - 96.00  |
| S 56°19'21" W - 61.14  | S 62°24'52" W - 132.74 |
| S 69°31'19" W - 20.56  | S 78°45'11" W - 217.10 |
| S 82°31'43" W - 20.56  | S 82°47'36" W - 330.21 |
| N 53°36'03" W - 19.34  | S 72°58'40" W - 48.26  |
| N 67°20'11" W - 64.60  | S 72°58'40" W - 47.59  |
| S 35°36'31" W - 47.34  | S 73°24'49" W - 43.80  |
| S 27°59'59" W - 47.44  | S 70°52'54" W - 32.03  |
| S 62°02'54" W - 36.46  | S 67°53'53" W - 56.53  |
| S 52°14'18" W - 36.11  | S 65°39'49" W - 47.24  |
| S 49°50'20" W - 39.36  | S 60°41'50" W - 56.70  |
| S 53°22'28" W - 62.55  | S 63°23'47" W - 66.76  |
| S 59°56'20" W - 33.59  | S 69°44'07" W - 33.99  |
| S 62°15'04" W - 74.00  | S 69°35'07" W - 49.19  |
| S 63°50'59" W - 128.20 | N 65°23'28" W - 50.00  |
| S 61°02'44" W - 56.75  | S 65°17'29" W - 53.49  |
| S 69°06'39" W - 26.33  | S 83°27'41" W - 90.82  |
| S 78°18'49" W - 78.79  | S 85°71'18" W - 137.95 |
| S 89°10'28" W - 41.01  | S 84°06'42" W - 60.32  |
| S 87°12'28" W - 34.58  | S 84°06'42" W - 60.32  |
| S 82°31'03" W - 52.52  | S 82°31'03" W - 52.52  |
| S 79°44'49" W - 139.11 | S 84°13'41" W - 97.35  |
| S 83°04'43" W - 63.27  | N 89°16'59" W - 80.67  |
| S 72°12'12" W - 31.12  | S 84°51'54" W - 71.66  |
| S 69°13'45" W - 32.27  | S 69°42'44" W - 57.60  |
| S 68°45'45" W - 32.97  | N 62°53'11" W - 120.34 |
| S 61°19'44" W - 34.63  | N 69°23'46" W - 346.39 |
| S 76°02'54" W - 39.63  | N 79°12'03" W - 41.69  |
| S 63°39'37" W - 32.99  | N 60°16'56" W - 561.04 |
| S 52°32'39" W - 40.64  | N 60°36'57" W - 229.62 |
| S 57°09'03" W - 33.39  | N 60°36'57" W - 229.62 |
| S 63°47'42" W - 96.97  | N 77°45'09" W - 134.45 |
| S 50°51'12" W - 23.76  | N 73°35'20" W - 340.39 |
| S 59°59'37" W - 38.04  | N 57°31'52" W - 13.15  |
| S 59°44'09" W - 32.39  |                        |

**FROM 1C TO 1D**  
**ALONG CENTERLINE OF DITCH**

|                        |                        |
|------------------------|------------------------|
| S 44°19'49" E - 80.25  | S 50°31'44" W - 346.30 |
| S 36°43'09" E - 119.95 | S 09°29'16" E - 67.69  |
| S 50°01'30" E - 45.39  | S 43°25'53" W - 205.95 |
| S 59°22'56" E - 66.03  |                        |
| S 59°47'25" E - 153.25 |                        |
| S 76°39'55" E - 19.94  |                        |
| S 62°05'22" E - 257.23 |                        |
| S 60°31'42" E - 315.66 |                        |
| S 19°03'04" E - 216.71 |                        |
| S 31°02'04" E - 96.34  |                        |
| S 78°26'09" E - 41.34  |                        |
| S 53°01'23" E - 60.35  |                        |
| S 62°01'23" E - 131.41 |                        |
| S 43°32'51" E - 134.24 |                        |
| S 43°32'51" E - 134.24 |                        |
| N 77°51'59" E - 64.78  |                        |
| S 73°24'49" W - 47.59  |                        |
| S 70°52'54" W - 32.03  |                        |
| S 67°53'53" W - 56.53  |                        |
| N 67°20'11" W - 64.60  |                        |
| S 65°39'49" W - 47.24  |                        |
| S 60°41'50" W - 56.70  |                        |
| S 63°23'47" W - 66.76  |                        |
| S 69°44'07" W - 33.99  |                        |
| S 69°35'07" W - 49.19  |                        |
| S 30°57'44" E - 20.62  |                        |
| S 12°31'12" E - 149.56 |                        |
| S 54°05'44" E - 20.75  |                        |
| S 75°07'44" E - 55.06  |                        |
| S 69°20'37" E - 76.47  |                        |
| S 59°31'46" E - 58.89  |                        |

**LEGEND**

- NEW CITY LIMIT LINE
- OLD CITY LIMIT LINE
- CITY LIMIT LINE

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

MAP NO. \_\_\_\_\_

CITY OF GREENVILLE, ANNEX MAP

| W.B. SHOE HERE                         | MAP BOOK | PAGE |
|--|----------|------|
| BOUNDARY SURVEY WORTHINGTON FARM       | 25       | 47   |
| PROPERTY OF GREENVILLE UTILITIES COMM. | 25       | 40   |

**CITY OF GREENVILLE**  
Public Works, Engineering

**OWNER:** City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27236 (252) 329-4492

**OWNER:** City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27236 (252) 329-4492

**SURVEY:** Records  
**APPROVED:** DTB

**DRAWN:** BLM  
**DATE:** 1/22/2006

**CHECKED:** BLM  
**SCALE:** 1" = 400'

**ANNEXATION MAP**

**PROPERTY OF THE CITY OF GREENVILLE**

**PARCEL NO. 33065 AND A PORTION OF PARCEL NO. 49152**

FROM THE CENTERLINE OF DITCH CENTRELINE OF DITCH  
D.B. 296, P. 573  
F.M. 49152 (PORTION ON)

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

MAP NO. \_\_\_\_\_

W.B. SHOE HERE

BOUNDARY SURVEY WORTHINGTON FARM

PROPERTY OF GREENVILLE UTILITIES COMM.

**ORDNANCE # \_\_\_\_\_ AREA 914.8 ACRES )**

**EFFECTIVE DATE \_\_\_\_\_**

**GREENVILLE, FACTIOUS, AND GRIMESLAND TOWNSHIPS, PITT COUNTY, N.C.**

**CERTIFICATION**

I, **BILLY LEE MERRILL**, CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM BOOKS REFERENCED HEREON, THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1:10,000. I FURTHER CERTIFY THIS MAP IS DERIVED FROM G.S. 47-30 AS SET FORTH IN SECTION (I) THEREOF.

WITNESSES MY HAND AND SEAL THIS 29th DAY OF \_\_\_\_\_, 2006.

SEALED \_\_\_\_\_ REGISTRATION NO. 1-22856

NORTH CAROLINA, PITT COUNTY  
I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT **BILLY LEE MERRILL**, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT. WITNESS MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2006.

NOTARY PUBLIC \_\_\_\_\_

NOT COMMISSION EXPIRES: \_\_\_\_\_

NORTH CAROLINA, PITT COUNTY  
THE FOREGOING CERTIFICATE OF NOTARY PUBLIC IS CERTIFIED TO BE CORRECT. DAY OF \_\_\_\_\_, 2006, AT O'CLOCK \_\_\_\_\_ M.  
JUDY J. THUR, REGISTER OF DEEDS.  
BY DEPUTY REGISTER OF DEEDS

**VICINITY MAP**

**WORTHINGTON FARMS, INC.**  
D.B. 1-35, P. 352

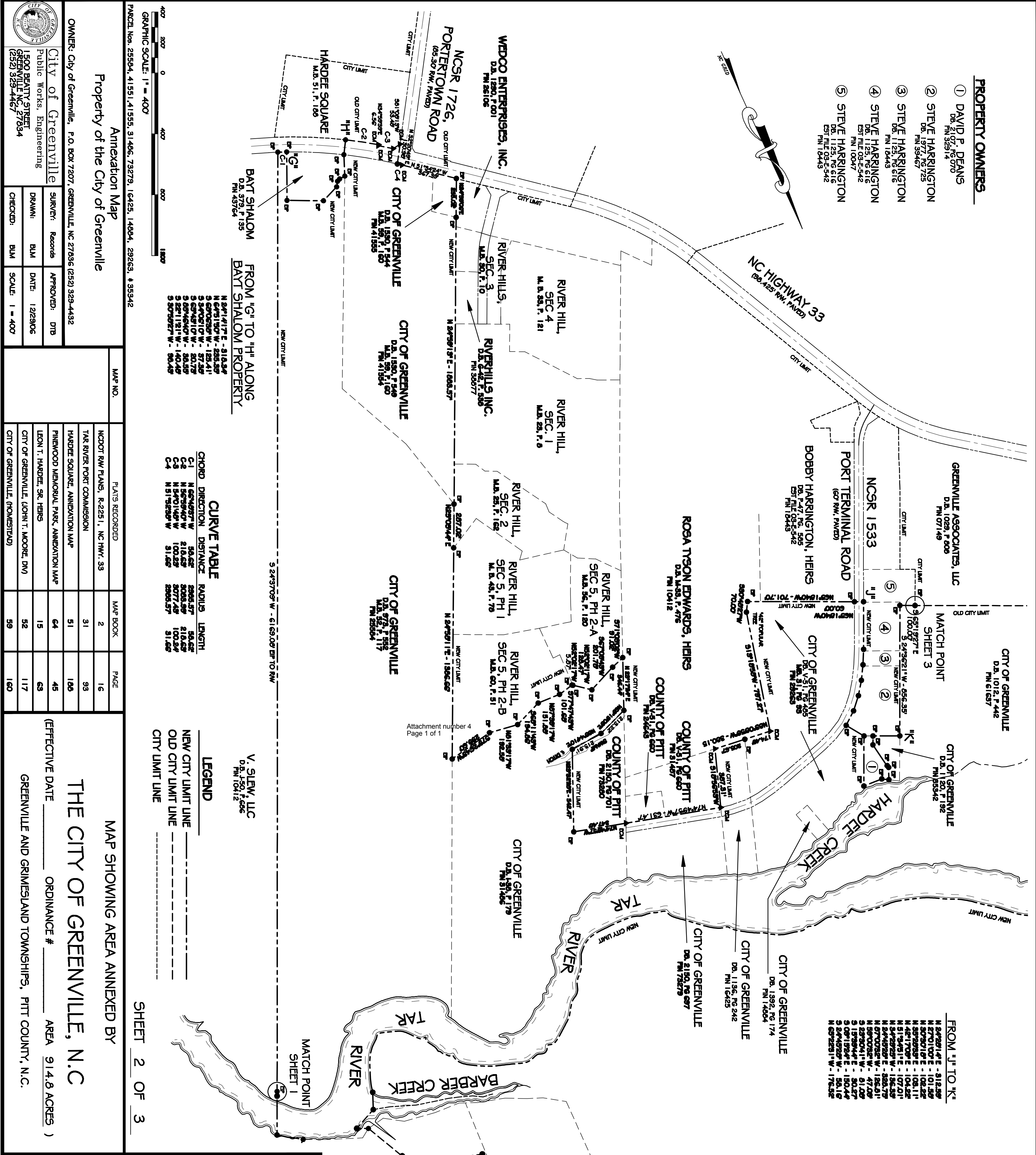
**ALTA T. SHOE**  
ESTATE FILE 003-42  
M.B. 7, P. 31

**JOHN B. FLEMING, JR.**  
D.B. 1-18, P. 172  
F.M. 1-18, P. 9  
D.B. 1-18, P. 9



**PROPERTY OWNERS**

- ① DAVID P. DEANS  
D.B. 2107, PG 070  
P.N. 32914
- ② STEVE HARRINGTON  
D.B. 1724, PG 725  
P.N. 52467
- ③ STEVE HARRINGTON  
D.B. 1125, PG 612  
P.N. 10443
- ④ STEVE HARRINGTON  
EST. FILE 05-F-545  
P.N. 10047
- ⑤ STEVE HARRINGTON  
D.B. 1125, PG 612  
EST. FILE 05-F-545  
P.N. 10443



OWNER: City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27236 (252) 329-4432

City of Greenville  
Public Works, Engineering

1500 BEATTY STREET  
GREENVILLE, NC 27634  
(252) 329-4467

OWNER: City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27236 (252) 329-4432

City of Greenville  
Public Works, Engineering

1500 BEATTY STREET  
GREENVILLE, NC 27634  
(252) 329-4467

Annexation Map  
Property of the City of Greenville

MAP NO. \_\_\_\_\_

| PLATS RECORDED                          | MAP BOOK | PAGE |
|---|----------|------|
| NODOT RW PLANS, R-2251, NC HWY. 33      | 2        | 16   |
| TAR RIVER FORT COMMISSION               | 31       | 93   |
| HARDER SQUARE, ANNEXATION MAP           | 51       | 100  |
| FINWOOD MEMORIAL PARK, ANNEXATION MAP   | 64       | 45   |
| LEON T. HARDER, SR. HEIRS               | 15       | 63   |
| CITY OF GREENVILLE (JOHN T. MOORE, DIV) | 52       | 117  |
| CITY OF GREENVILLE (NOMINATED)          | 59       | 160  |

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

MAP NO. \_\_\_\_\_

ORDINANCE # \_\_\_\_\_ AREA 914.8 ACRES )

GREENVILLE AND GRIMESLAND TOWNSHIPS, PITT COUNTY, N.C.

FROM "G" TO "H" ALONG  
BAYT SHALOM PROPERTY

FROM "J" TO "K" ALONG  
BAYT SHALOM PROPERTY

**CURVE TABLE**

| CHORD | DIRECTION     | DISTANCE | RADIUS   | LENGTH  |
|-------|---------------|----------|----------|---------|
| C-1   | N 64°19'17" W | 50.65'   | 2006.57' | 50.65'  |
| C-2   | N 69°03'10" W | 120.41'  | 2006.57' | 210.62' |
| C-3   | N 69°48'10" W | 57.23'   | 2006.57' | 57.23'  |
| C-4   | N 54°01'48" W | 100.23'  | 2006.57' | 100.24' |
|       | N 22°11'21" W | 140.42'  | 2006.57' | 140.42' |
|       | S 50°50'57" W | 90.45'   | 2006.57' | 90.45'  |

**LEGEND**

NEW CITY LIMIT LINE \_\_\_\_\_

OLD CITY LIMIT LINE \_\_\_\_\_

CITY LIMIT LINE \_\_\_\_\_

**CERTIFICATION**

I, BILLY LEE MERRILL, CERTIFY THAT UNDER MY DIRECTION AND SUPERVISION, THIS MAP WAS DRAWN FROM BOOKS REFERENCED HEREON, THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1:10,000; I FURTHER CERTIFY, THIS MAP IS DERIVED FROM G.S. 47-30 AS SET FORTH IN SECTION (I) THEREOF.

WITNESSE MY HAND AND SEAL, THIS 29th DAY OF \_\_\_\_\_, 2006.

REGISTRATION NO. L22956

NORTH CAROLINA, PITT COUNTY

I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT BILLY LEE MERRILL, A PROFESSIONAL LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT. WITNESSE MY HAND AND SEAL, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2006.

NOTARY PUBLIC \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_

NORTH CAROLINA, PITT COUNTY

I, \_\_\_\_\_, CLERK OF THE COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT WAS FILED FOR REGISTRATION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2006, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

JUDY J. TAYLOR, REGISTER OF DEEDS

BY DEPUTY REGISTER OF DEEDS \_\_\_\_\_

OWNER: City of Greenville, P.O. BOX 7207, GREENVILLE, NC 27336 (252) 329-4432

**City of Greenville**  
Public Works, Engineering

1500 BEATTY STREET  
GREENVILLE, NC 27334  
(252) 329-4467

SURVEY: Records  
DRAWN: BLM  
CHECKED: BLM

APPROVED: DTB  
DATE: 1/22/2006  
SCALE: 1" = 400'

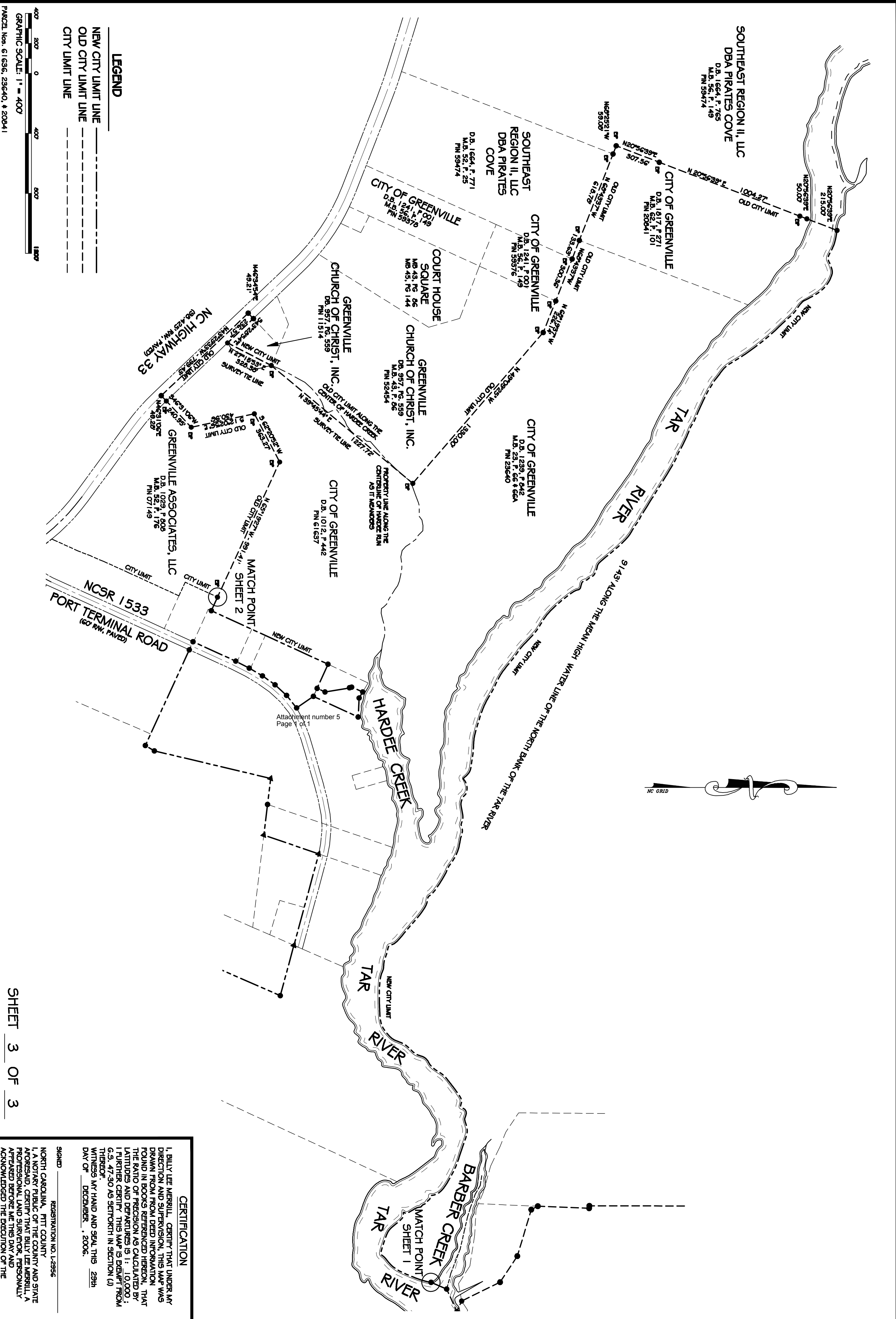
Annexation Map  
Property of the City of Greenville

| MAP NO. | PLATS RECORDED                        | MAP BOOK | PAGE |
|---------|---------------------------------------|----------|------|
|         | NODOT RW PLANS, R-2251, NC HWY. 33    | 2        | 16   |
|         | SURVEY FOR CITY OF GREENVILLE         | 56       | 149  |
|         | BROOK VALLEY AREA ANNEXATION MAP      | 35       | 152  |
|         | J.S. PARTNERSHIP                      | 50       | 96   |
|         | STERLING UNIVERSITY - GREENVILLE      | 54       | 53   |
|         | COURT HOUSE SQUARE, ANNEXATION MAP    | 43       | 86   |
|         | PIRATES COVE, PHASE 2, ANNEXATION MAP | 52       | 176  |

MAP SHOWING AREA ANNEXED BY  
**THE CITY OF GREENVILLE, N.C.**  
EFFECTIVE DATE \_\_\_\_\_ ORDINANCE # \_\_\_\_\_ AREA 914.8 ACRES )  
GREENVILLE TOWNSHIP, PITT COUNTY, N.C.

SIGNED \_\_\_\_\_ REGISTRATION NO. L-2956  
NOTARY PUBLIC \_\_\_\_\_  
NORTH CAROLINA, PITT COUNTY  
I, A NOTARY PUBLIC OF THE COUNTY AND STATE  
AFORESAID, CERTIFY THAT BILLY LEE MERRILL, A  
PROFESSIONAL LAND SURVEYOR, PERSONALLY  
APPEARED BEFORE ME THIS DAY AND  
ACKNOWLEDGED THE EXECUTION OF THE  
FOREGOING INSTRUMENT. WITNESS MY HAND AND  
SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2006.

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  
JULY 1, 2006, REGISTER OF DEEDS.  
BY DEPUTY REGISTER OF DEEDS





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

- 
- Title of Item:** Ordinance (requested by Brook Valley Country Club) to amend the zoning ordinance to permit an accessory public restaurant as an ancillary use to a regulation golf course
- Explanation:** This proposed ordinance will permit a qualified 18-hole regulation length golf course to include an accessory public restaurant as an ancillary use subject to minimum standards and restrictions. See the attached ordinance amendment report.
- Fiscal Note:** No cost to the City.
- Recommendation:** In staff's opinion, the request is in compliance with Horizons: Greenville's Community Plan.
- The Planning & Zoning Commission at the December 19, 2006 meeting voted to approve the request.
- If City Council determines to approve the amendment request, a motion to adopt the attached ordinance will accomplish this. The ordinance includes the statutorily required statement describing whether the action taken is consistent with the comprehensive plan and explaining why 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 this statutory requirement, it is recommended that the motion be as follows:
- Motion to deny the request to amend the City Code and to make a finding and determination that the denial of the amendment is consistent with the adopted comprehensive plan and that the denial of the amendment 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**

 [Golf\\_course; regulation\\_report](#)

 [Golf\\_course; regulation\\_ordinance](#)

 [Brook\\_Valley\\_amendment](#)

---

## ORDINANCE AMENDMENT REPORT

Staff Contact: Harry V. Hamilton, Jr., Chief Planner

Date: 11/30/06

Item: Request by Brook Valley Country Club to amend the zoning regulations to permit a public restaurant as an accessory use to a regulation golf course.

Currently, a regulation golf course is a special use in the RA20, R15S, R9S, R6S, R9, R6, R6A and MRS residential districts, subject to Board of Adjustment review and approval. There is no specific provision that makes a distinction between a regulation 18-hole course and a 9-hole course.

A regulation golf course may also include various accessory uses including a clubhouse, pro-shop, snack bar, driving range, dining facility, social club, tennis courts, swimming facility, and various other customarily associated ancillary activities.

Golf course play may be restricted to member-guests or be open to the general public at the option of the owner. Under the current regulations the aforementioned ancillary uses are only available to member-guests and (play) patrons of the golf course.

Due to the fact that a golf course is typically associated with and often incorporated into a residential community, the scope of the ancillary “commercial type” activities mentioned above has been limited.

According to the applicant, a club restaurant/dining facility is the most labor intensive and expensive to continuously operate. This is due in part to the fact that a typical club restaurant/dining facility is designed for large special events such as weddings and club sponsored parties, and is otherwise underutilized during the periods between events. In the applicant’s opinion, the (proposed) optional public restaurant will allow more cost effective operation of the dining facility.

At this time, there are four (4) 18-hole regulation golf courses in Greenville’s jurisdiction, including Brook Valley Country Club, Ironwood Country Club, Greenville Country Club and Bradford Creek (municipal) Golf Course. There are currently no executive or non-regulation length golf courses in Greenville’s jurisdiction. All of the aforementioned golf courses, excluding Bradford Creek, currently have a member-guest (non-public) restaurant and dining facility.

Par 3 golf courses, principal use golf driving ranges, and miniature golf (putt-putt) courses are regulated as commercial uses, and are included in the CH (heavy commercial), I and IU (industrial) districts. Due to the fact that these commercial establishments are restricted to commercial/industrial zoning districts a restaurant would be permitted by-right as an accessory or principal use at those locations. The proposed ordinance does not affect those “golf related” commercial establishments.

The proposed ordinance will create definitions for both a 9-hole and 18-hole golf course, including standards for allowable accessory activities and uses, periods of operation, setback, and signage. Both golf course classifications will continue to be subject to board of adjustment special use permit review and approval in the districts listed above.

### **Definitions (proposed)**

*“Golf course; 9-hole regulation length.* A golf course which contains a minimum of nine (9), but less than eighteen (18), United States Golf Association (USGA) and National Golf Foundation (NGF), regulation length golf holes. Such golf course may contain optional accessory use facilities including a member-guest only dining facility, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests and/or the general public. Such golf course may be limited to member-guests only or may be open to the general public at the option of the golf course owner/management. A 9-hole regulation length golf course shall not contain an accessory public restaurant. For purposes of regulation under this ordinance, an “executive or non-regulation length golf course” containing nine (9) or more golf holes, shall be construed as a “golf course; 9-hole regulation length”. See also section 9-4-103(r).”

*“Golf course; 18-hole regulation length.* A golf course containing eighteen (18) or more United States Golf Association (USGA) and National Golf Foundation (NGF), regulation length golf holes, and optional accessory use facilities including a member-guest only dining facility and/or a public restaurant, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests and/or the general public. Such golf course may be limited to member-guests only or may be open to the general public at the option of the golf course owner/management. For purposes of regulation under this ordinance, an “executive or non-regulation length golf course”, containing eighteen (18) or more golf holes shall be construed as a “golf course; 9-hole regulation length”. See also section 9-4-103(r)”

### **Standards (proposed)**

- a. A golf course; 18-hole regulation length, may include an accessory use member-guest only dining facility and/or a public restaurant, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests, and/or the general public.
- b. A golf course; 9-hole regulation length, may include an accessory use member-guest only dining facility, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests, and/or the general public, unless otherwise provided. A 9-hole regulation length course shall not contain an accessory public restaurant.
- c. Accessory public restaurant facilities must be located within the principal use golf course structure (i.e. golf clubhouse) and shall not be located in a separate and detached single-use stand-alone structure. Outdoor seating and dining areas shall be subject to (e) below. No public restaurant may be located in any detached accessory structure.

- d. Except as further provided under (f) below, accessory public restaurant hours shall be limited to the period 7:00 AM to 10:00 PM. No food or beverage may be sold to the general public prior to 7:00 AM or after 10:00 PM of any day.
- e. Except as further provided under (f) below, no accessory public “restaurant; outdoor activity” area shall be located within three hundred (300) feet, as measured to the closest point, of any abutting residential lot or parcel located within a residential district which allows single-family dwellings as a permitted use.
- f. An accessory public restaurant associated with a golf course may provide food services for golf course and/or golf club sponsored member-guest only events without regard to the limitations of subsections (d) and (e).
- g. Restaurant drive-thru and/or drive-in facilities and services shall be prohibited.
- h. Golf course signage, including accessory use identification signage, shall be in accordance with section 9-4-233(1).
- i. For purposes of this section, the term “public restaurant” shall be construed as an eating establishment as defined herein under the term “restaurant, conventional”, that is open to the general public, and is not restricted to members and their guests, or patrons of the golf course.

A conventional restaurant is defined as follows:

*“Restaurant, conventional. An eating establishment open to the general public which:*

- (1) Does not require a membership, cover, or minimum charge for admittance or service during regular or special periods of operation;
- (2) Has sales of prepared and/or packaged foods, in a ready to consume state, in excess of fifty (50) percent of the total gross receipts for such establishment during any month;
- (3) May offer food in disposable containers;
- (4) Does provide sit down dining area(s);
- (5) Does provide table cleaning and clearing (busboy) services;
- (6) Does provide attendant (waiter/waitress) food delivery services, unless over the counter service is provided in accordance with section 9 below;
- (7) May offer carry-out and/or off-site delivery services;
- (8) Does not offer drive-in attendant services;
- (9) May exhibit one (1) but not both of the following operational functions or characteristics:
  - (a) Drive thru service. **[not permitted in conjunction with a golf course restaurant]**
  - (b) Over the counter service. For purposes of this section the term “over the counter service” shall include both customer ordering and the receipt of food, excepting beverages, condiments, utensils, etc., from a order/delivery station or counter remote to the on-site place of consumption; and
- (10) May have as an ancillary or accessory use a full service bar, live or recorded amplified music, floor show and dancing area which is open to the restaurant patrons and general public and is limited to the hours of operation of the principal use restaurant.”

**Signage restrictions (proposed)**

1. Wall signage, including accessory use identification signage, shall not exceed twenty (20) square feet in total sign surface area.
2. Golf course (principal use) freestanding signage shall be limited to one (1) sign. Such sign shall not exceed twenty (20) square feet in total sign surface area and shall not exceed five (5) feet in height.
3. No freestanding signage shall be permitted in conjunction with an accessory use, including but not limited to any dining facility and/or restaurant, snack bar, pro-shop, social club, tennis court or swimming facility.
4. Freestanding and wall signage shall be illuminated by indirect lighting only.

#662307



ORDINANCE NO. 07-\_\_\_\_  
AN ORDINANCE AMENDING THE ZONING ORDINANCE  
OF THE CITY OF GREENVILLE, NORTH CAROLINA

THE CITY COUNCIL OF THE CITY OF GREENVILLE, NORTH CAROLINA,  
DOES HEREBY ORDAIN;

Section 1: That Title 9, Chapter 4, Article B, Section 9-4-22, of the City Code, is hereby amended to include new definitions entitled “Golf course; 9-hole regulation length”, and “Golf course; 18-hole regulation length” in alphabetical order, to read as follows:

*“Golf course; 9-hole regulation length.* A golf course which contains a minimum of nine (9), but less than eighteen (18), United States Golf Association (USGA) and National Golf Foundation (NGF), regulation length golf holes. Such golf course may contain optional accessory use facilities including a member-guest only dining facility, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests and/or the general public. Such golf course may be limited to member-guests only or may be open to the general public at the option of the golf course owner/management. A 9-hole regulation length golf course shall not contain an accessory public restaurant. For purposes of regulation under this ordinance, an “executive length golf course” containing nine (9) or more golf holes, shall be construed as a “golf course; 9-hole regulation length”. See also section 9-4-103(r).

*Golf course; 18-hole regulation length.* A golf course containing eighteen (18) or more United States Golf Association (USGA) and National Golf Foundation (NGF), regulation length golf holes, and optional accessory use facilities including a member-guest only dining facility and/or a public restaurant, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests and/or the general public. Such golf course may be limited to member-guests only or may be open to the general public at the option of the golf course owner/management. For purposes of regulation under this ordinance, an “executive length golf course”, containing eighteen (18) or more golf holes shall be construed as a “golf course; 9-hole regulation length”. See also section 9-4-103(r).”

Section 2: That Title 9, Chapter 4, Article D, Section 9-4-78(f)(6), of the City Code, is hereby amended to include a new section “a.(1)”, entitled “Golf course; 9-hole regulation length (see also section 9-4-103)”, with a LUC# 1, as a special use in the RA20, R15S, R9S, R6S, R9, R6, R6A and MRS districts.

Section 3: That Title 9, Chapter 4, Article D, Section 9-4-78(f)(6)a, of the City Code, is hereby amended by rewriting said sections use title, to read as follows:

“Golf course: 18-hole regulation length (see also section 9-4-103)”

Section 4: That Title 9, Chapter 4, Article F, Section 9-4-103, of the City Code, is hereby amended to include a new subsection (r), to read as follows:

“(r) Golf course; 18-hole regulation length and/or golf course; 9-hole regulation length.

1. A golf course; 18-hole regulation length and/or golf course; 9-hole regulation length, or portion thereof, located within a residential district shall be subject to the following requirements:
  - a. A golf course; 18-hole regulation length, may include an accessory use member-guest only dining facility and/or a public restaurant, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests, and/or the general public.
  - b. A golf course; 9-hole regulation length, may include an accessory use member-guest only dining facility, snack bar, pro-shop, member-guest only social club, tennis courts, swimming facilities and/or other customarily associated golf course activity, which is open to members, guests, and/or the general public, unless otherwise provided. A 9-hole regulation length course shall not contain an accessory public restaurant.
  - c. Accessory public restaurant facilities must be located within the principal use golf course structure (i.e. golf clubhouse) and shall not be located in a separate and detached single-use stand-alone structure. Outdoor seating and dining areas shall be subject to (e) below. No public restaurant may be located in any detached accessory structure.
  - d. Except as further provided under (f) below, accessory public restaurant hours shall be limited to the period 7:00 AM to 10:00 PM. No food or beverage may be sold to the general public prior to 7:00 AM or after 10:00 PM of any day.
  - e. Except as further provided under (f) below, no accessory public “restaurant; outdoor activity” area shall be located within three hundred (300) feet, as measured to the closest point, of any abutting residential lot or parcel located within a residential district which allows single-family dwellings as a permitted use.
  - f. An accessory public restaurant associated with a golf course may provide food services for golf course and/or golf club sponsored member-guest only events without regard to the limitations of subsections (d) and (e).
  - g. Restaurant drive-thru and/or drive-in facilities and services shall be prohibited.
  - h. Golf course signage, including accessory use identification signage, shall be in accordance with section 9-4-233(l).
  - i. For purposes of this section, the term “public restaurant” shall be construed as an eating establishment as defined herein under the term “restaurant, conventional”, that is open to the general public, and is not restricted to members and their guests, or patrons of the golf course.

Section 5: That Title 9, Chapter 4, Article N, Section 9-4-233, of the City Code, is hereby amended to include a new subsection (1), entitled “Golf course signs”, to read as follows:

“(1) *Golf course signs.* Golf courses located within a residential district shall be subject to the following requirements:

1. Wall signage, including accessory use identification signage, shall not exceed twenty (20) square feet in total sign surface area.
2. Golf course (principal use) freestanding signage shall be limited to one (1) sign. Such sign shall not exceed twenty (20) square feet in total sign surface area and shall not exceed five (5) feet in height.
3. No freestanding signage shall be permitted in conjunction with an accessory use, including but not limited to any dining facility and/or restaurant, snack bar, pro-shop, social club, tennis court or swimming facility.
4. Freestanding and wall signage shall be illuminated by indirect lighting only.”

Section 6: That all ordinances and sections of ordinances in conflict with this ordinance are hereby repealed.

Section 7: That this ordinance shall become effective upon its adoption.

ADOPTED this 11<sup>th</sup> day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

Doc# 662119

## REQUEST BY BROOK VALLEY COUNTRY CLUB – APPROVED

Chairman Tozer stated that the next item is a request by Brook Valley Country Club to amend the zoning ordinance to permit an accessory public restaurant as an ancillary use to a regulation golf course.

Mr. Harry Hamilton stated this is a request by Brook Valley County Club to amend the zoning regulations to permit a public restaurant as an accessory use to a regulation golf course. Currently, a regulation golf course is a special use in various residential zoning districts. There are four regulation golf courses within Greenville's jurisdiction – Ironwood, Brook Valley, Greenville Country Club and Bradford Creek. In addition to golf play, a regulation golf course may also include various accessory uses: clubhouse, pro-shop, snack bar, driving range, dining facility, social club, tennis courts and swimming facility. Under the current regulations the accessory uses are only available to member-guests and play patrons of the golf course. All those activities are not really open to the general public. The proposed regulations would allow for a 18 hole regulation length golf course to include an accessory public restaurant which would be open to members and guests and/or the general public. A golf course 9 hole regulation length would not be able to contain an accessory use public restaurant. They could maintain a restaurant for members and guests and patrons but would not be open to the public. Accessory public restaurant facilities must be located within the principal use golf course structure and shall not be located in a separate and detached single use stand along structure. Accessory public restaurant hours shall be limited to the period 7 AM to 10 PM. No food or beverage may be sold to the general public prior to 7 AM or after 10 PM. No restaurant; outdoor activity area shall be located within 300 feet of any abutting residential lot. A public restaurant may provide food services for golf courses and/or golf club sponsored member-guest only events without limitations. Drive-thru and/or drive-in facilities and services shall be prohibited. Mr. Hamilton stated that there are some wall and free-standing signage changes which include wall signage shall not exceed 20 square feet. Freestanding signage shall be limited to one sign not to exceed 20 square feet or 5 feet in height. Freestanding and wall signage shall be illuminated by indirect lighting only.

Mr. Jim Joseph, Member of the Board of Directors at Greenville Country Club, spoke on behalf of the amendment.

No one spoke in opposition.

Motion was made by Mr. Ramey, seconded by Mr. Gordon to recommend approval of the proposed 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. Motion carried unanimously.

Doc.# 667045



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

**Title of Item:**

Ordinance amending Chapter 7 of Title 11 of the Greenville City Code, said Chapter being entitled Police-Initiated Tow Service Operations

**Explanation:**

In an effort to streamline the process and reduce some of the confusion in the operations of the police-initiated tow ordinance, the police-initiated tow ordinance was reviewed for amendment. A review of ordinances from other municipalities also was made, and several procedures were adopted from those municipalities. Several meetings were held with tow operators to obtain their input and address their concerns regarding the current ordinance and the proposed changes. The last meeting “ironed out” any differences in the proposed ordinance and concerns of the wrecker operators.

The major changes involve rate changes, definitions, and procedures for use when tow operators want to be a part of the wrecker rotation list. Police-initiated tows occur when there is an accident or when a vehicle is improperly parked on the city streets or city parking lots. It does not apply to private parking lots (under federal law, a municipality may only regulate rates charged by tow operators if it is a police-initiated tow). Rotational lists are used by numerous governmental units when the governmental unit does not use the governmental unit’s own wreckers or when the governmental unit does not contract for services with one to five companies. There currently are 18 operators on the City of Greenville rotational list. There is no requirement for tow operators doing business in the city limits to comply with the ordinance unless they request to be made a part of the rotational list. To be a part of the list, the owner must submit a written request to the Chief of Police, produce copies of insurance in the amounts required by the ordinance, have the business’ vehicle(s) inspected for safety and equipment compliance, have an inspection of their facilities, and sign an agreement to comply with the terms and conditions of the ordinance.

Additionally, an attempt was made, by this amendment, to address concerns by several operators that the current ordinance created some inequities and unfair advantage to some operators over others. Calls for service will be made from those on the list on a rotational basis. The rates for the services are defined within the ordinance so that no question might arise as to what

Agenda Briefing

services might be charged. Additionally, the Police Department, specifically Lt. Cheryl Curtis, created a wrecker rotational charge sheet that pre-prints charges to create uniformity and make invoicing more specified. The new procedures use a checklist procedure for approval of applications for permits to be included on the list, inspections, rates, compliance, suspensions, and removal from the rotational list to ensure objective review and application of the rules and procedures by all persons and businesses concerned. A copy of the current ordinance with the proposed changes in bold is included along with a final copy of the proposed amended ordinance.

**Fiscal Note:** No cost to the City of Greenville.

**Recommendation:** Adopt the proposed ordinance amending Chapter 7 of Title 11 of the Greenville City Code.

---

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

**Attachments / click to download**

- [Draft\\_ORDINANCE\\_with\\_Changes\\_AMENDING\\_CHAPTER\\_7\\_OF\\_TITLE\\_11\\_OF\\_THE\\_GREENVILLE\\_CITY\\_CODE\\_SAID\\_CHAPTE](#)
  - [AN\\_ORDINANCE\\_AMENDING\\_CHAPTER\\_7\\_OF\\_TITLE\\_11\\_OF\\_THE\\_GREENVILLE\\_CITY\\_CODE\\_SAID\\_CHAPTER\\_BEING\\_ENTITLED](#)
-

ORDINANCE NO. 07-

AN ORDINANCE AMENDING CHAPTER 7 OF TITLE 11 OF THE GREENVILLE CITY CODE, SAID CHAPTER BEING ENTITLED POLICE-INITIATED TOW SERVICE OPERATIONS

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

Section 1. That Chapter 7 of Title 11 of the Code of Ordinances, City of Greenville, is hereby amended by rewriting said chapter to read as follows:

**CHAPTER 7. POLICE-INITIATED TOW SERVICE OPERATIONS**

**Sec. 11-7-1. Definitions.**

For the purposes of this chapter, the following terms, phrases, words and their derivatives shall have the meaning given herein.

- (1) *City* is the City of Greenville, North Carolina.
- (2) *Day towing operations shall include any is* tow service during the local hours of ~~seven-thirty~~ **eight o'clock** a.m. (~~7 8:30 00~~ a.m.) until five p.m. (5:00 p.m.) on Monday, Tuesday, Wednesday, Thursday, and Fridays; except official federal and state holidays.
- (3) *Hook-up* is the application and first connection of a chain or a mechanical ~~hook~~ **connection** from the tow service truck to the towed motor vehicle.
- (4) *Night, weekend and holiday towing operations shall include any is* tow service at all times other than day towing.
- (5) *Person* is an individual, firm, partnership, association, corporation, company, or organization of any kind.
- (6) *Police-initiated tow shall mean a Greenville Police Officer or Greenville Police Department Dispatch request for tow service by a business or tow owner on the police rotation list.*
- (7) **Storage is when a vehicle has been towed under the chapter and is maintained in a means provided by this chapter. The reason for the tow initiated by the police shall be as a result of accident, violation of parking ordinances, disabled or any other police initiated.**



**(8) Tow service** is a person engaged in the business of a wrecker or towing service, whereby motor vehicles are towed or otherwise removed at the direction of officers of the city police department by the use of a wrecker or motor vehicle designed for that purpose.

**(9) Wrecked motor vehicle** is a motor vehicle not capable of self-propulsion. ~~(Ord. No. 767, 4-13-78; Ord. No. 2130, § 1, 2-19-90; Ord. No. 96-36, § 1, 3-25-96; Ord. No. 01-75, § 1, 4-12-01)~~

**(10) Tow service operator** ~~shall mean the owner of the tow vehicle or any business or work arrangement whereby one (1) tow truck operator or business exercises any degree of control, management, supervision or operation over the business activity of another tow truck operator or business or shares in the benefits or profits of any other tow truck operator directly or indirectly, then the tow service operator shall be considered the owner of both or more businesses for purposes of inclusion on the rotation list.~~ is the owner of the tow vehicle, is employed by the owner of the tow vehicle to drive the tow vehicle, or any other business or work arrangement including but not limited to a partnership, joint venture, member-manager agreement, corporation, family or subsidiary owned or other financial arrangement whereby those involved directly or indirectly share in the benefits, management, supervision, operation or profits of the businesses involved. In those cases, where two or more businesses or work arrangements fall within this classification, then, the tow service operator shall be considered as the owner of the businesses for purposes of placement on the rotation list.

**(11) Extraordinary circumstances** as used in this chapter shall mean the tow operator being required to wait more than one-half (1/2) hour before initiating tow operations or when the tow operator must extract a vehicle from a ditch, right a flipped vehicle (resting on its roof), remove a tree resting on a vehicle, recovering a vehicle hit by a train or a jackknifed vehicle and trailer.

**(12) Dispatched call** shall mean a call made by the on scene law enforcement officer at the request of the owner of the vehicle to Greenville Police Department Communications requesting a tow operator from the rotation list.

**(13) Canceled call** shall occur when an owner of a vehicle requests the on scene law enforcement officer to cancel a dispatched call either before the tow operator arrives or prior to initiation of tow services. When such a call occurs, the responding tow operator shall not have the canceled call counted as a rotation call and will be returned to the tow operator's position on the rotation list that the tow operator would have held before the canceled call.

#### **Sec. 11-7-2. Police rotation list.**

The chief of police is hereby authorized to establish a rotation list of tow services desiring to provide towing services upon request of police officers. The tow services who desire to be placed upon a rotation list shall comply with the requirements of this chapter and with all other rules

and regulations the chief of police may issue regarding towing services requested by personnel of the police department. ~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

### **Sec. 11-7-3. Selection of tow services during police investigations.**

In all police-initiated towing of a vehicle:

(1) The operator of the vehicle, if present and not incapacitated, shall have the right to select a tow service of his choice located within a reasonable distance from the site of the tow to perform the towing service. The reasonableness of the distance from the tow site shall be determined by the police personnel present at the scene.

(2) If the operator of the vehicle to be towed is not present, or is incapacitated, or has no preference as to any specific tow service, the police personnel ordering the tow shall request that the towing service be provided by the tow service then first on the appropriate rotation list maintained by the police communications center.

(3) When emergency circumstances prevail, the police officer may request towing services from the tow service nearest to the scene of the accident or emergency. A police officer may also request towing services from any company operating large cranes or other heavy equipment if necessary to remove traffic obstacles involving large trucks or heavy equipment. ~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

### **Sec. 11-7-4. Permit required.**

No tow service shall engage in the business of towing vehicles at the ~~discretion~~ **request** of city police personnel without first obtaining a police rotation list permit from the chief of police. Once issued, a permit under this chapter is valid for one (1) year and capable of being renewed. ~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

### **Sec. 11-7-5. Application for police rotation list permit.**

Application for a police rotation list permit issued hereunder shall be notarized and shall be made upon blank forms prepared and made available by the police department and shall contain:

- (1) The name, home address, and proposed business address of each owner, **investor**, part owner, or partner, **limited partner**, or **joint venturer**, silent or active.
- (2) The business address, business telephone number, telephone number for night calls, location and telephone number for storage area.
- (3) A description of the size and capacity of all tow trucks used by the tow truck operator **and shall contain a certification that at all times the equipment will be in good condition and capable of towing any automobile or truck from the streets and other public or private places in the town when called on to do so.**

- (4) A description of the storage area for towed vehicles **at, or in the immediate vicinity of the applicant's garage, and shall contain a certification that the applicant shall have and shall maintain storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or design to conceal such towed vehicles from view from any street or public way, and illuminated at night.**
- ~~(5) A copy or certification of a standard garage keeper's legal liability insurance policy with a collision limit of not less than twenty thousand dollars (\$20,000.00) subject to maximum deductible of one hundred dollars (\$100.00) and facility comprehensive coverage for fire, theft, and explosion in an amount not less than twenty thousand dollars (\$20,000.00).~~
- ~~(6) A copy or certification of a garage or automobile liability policy insuring the tow truck operator and all employees for liability for bodily injury or property damage in the amount of one hundred thousand dollars (\$100,000.00) for any one (1) person and three hundred thousand dollars (\$300,000.00) for more than one (1) person and fifty thousand dollars (\$50,000.00) for property damage.~~
- (5) **The applicant shall provide a copy of the garage liability policy or certificate of garage liability insurance covering the operation of the licensee's business equipment, or other vehicles for any bodily injury or property damage. This policy shall be in the minimum of \$100,000.00 for any one person injured or killed and a minimum of \$300,000.00 for more than one person killed or injured in any accident and an additional \$50,000.00 for property damage.**
- (6) **The applicant shall provide a copy of the garage keeper's legal liability policy or certificate of a garage keeper's legal liability insurance for each storage premises covering fire, theft, windstorm, vandalism and explosion in the amount of \$100,000.00 (\$20,000.00 per claim per vehicle).**
- (7) A copy of the registration card issued by the department of motor vehicles for each tow truck used by the tow truck operator, indicating that each tow truck is registered as a wrecker as defined in Chapter 20 of the General Statutes of the State of North Carolina.
- (8) The application shall be signed by each owner, part owner, or partner, silent or active.  
~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

#### **Sec. 11-7-6. Insurance requirements.**

Upon approval of a police rotation list permit, no tow service shall be added to the police rotation list until the permit holder has deposited with the chief of police or ~~agent~~ **designee** proof of the following liability coverage:

~~(1) *Garage keeper's policy.* A garage keeper's comprehensive facility liability policy covering fire, theft, and explosion in an amount not less than twenty thousand dollars (\$20,000.00), together with collision liability coverage of not less than twenty thousand dollars (\$20,000.00), subject to a maximum deductible of one hundred dollars (\$100.00).~~

~~(2) *Garage liability policy.* A garage liability policy, covering the operation of applicant's business, equipment, and vehicles, for any bodily injury, personal injury, or property damage. This policy shall be in an amount not less than one hundred thousand dollars (\$100,000.00) for each person and not less than three hundred thousand dollars (\$300,000.00) aggregate. This policy shall also have not less than fifty thousand dollars (\$50,000.00) coverage for any damage arising out of injury to or loss of or destruction of property. (Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

**(1) Garage liability policy.** A garage liability policy covering the operation of the licensee's business equipment, or other vehicles for any bodily injury or property damage. This policy shall be in the minimum of \$100,000.00 for any one person injured or killed and a minimum of \$300,000.00 for more than one person killed or injured in any accident and an additional \$50,000.00 for property damage.

**(2) Garage keeper's policy.** A garage keeper's legal liability policy for each storage premises covering fire, theft, windstorm, vandalism and explosion in the amount of \$100,000.00 (\$20,000.00 per claim per vehicle).

**(3) Notice of change.** Each policy required under this section must contain an endorsement by carriers providing ten days' notice to both the city and the insured in the event of any change in coverage under the policy.

#### **Sec. 11-7-7. Investigation by chief of police.**

Within five (5) business days after receipt of each application, the chief of police or ~~agent~~ **designee** shall cause an investigation to be made of the applicant and of the applicant's proposed operation. Such investigation shall be made for the purpose of verifying the information in the application and to assure compliance with the provisions of this chapter. ~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

#### **Sec. 11-7-8. Standards for issuance of privilege permit.**

The chief of police or ~~agents~~ **designee** shall add a tow service to the police rotation list when he finds:

- (1) That public convenience and necessity require the applicant tow service be added to the police rotation list;
- (2) The tow service business location and its storage facility ~~shall be~~ **are** located within the city limits;

- (3) Insurance policies as required by the chapter have been procured;
- (4) All applicants, **operators**, owners, **investors**, ~~and~~ partners **limited partners**, and **joint venturers**, have never been convicted, **pleaded no contest or received a prayer for judgment for** any felony, assault, theft, or any other crime involving the taking, use, tampering with, or conversion of a motor vehicle;
- (5) The tow service will use only tow trucks equipped with revolving or flashing amber or yellow light(s) which shall be operating during any tow;
- (6) The tow service will provide twenty-four (24) hours per day, seven days (7) per week, on-call service;
- (7) The tow service will arrive at the location of the vehicle to be towed within ~~thirty~~ **forty (40) (30)** minutes after receiving a request for day towing services and within a reasonable time after receiving a request for night, weekend and holiday towing from the police department;
- (8) The tow service will provide and use a storage area for towed vehicles that is enclosed by a chain link fence or equivalently secure fence or enclosure which shall be illuminated at night **and shall have sufficient storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or design to conceal such towed vehicles from view from any street or public way, and illuminated at night;**
- (9) ~~The tow services will shall~~ **maintain towing equipment which is adequate to perform such towing service in a reasonably workmanlike manner and is properly equipped to tow vehicles in such a manner as to minimize any damage to towed vehicles. All towing equipment shall contain the name and phone number of the tow operator placed on the sides of the tow vehicle in letters no less than three (3) inches in height. At all times and not just for inspection purposes, tow services shall have and maintain in good working order the equipment, tools and supplies required and set out in §11-7-10.**
- (10) The requirements of this chapter and all other governing laws and ordinances have been met. (~~Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96~~)

#### **Sec. 11-7-9. Duties of police rotation list tow services.**

Tow services shall be added to the police rotation list subject to the following conditions:

- ~~(1) *Maintenance of equipment.* Tow services shall maintain towing equipment which is adequate to perform such towing service in a reasonably workmanlike manner and is properly equipped to tow vehicles in such a manner as to minimize any damage to towed vehicles. All towing equipment shall contain the name and phone number of the tow~~

~~operator placed on the sides of the tow vehicle in letters no less than three (3) inches in height.~~

**(1) Compliance with rate schedule.** In addition to an administrative tow fee payable to the City of Greenville and contained in the City's Manual of Fees, tow services shall charge for their services only such fees or costs as are established herein:

- ~~a. Day towing of automobiles, vans, pickup trucks, motorcycles: Maximum charge is fifty dollars (\$50.00).~~
- ~~b. Night, weekend and holiday towing of automobiles, vans, motorcycles, pickup trucks: Maximum charge is seventy five dollars (\$75.00).~~
- ~~e. Storage charges until the owner or operator takes possession of the towed vehicle:
  - ~~1. Less than twenty four (24) hours: no charge.~~
  - ~~2. More than twenty four (24) hours: fifteen dollars (\$15.00) per day thereafter specifically excluding the first twenty four hours.~~~~
- ~~d. Dolly use in towing wrecked motor vehicles: maximum charge is twenty five dollars (\$25.00) in addition to tow service charge.~~
- ~~e. An additional ten dollars (\$10.00) will be charged for any release of a vehicle by a tow operator between the closing time of the tow operator's regular business and midnight of that same day.~~
- ~~f. An additional twenty dollars (\$20.00) will be charged for any release of a vehicle from a tow operator between midnight and the opening time of the tow operator's regular business.~~
- ~~g. If a tow operator does not maintain regular business hours on a day for which a release is requested, there shall be an additional ten dollar (\$10.00) charge for a release occurring on that day between 8:00 a.m. and midnight, and an additional twenty dollar (\$20.00) fee for a release requested between midnight and 8:00 a.m. on that same day.~~
- ~~h. Tow involving extraordinary labor and expenses, specifically including wrecked vehicles: eighty five dollars (\$85) per hour or part thereof, including cleanup as described in subsection (13) of this section. Use of a dolly in making a tow of an unwrecked motor vehicle shall not be considered justification for an additional charge absent other unusual and extraordinary circumstances requiring an unusual expenditure of time and labor by the tow truck operator.~~
- ~~i. Compliance with rate schedule: Tow services shall charge only authorized towing rates and not require any services, favor or signing of unauthorized release forms by any owner or operator of a towed vehicle.~~
- ~~j. Notwithstanding any other provision of this section, a tow service shall impose reasonable charges for towing services performed for a tow by a large wrecker of a vehicle other than an automobile, van, pick up truck, or motorcycle. The charges may not be greater than fees charged for the same service for tows not resulting from a police initiated request. For the purpose of this section, a large wrecker is a truck chassis having a minimum gross vehicle weight of 30,000 pounds and a boom assembly having a minimum lifting capacity of 50,000 pounds as rated by the manufacturer.~~

**(a) The maximum rate for the towing and storage for a vehicle is as follows:**

Collision tows:

(1) For Day, Night, Weekend and Holiday towing a vehicle with a gross weight up to and including 9,000 pounds the maximum charge is one hundred twenty five dollars (\$125.00). ~~Day, Night, Weekend and Holiday towing of a vehicle with a gross vehicle weight up to and including 9,000 pounds: Maximum charge is one hundred dollars (\$100.00)~~

(2) Rates for vehicles in excess of 9,001 pounds shall be at the tow service established rates which have been filed with the Chief of Police or designee.

Non-collision tows:

~~(1) Day towing of a vehicle with a gross vehicle weight up to and including 9,000 pounds: Maximum charge is seventy dollars (\$70.00).~~

~~(2) Night, weekend and holiday towing of a vehicle with a gross vehicle weight up to and including 9,000 pounds: Maximum charge is ninety dollars (\$95.00).~~ For Day, Night, Weekend and Holiday towing a vehicle with a gross weight up to and including 9,000 pounds the maximum charge is seventy five dollars (\$75.00).

(2) Rates for vehicles in excess of 9,001 pounds shall be at the tow service established rates which have been filed with the Chief of Police or designee.

(b) The maximum rate for storage ~~Storage charges~~ until the owner, operator or other person authorized to take possession of the towed vehicle is as follows:

(1) Less than twenty-four (24) hours: no charge.

(2) More than twenty-four (24) hours: ~~fifteen dollars (\$15.00)~~ twenty five dollars (\$25.00) per day thereafter specifically excluding the first twenty-four hours.

(c) The maximum rates established in subsection (a) of this section shall be a flat fee which shall be inclusive of all towing charges. A towing charge includes any fees for:

(1) Special equipment such as, but not limited to, a double hook-up, vehicle entry when locked, dropping transmission linkage, axle or drive shaft removal, ~~dollies~~, skates, trailer or flatbed, lift, slimjims, go jacks, removing bumpers, airing up brakes, and mileage.

(2) Time spent on the scene of the tow, including clean up and sweeping if an accident is involved.

(3) Gate fees, and fees for returning to the location where the vehicle is stored in order to release.

(4) No fee, other than the above enumerated fees for towing and storage, shall be assessed as a condition for release of a vehicle to the vehicle owner or authorized driver.

- (d) Dollies: A maximum fee of ~~\$25.00~~ thirty dollars (\$30.00) may be charged.**
- (e) Wait time – if the tow operator is required to wait before the operator can initiate tow operations in excess of ~~one-half (1/2) hour~~, a wait fee may be charged at the rate of ~~\$15.00~~\$65.00 per one-half hour after the first one-half hour, which may not be charged, ~~one hour~~ on scene before tow operations are initiated. Wait time does not include travel to and from the location of the tow. No wait fee may be charge unless on scene law enforcement verify the wait by initials and badge number.**
- (f) An additional ~~\$10.00~~\$25.00 will be charged for release of a vehicle by a tow operator to the owner, operator or other authorized person after 5:00 p.m. and before ~~7:00~~ 8:00 a.m. on the tow operator’s business day. Collecting and removal of personal property of the owner, operator or authorized person after business hours will incur a charge of \$25.00, if such collection and removal occurs at a separate time than release of the vehicle.**
- ~~(g) An additional \$20.00 will be charged for release of a vehicle by a tow operator to the owner, operator or other authorized person on regular nonbusiness days of the tow operator. Nonbusiness days must be clearly posted on the exterior and visible from a public viewing area outside the business. The charge for nonbusiness day release shall not be added to the charge in (f) above. When a tow shall involve extraordinary circumstances as defined in section 11-7-1 above, the tow operator shall be entitled to charge, in addition to the tow charge, the rate of \$65.00 per one-half (1/2) hour after the first one-half (1/2) hour for services identified in section 11-7-1. Such charges must be specifically identified on the tow ticket, itemized statement or invoice and must have the initials and badge number of the on scene law enforcement officer by this charge in addition to any other initials and badge number required by this chapter.~~**
- (h) No fees or charges may be charged or collected by the tow operator permitting the owner, operator or other authorized person from collecting and removing personal property from the towed vehicle during regular business hours. ~~The tow operator may limit retrieval of such personal property to regular business hours.~~**
- (i) When a canceled call as defined in section 11-7-1 above occurs, the tow operator shall be entitled to charge and collect from the owner of the vehicle that was the subject of a dispatched call one-half (1/2) of the flat tow fee for the type of tow involved.**
- (j) The maximum fees set forth in this section shall be effective from the date of the ordinance or until the fees have been changed by action of the City Council. No adjustment to the fee amounts shall be effective until such time as a schedule of the adjusted fee amount shall be available for inspection at the office of the city clerk and incorporated into the Manual of Fees.**



- (2) *Interception of police calls.* No tow service shall arrive at the scene of a police investigation as a result of monitored or intercepted police calls by radio, or other device, for the purposes of soliciting towing or repair services.
- (3) *Required records.* Any tow service operating under this chapter must have the following records of any motor vehicle towed: The make and model of the motor vehicle; the license number of the motor vehicle; and the date of the towing service. These records shall be maintained for a period of ~~one~~**two (2)** years from the date of towing by the tow service **and shall be made available for inspection and review at any time by the chief of police or designee.**
- (4) *Storage of Towed Vehicles.* All vehicles towed as a result of a police-initiated request shall be stored as follows:
- (a) ~~All vehicles towed as a result of a police-initiated request shall be stored in a yard with adequate security against intruders, including chain link or equivalently secure fencing or enclosure and lighting at night. The tow service will provide and use a storage area for towed vehicles that is enclosed by a chain link fence or equivalently secure fence or enclosure which shall be illuminated at night and shall have sufficient storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or design to conceal such towed vehicles from view from any street or public way, and illuminated at night.~~
- (b) Any tow operator who stores towed vehicles **at either the normal place of business or at an off site storage facility** ~~at a facility other than his normal place of business (hereinafter referred to as off site storage)~~ shall provide for the following in addition to all other requirements of this chapter:
1. The stored vehicle must be capable of being released from the ~~off-site~~ storage facility 24 hours per day, seven days per week.
  2. Payment for the towing, storage and administrative fees must be capable of being made at the off site storage facility so as to avoid the vehicle owner having to respond to two separate locations to secure the release of his vehicle.
  3. If the vehicle owner responds to the tow operator's normal place of business to secure release of his vehicle, the tow operator shall provide transportation of the vehicle owner to the off site storage facility in a timely manner.
- (c) Any violation of this chapter committed by the personnel of the **storage facility at the normal place of business or at the** off site storage facility shall be attributed to the tow operator for purposes of ~~revocation~~ **suspension or revocation** from the tow operators rotation list.

(d) No off site storage facility shall be utilized under this section until proof has been deposited with the Chief of Police **or designee** that said facility is insured in accordance with the requirements as set forth in section 11-7-6.

~~(e) Use of off site storage shall not constitute extraordinary time or labor for purposes of deviating from the fee schedule contained in this chapter.~~

(5) *Availability.* The tow service shall post a phone number at the place of business setting forth the manner in which to redeem any towed vehicle. Such phone numbers shall be printed not less than three (3) inches high and posted in a place clearly visible outside the business. The sign shall explain in what manner a stored vehicle can be redeemed. The tow service shall have an employee available by telephone to redeem stored vehicles at all times when the tow service is not open for business. Each tow service may list the telephone number of the police dispatcher.

(6) *Damage.* The person operating any such tow service shall make every reasonable effort to minimize damage to towed and stored motor vehicles. Where applicable, such reasonable effort shall include, but is not limited to, the use of a dolly or carriage for towing, the disconnection of the drive shaft, release of brakes, towing at a reasonable speed, and the securing of the motor vehicle from damage by the elements.

~~(7) *Early surrender.* If the owner or the operator of a motor vehicle shall return before the hook up is complete, the tow service shall release the vehicle to such owner or operator upon demand and shall not have the right to charge such owner or operator a fee as specified above any fee.~~

~~(8) *Securing stored vehicles.* No towed vehicle may be dismantled, have parts removed, or tires deflated, except as necessary for towing the motor vehicle or securing it from damage by the elements.~~

~~(9)~~(8) *Itemized statement.* The tow service bill for towing and storage of any motor vehicle shall be itemized to reflect services performed, labor or other materials required, and any storage or other charges as follows:

- a. Bills/receipts numbered consecutively.
- b. The name, address, and phone number of the wrecker/tow service.
- c. The itemized services performed, ~~labor or other materials required, and any storage or other charges incurred.~~ This itemization should include a total for all charges.
- d. The administrative tow fee and any applicable state taxes. These should be itemized as well.
- e. The date, time and location of the tow.
- f. **The on scene officer must sign and record the officer's badge number on the towing ticket of the tow operator which clearly states the services provided and the charge for the service provided by the tow operator. No additional charges or fees may be made by the tow operator once signed by the officer. Except that fees for storage and after hours release where applicable and appropriate may be charged.**

~~(10)~~ **(9) Release authorization receipt.** No towed vehicle may be released by the tow service until the owner or operator presents the tow service with a release authorization receipt from the police department.

~~(11)~~ **(10) Posting bond or paying fees.** Any person who has had their car towed may take possession of it by posting a bond or paying the fees due. The fees will include an administrative fee for towing which will be paid to the Greenville Police Department. The amount of this administrative fee shall be set out in the Manual of Fees for the City of Greenville.

~~(12)~~ **(11) Clean-up.** In the event of a motor vehicle accident, the tow service operator shall remove the wreck debris from the road and/or right-of-way and properly dispose of it.

~~(13)~~ **(12) Administrative Tow Fee: An administrative tow fee in the amount of \$30.00 payable to the City of Greenville will be charged on all collision and non-collision tows.**

~~(14)~~ **(13) Payment of fees and invoices. The tow service owner or operator is responsible for the collection of all fees and costs including the administrative fee. The tow service owner or operator shall remit to the City of Greenville the administrative fee and a copy of the itemized statement. Failure to remit may subject the tow service operator or owner to suspension or revocation of tow service permit. Administrative fees not remitted to the City of Greenville within 30 days of collection by the tow service owner or operator shall be subject to the assessment of interest at the legal rate and payment of a penalty to the City of Greenville in the amount of \$25.00 per fee to be remitted for each 10 working days after the collection and when remittance was due by the tow service owner or operator.**

~~(Ord. No. 767, 4-13-78; Ord. No. 946, §§ 1-3, 3-13-80; Ord. No. 1336, § 1, 11-10-83; Ord. No. 1557, §§ 1, 2, 10-10-85; Ord. No. 1944, § 1, 1-12-89; Ord. No. 2130, § 2, 2-19-90; Ord. No. 2658, § 1, 6-10-93; Ord. No. 96-36, § 1, 3-25-96; Ord. No. 98-133, § 1, 10-8-98; Ord. No. 01-75, § 2, 04-12-01; Ord. No. 02-23, § 1, 2-14-02)~~

#### **Sec. 11-7-10. Annual inspection.**

(a) It shall be the duty of the chief of police or ~~agent~~ **designee** to inspect on an annual basis all of the tow services on the police rotation list. The inspection shall include the operation's records, wrecker vehicles, storage facilities, insurance policies, and any other areas the chief of police or his agent may deem appropriate to the operation of the service on the police rotation list. There will be an administrative fee of ~~twenty-five~~ **thirty-five** dollars (~~\$25.00~~ **\$35.00**) for this inspection to be paid on an annual basis. The chief of police or agent shall issue an inspection certification upon successful completion of the annual inspection. ~~(Ord. No. 96-36, § 1, 3-25-96)~~

~~**Editor's note** Ord. No. 96-36, § 1, adopted Mar. 25, 1996, added § 11-7-10 to this chapter and renumbered existing §§ 11-7-10-11-7-13 as §§ 11-7-11-11-7-14. In addition, such ordinance also added § 11-7-15 to this chapter and renumbered existing § 11-7-14 as § 11-7-16.~~

~~(b) The following equipment shall be on the wrecker, carrier or rollback at all times and not just during the annual inspection and must be maintained in good working order:~~

- ~~(1) Brakes (NCGS 20-124)~~
- ~~(2) Glasses (NCGS 20-127, 20-135)~~
- ~~(3) Horn (NCGS 20-125)~~
- ~~(4) Lights (NCGS 20-129, 20-129.1, 20-130, 20-130.1, 20-131)~~
- ~~(5) Mirrors (NCGS 20-126, 20-117.1)~~
- ~~(6) Mufflers (NCGS 20-128)~~
- ~~(7) Reflectors (NCGS 20-129.1)~~
- ~~(8) Turn signals (NCGS 20-125.1)~~
- ~~(9) Windshield wipers (NCGS 20-127)~~
- ~~(10) Tires (NCGS 20-122.1)~~

(b) Each wrecker, carrier or rollback at all times and not just during the annual inspection shall maintain in good working order all equipment and accessories as prescribed by state law and any additional equipment and accessories as identified by the chief of police or designee and maintained for review by tow service operators on the rotation list.

(c) Each wrecker, carrier or rollback must be equipped with the following at all times and not just during the annual inspection and must be maintained in good working order:

- (1) Ax.
- (2) Large broom.
- (3) Fire extinguisher. Five (5) pound multi-purpose dry chemical.
- (4) Shovel.
- (5) Flambeaus, four (4) each. Flares, eight (8) or traffic cones, twenty-eight (28) inches in height.
- (6) Two (2) snatch blocks.
- (7) Two (2) scotch blocks.
- (8) Dollies (except rollback wreckers).
- (9) A five (5) gallon waterproof, covered and full container of "Speedi-dry" or similar type of absorbent material.
- (10) Cable--One (1) spool having at least one hundred (100) feet and measuring three-eighths ( 3/8) inches in diameter.
- (11) Bolt cutters.

**(12) Safety vest.**

**(d) The equipment identified in (b) and (c) must be in good working order and available on each wrecker, carrier or rollback on any call. Additionally, the matters identified in (b) and (c) will be inspected during the annual inspection and failure to have or have in good working order will subject the tow operator or business to a failure to pass the annual inspection.**

**Sec. 11-7-11. Exclusions.**

This chapter shall not apply to wrecker services which are not listed on the police rotation list. (~~Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96~~)

~~Note~~ See editor's note following § 11-7-10.

**Sec. 11-7-12. Suspension or Revocation of license permit.**

~~The chief of police shall revoke a police rotation list permit issued hereunder when he finds any of the following to be true:~~

- ~~(1) The permit was procured by fraudulent conduct or false statement of material fact, or that any fact concerning the applicant was not disclosed at the time of his making application, and such fact would have constituted just cause for refusal to issue said privilege.~~
- ~~(2) The permit holder illegally solicited tow or repair services at a police investigation.~~
- ~~(3) The permit holder paid any third person for information as to the location of any vehicle in compensation for calling the permit holder to tow such vehicle.~~
- ~~(4) The permit holder has exceeded the fee schedule.~~
- ~~(5) The permit holder has violated any of the requirements of this chapter or any of the rules and regulations as established by the revenue collector or the city council.~~
- ~~(6) The permit holder refused an annual inspection by the police department.~~
- ~~(7) The permit holder failed to meet all requirements in the annual inspection by the police department. (~~Ord. No. 767, 4-13-78; Ord. No. 946, § 4, 3-13-80; Ord. No. 96-36, § 1, 3-25-96~~)~~

~~Note~~ See editor's note following § 11-7-10.

**(a) The following shall be grounds for suspension or revocation of a police rotation list permit issued under this article:**

**(1) The permit was secured by fraud or by the concealment of a material fact by the permit holder and such fact, if known, would have caused a refusal to issue a permit;**

**(2) The permit holder has violated any of the requirements of the regulations established by the wrecker inspector under this article;**

**(3) Past services rendered by any permit holder are shown to be detrimental to the public health, safety, and welfare, including overcharging of wrecker fees or false charging of items done by the wrecker business;**

**(4) The permit holder paid in the form of a gratuity any third person for information as to the location of the accident;**

**(5) The permit holder has violated the fee schedule by overcharge or false charges;**

**(6) Failure to operate the wreckers specified in such a manner as to serve the public adequately and efficiently;**

**(7) Failure to maintain wrecker and vehicle in good condition;**

**(8) Failure to pay the city privilege license fee imposed upon wreckers;**

**(9) Failure to report accidents while towing city rotation call vehicles or to furnish such other records and reports as may be required by this chapter and/or the wrecker inspector;**

**(10) The permit holder illegally solicited tow or repair services at a police investigation.**

~~(3)~~ **11) The permit holder paid any third person for information as to the location of any vehicle in compensation for calling the permit holder to tow such vehicle.**

~~(4)~~ **12) The permit holder has violated any of the requirements of this chapter or any of the rules and regulations as established by the revenue collector or the city council.**

~~(6)~~ **13) The permit holder refused an annual inspection by the police department.**

~~(7)~~ **14) The permit holder failed to meet all requirements in the annual inspection by the police department.**

**(15) The permit holder fails to respond to three consecutive rotation calls.**

**(b) Response to calls. Wreckers on the rotation list are expected to respond to calls. If the permit holder does not answer the call or respond within the times specified in the chapter, the next business or operator on the list will be called. The police department shall send notice in writing to the permit holder after the second call with no response to either the call or call for service. If the towing business or operator does not respond to three consecutive rotation calls without prior**

notification to the police, the chief of police is authorized to suspend or recommend revocation of the holder's permit.

~~(b)~~ c) If the chief of police determines that any of the above violations have occurred, he shall have the authority to revoke or suspend a permit as follows:

(1) For violation of subsection (a)(1) of this section, the chief of police shall recommend to the city manager the license shall be revoked;

(2) For a first time violation of subsections (a)(2) through (14) of this section, suspension up to 30 days;

(3) For a second violation of subsections (a)(2) through (14) of this section, within a period of two years from the date of the first suspension, suspension up to 90 days; and

(4) For a third violation of subsections (a)(2) through (14) of this section, within a period of two years from the date of the first violation, revocation may be recommended to the city manager.

(5) For a violation of (a)(15) of this section, the permit holder will be removed from the rotation list for a period of 180 days for a first violation and may recommend to the city manager that the permit be revoked for a second violation of subsection (a)(15) within a period of two years from the date of the first violation.

~~(e)~~d) If the chief of police recommends a permit be revoked, the city manager shall be the final decision authority as to whether the permit shall be revoked. If the facts presented to the city manager by the tow service operator warrant mitigation of the recommended action, the city manager may mitigate the revocation to a suspension of not more than 180 calendar days from the date of the city manager's decision. A tow service operator may appeal to the city manager any suspension imposed by the chief of police. If appealed, the city manager is the final decision authority. As the final decision authority, the city manager may sustain the suspension, mitigate it or overturn the decision by the chief of police after reviewing the matters presented by the police department and the tow service operator. Any appeal must be in writing, stating the reasons for the appeal, and must be submitted to the city manager within 5 business days of the date of the decision to suspend issued by the chief of police.

~~(d)~~ e) Any permit holder who has his permit revoked shall be eligible to apply for a new ~~license~~ permit one year from the date of the revocation.

~~(e)~~ f) Appeals from suspension or revocation of a permit. A permit holder removed or recommended for removal from the tow rotation list for violations of subsections (a)(1) through (15) of this section ~~failing to respond~~ may appeal the removal action to the city manager. If appealed, the city manager is the final decision authority. As the final decision authority, the city manager may sustain the suspension, mitigate it or overturn the decision by the chief of police after reviewing the matters presented by the police department and the tow service operator. Any appeal must be in writing, stating the reasons for the appeal, and must be submitted to the city

manager within 5 business days of the date of the decision to suspend or recommend removal is issued by the chief of police. Pending any appeal and the final decision, the permit holder will not be eligible to receive any calls for police initiated tows.

~~Sec. 11-7-13. Period of revocation.~~

~~The period of revocation shall be as follows:~~

~~(1) Thirty (30) days for the first violation.~~

~~(2) Ninety (90) days for the second violation.~~

~~(3) Such period as the city manager shall determine, including permanent loss of privilege, for third or subsequent violations.~~

~~(4) In such a case where the tow service refuses an annual inspection by the police department, the first refusal will result in an immediate ninety (90) day suspension from the rotation list. A second refusal will result in permanent removal from the rotation list. (Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

~~Note~~ See editor's note following § 11-7-10.

**Sec. 11-7-14 13. Renewal.**

This police rotation list privilege shall be valid for one (1) year from the date of acceptance. Each application for renewal shall contain adequate assurances that the applicant continues to comply with all standards, rules and regulations prescribed under this chapter. Such renewals shall be on a form designated by the revenue collector and shall contain the names of any new owners, part owners, or partners, and the names of any new employees. ~~(Ord. No. 767, 4-13-78; Ord. No. 96-36, § 1, 3-25-96)~~

~~Note~~ See editor's note following § 11-7-10.

**Sec. 11-7-15 14. ~~Interdepartmental policies.~~ Policies**

The chief of police shall reserve the right to formulate ~~interdepartmental~~ policies that will ensure accurate enforcement of this chapter. ~~(Ord. No. 96-36, § 1, 3-25-96)~~

~~Note~~ See editor's note following § 11-7-10.

**Sec. 11-7-16 15. Post-towing procedures.**

(a) Whenever a vehicle with a valid registration plate or registration is towed, the law enforcement officer shall immediately notify the last known registered owner of the vehicle as provided in G.S. 20-222.



(b) Any person aggrieved by the towing may request a hearing before any magistrate in Pitt County to contest the towing; either party may appeal the decision of the magistrate to district court.

(c) Any unclaimed vehicle may be sold under the procedures provided in Chapter 44A of the General Statutes, as provided by G.S. 160A-303.

(d) When a court finds no probable cause existed for a tow, the city will pay the tower. (~~Ord. No. 1336, § 2, 11-10-83; Ord. No. 96-36, § 1, 3-25-96~~)

~~Note - See editor's note following § 11-7-10.~~

### **Sec. 11-7-16. Indemnification and Hold Harmless.**

**Any licensee permit holder shall indemnify, save and hold harmless the city, its officers, agents, and employees, from any and all claims, actions, defenses, suits, and proceedings arising out of any negligent act on the part of a licensee, employee, or part-time employee of the licensee, which such negligent act is the proximate cause of damage to any vehicle stored in a lot authorized under the terms of this article.**

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3. 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 or North Carolina is hereby deemed severable and shall not affect the validity of the remaining provisions of the ordinance.

Section 4. This ordinance will become effective upon its adoption.

This the 11th day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk

ORDINANCE NO. 07-

AN ORDINANCE AMENDING CHAPTER 7 OF TITLE 11 OF THE GREENVILLE CITY CODE, SAID CHAPTER BEING ENTITLED POLICE-INITIATED TOW SERVICE OPERATIONS

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

Section 1. That Chapter 7 of Title 11 of the Code of Ordinances, City of Greenville, is hereby amended by rewriting said chapter to read as follows:

CHAPTER 7. POLICE-INITIATED TOW SERVICE OPERATIONS

Sec. 11-7-1. Definitions.

For the purposes of this chapter, the following terms, phrases, words and their derivatives shall have the meaning given herein.

- (1) *Canceled call* shall occur when an owner of a vehicle requests the on scene law enforcement officer to cancel a dispatched call either before the tow operator arrives or prior to initiation of tow services. When such a call occurs, the responding tow operator shall not have the canceled call counted as a rotation call and will be returned to the tow operator's position on the rotation list that the tow operator would have held before the canceled call.
- (2) *City* is the City of Greenville, North Carolina.
- (3) *Day towing operations* shall include any tow service during the local hours of eight o'clock a.m. (8:00 a.m.) until five p.m. (5:00 p.m.) on Monday, Tuesday, Wednesday, Thursday, and Fridays; except city holidays.
- (4) *Dispatched call* shall mean a call made by the on scene law enforcement officer at the request of the owner of the vehicle to Greenville Police Department Communications requesting a tow operator from the rotation list.
- (5) *Extraordinary circumstances* as used in this chapter shall mean the tow operator being required to wait more than one-half (1/2) hour before initiating tow operations or when the tow operator must extract a vehicle from a ditch, right a flipped vehicle (resting on its roof), remove a tree resting on a vehicle, recovering a vehicle hit by a train or a jackknifed vehicle and trailer.

- (6) *Hook-up* is the application and first connection of a chain or a mechanical connection from the tow service truck to the towed motor vehicle.
- (7) *Night, weekend and holiday towing* operations shall include any tow service at all times other than day towing.
- (8) *Person* is an individual, firm, partnership, association, corporation, company, or organization of any kind.
- (9) *Police-initiated tow* shall mean a Greenville Police Officer or Greenville Police Department Dispatch request for tow service by a business or tow owner on the police rotation list.
- (10) *Storage* is when a vehicle has been towed under the chapter and is maintained in a means provided by this chapter. The reason for the tow initiated by the police shall be as a result of accident, violation of parking ordinances, disabled or any other police initiated.
- (11) *Tow service* is a person engaged in the business of a wrecker or towing service, whereby motor vehicles are towed or otherwise removed at the direction of officers of the city police department by the use of a wrecker or motor vehicle designed for that purpose.
- (12) *Tow service operator* is the owner of the tow vehicle, is employed by the owner of the tow vehicle to drive the tow vehicle, or any other business or work arrangement including but not limited to a partnership, joint venture, member-manager agreement, corporation, family or subsidiary owned or other financial arrangement whereby those involved directly or indirectly share in the benefits, management, supervision, operation or profits of the businesses involved. In those cases, where two or more businesses or work arrangements fall within this classification, then, the tow service operator shall be considered as the owner of the businesses for purposes of placement on the rotation list.
- (13) *Wrecked motor vehicle* is a motor vehicle not capable of self-propulsion.

Sec. 11-7-2. Police rotation list.

The chief of police is hereby authorized to establish a rotation list of tow services desiring to provide towing services upon request of police officers. The tow services who desire to be placed upon a rotation list shall comply with the requirements of this chapter and with all other rules and regulations the chief of police may issue regarding towing services requested by personnel of the police department.

Sec. 11-7-3. Selection of tow services during police investigations.

In all police-initiated towing of a vehicle:

- (1) The operator of the vehicle, if present and not incapacitated, shall have the right to select a tow service of his choice located within a reasonable distance from the site of the tow to perform the towing service. The reasonableness of the distance from the tow site shall be determined by the police personnel present at the scene.
- (2) If the operator of the vehicle to be towed is not present, or is incapacitated, or has no preference as to any specific tow service, the police personnel ordering the tow shall request that the towing service be provided by the tow service then first on the appropriate rotation list maintained by the police communications center.
- (3) When emergency circumstances prevail, the police officer may request towing services from the tow service nearest to the scene of the accident or emergency. A police officer may also request towing services from any company operating large cranes or other heavy equipment if necessary to remove traffic obstacles involving large trucks or heavy equipment.

Sec. 11-7-4. Permit required.

No tow service shall engage in the business of towing vehicles at the request of city police personnel without first obtaining a police rotation list permit from the chief of police. Once issued, a permit under this chapter is valid for one (1) year and capable of being renewed.

Sec. 11-7-5. Application for police rotation list permit.

Application for a police rotation list permit issued hereunder shall be notarized and shall be made upon blank forms prepared and made available by the police department and shall contain:

- (1) The name, home address, and proposed business address of each owner, investor, part owner, or partner, limited partner, or joint venturer, silent or active.
- (2) The business address, business telephone number, telephone number for night calls, location and telephone number for storage area.
- (3) A description of the size and capacity of all tow trucks used by the tow truck operator and shall contain a certification that at all times the equipment will be in good condition and capable of towing any automobile or truck from the streets and other public or private places in the town when called on to do so.
- (4) A description of the storage area for towed vehicles at, or in the immediate vicinity of the applicant's garage, and shall contain a certification that the applicant shall have and shall maintain storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or

design to conceal such towed vehicles from view from any street or public way, and illuminated at night.

- (5) The applicant shall provide a copy of the garage liability policy or certificate of garage liability insurance covering the operation of the licensee's business equipment, or other vehicles for any bodily injury or property damage. This policy shall be in the minimum of \$100,000.00 for any one person injured or killed and a minimum of \$300,000.00 for more than one person killed or injured in any accident and an additional \$50,000.00 for property damage.
- (6) The applicant shall provide a copy of the garage keeper's legal liability policy or certificate of garage keeper's legal liability insurance for each storage premises covering fire, theft, windstorm, vandalism and explosion in the amount of \$100,000.00 (\$20,000.00 per claim per vehicle).
- (7) A copy of the registration card issued by the department of motor vehicles for each tow truck used by the tow truck operator, indicating that each tow truck is registered as a wrecker as defined in Chapter 20 of the General Statutes of the State of North Carolina.
- (8) The application shall be signed by each owner, part owner, or partner, silent or active.

#### Sec. 11-7-6. Insurance requirements.

Upon approval of a police rotation list permit, no tow service shall be added to the police rotation list until the permit holder has deposited with the chief of police or designee proof of the following liability coverage:

- (1) Garage liability policy. A garage liability policy covering the operation of the licensee's business equipment, or other vehicles for any bodily injury or property damage. This policy shall be in the minimum of \$100,000.00 for any one person injured or killed and a minimum of \$300,000.00 for more than one person killed or injured in any accident and an additional \$50,000.00 for property damage.
- (2) Garage keeper's policy. A garage keeper's legal liability policy for each storage premises covering fire, theft, windstorm, vandalism and explosion in the amount of \$100,000.00 (\$20,000.00 per claim per vehicle).
- (3) Notice of change. Each policy required under this section must contain an endorsement by carriers providing ten days' notice to both the city and the insured in the event of any change in coverage under the policy.

#### Sec. 11-7-7. Investigation by chief of police.

Within five (5) business days after receipt of each application, the chief of police or designee shall cause an investigation to be made of the applicant and of the applicant's proposed operation. Such investigation shall be made for the purpose of verifying the information in the application and to assure compliance with the provisions of this chapter.

Sec. 11-7-8. Standards for issuance of privilege permit.

The chief of police or designee shall add a tow service to the police rotation list when he finds:

- (1) That public convenience and necessity require the applicant tow service be added to the police rotation list;
- (2) The tow service business location and its storage facility are located within the city limits;
- (3) Insurance policies as required by the chapter have been procured;
- (4) All applicants, operators, owners, investors, partners limited partners, and joint venturers, have never been convicted, pleaded no contest or received a prayer for judgment for any felony, assault, theft, or any other crime involving the taking, use, tampering with, or conversion of a motor vehicle;
- (5) The tow service will use only tow trucks equipped with revolving or flashing amber or yellow light(s) which shall be operating during any tow;
- (6) The tow service will provide twenty-four (24) hours per day, seven days (7) per week, on-call service;
- (7) The tow service will arrive at the location of the vehicle to be towed within forty (40) minutes after receiving a request for day towing services and within a reasonable time after receiving a request for night, weekend and holiday towing from the police department;
- (8) The tow service will provide and use a storage area for towed vehicles that is enclosed by a chain link fence or equivalently secure fence or enclosure which shall be illuminated at night and shall have sufficient storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or design to conceal such towed vehicles from view from any street or public way, and illuminated at night;
- (9) The tow services will maintain towing equipment which is adequate to perform such towing service in a reasonably workmanlike manner and is properly equipped to tow vehicles in such a manner as to minimize any damage to towed vehicles. All towing equipment shall contain the name and phone number of the tow operator placed on the sides of the tow vehicle in letters no less than three (3) inches in height. At all times and not just for inspection purposes, tow services shall have and maintain in good working order the equipment, tools and supplies required and set out in §11-7-10.

- (10) The requirements of this chapter and all other governing laws and ordinances have been met.

Sec. 11-7-9. Duties of police rotation list tow services.

Tow services shall be added to the police rotation list subject to the following conditions:

- (1) *Compliance with rate schedule.* In addition to an administrative tow fee payable to the City of Greenville and contained in the City's Manual of Fees, tow services shall charge for their services only such fees or costs as are established herein:

- (a) The maximum rate for the towing and storage for a vehicle is as follows:

Collision tows:

(1) For Day, Night, Weekend and Holiday towing a vehicle with a gross weight up to and including 9,000 pounds the maximum charge is one hundred twenty five dollars (\$125.00).

(2) Rates for vehicles in excess of 9,001 pounds shall be at the tow service established rates which have been filed with the Chief of Police or designee.

Non-collision tows:

(1) For Day, Night, Weekend and Holiday towing a vehicle with a gross weight up to and including 9,000 pounds the maximum charge is seventy five dollars (\$75.00).

(2) Rates for vehicles in excess of 9,001 pounds shall be at the tow service established rates which have been filed with the Chief of Police or designee.

- (b) The maximum rate for storage until the owner, operator or other person authorized to take possession of the towed vehicle is as follows:

(1) Less than twenty-four (24) hours: no charge.

(2) More than twenty-four (24) hours: twenty five dollars (\$25.00) per day thereafter specifically excluding the first twenty-four hours.

- (c) The maximum rates established in subsection (a) of this section shall be a flat fee which shall be inclusive of all towing charges. A towing charge includes any fees for:

(1) Special equipment such as, but not limited to, a double hook-up, vehicle entry when locked, dropping transmission linkage, axle or drive shaft removal, skates, trailer or flatbed, lift, slimjims, go jacks, removing bumpers, airing up brakes, and mileage.

(2) Time spent on the scene of the tow, including clean up and sweeping if an accident is involved.

- (3) Gate fees, and fees for returning to the location where the vehicle is stored in order to release.
- (4) No fee, other than the above enumerated fees for towing and storage, shall be assessed as a condition for release of a vehicle to the vehicle owner or authorized driver.
- (d) Dollies: A maximum fee of thirty dollars (\$30.00) may be charged.
- (e) Wait time – if the tow operator is required to wait before the operator can initiate tow operations in excess of one-half (1/2) hour, a wait fee may be charged at the rate of \$65.00 per one-half hour after the first one-half hour, which may not be charged, on scene before tow operations are initiated. Wait time does not include travel to and from the location of the tow. No wait fee may be charge unless on scene law enforcement verify the wait by initials and badge number.
- (f) An additional \$25.00 will be charged for release of a vehicle by a tow operator to the owner, operator or other authorized person after 5:00 p.m. and before 8:00 a.m. as defined by day towing operations in this chapter. Collecting and removal of personal property of the owner, operator or authorized person other than during day towing operations as defined in this chapter will incur a charge of \$25.00, if such collection and removal occurs at a separate time than release of the vehicle.
- (g) When a tow shall involve extraordinary circumstances as defined in section 11-7-1 above, the tow operator shall be entitled to charge, in addition to the tow charge, the rate of \$65.00 per one-half (1/2) hour after the first one-half (1/2) hour for services identified in section 11-7-1. Such charges must be specifically identified on the tow ticket, itemized statement or invoice and must have the initials and badge number of the on scene law enforcement officer by this charge in addition to any other initials and badge number required by this chapter.
- (h) No fees or charges may be charged or collected by the tow operator permitting the owner, operator or other authorized person from collecting and removing personal property from the towed vehicle during regular business hours.
- (i) When a canceled call as defined in section 11-7-1 above occurs, the tow operator shall be entitled to charge and collect from the owner of the vehicle that was the subject of a dispatched call one-half (1/2) of the flat tow fee for the type of tow involved.
- (j)The maximum fees set forth in this section shall be effective from the date of the ordinance or until the fees have been changed by action of the City Council. No adjustment to the fee amounts shall be effective until such time as a schedule of the adjusted fee amount shall be available for inspection at the office of the city clerk and incorporated into the Manual of Fees.
- (2) *Interception of police calls.* No tow service shall arrive at the scene of a police investigation as a result of monitored or intercepted police calls by radio, or other device, for the purposes of soliciting towing or repair services.



- (3) *Required records.* Any tow service operating under this chapter must have the following records of any motor vehicle towed: The make and model of the motor vehicle; the license number of the motor vehicle; and the date of the towing service. These records shall be maintained for a period of two (2) years from the date of towing by the tow service and shall be made available for inspection and review at any time by the chief of police or designee.
- (4) *Storage of Towed Vehicles.* All vehicles towed as a result of a police-initiated request shall be stored as follows:
- (a) The tow service will provide and use a storage area for towed vehicles that is enclosed by a chain link fence or equivalently secure fence or enclosure which shall be illuminated at night and shall have sufficient storage space and facilities to protect from the elements such vehicles as would be damaged by exposure and a sufficient amount of additional storage space to store other vehicles all within an enclosure having a wall or a solid fence of sufficient height or design to conceal such towed vehicles from view from any street or public way, and illuminated at night.
  - (b) Any tow operator who stores towed vehicles at either the normal place of business or at an off site storage facility shall provide for the following in addition to all other requirements of this chapter:
    - 1. The stored vehicle must be capable of being released from the storage facility 24 hours per day, seven days per week.
    - 2. Payment for the towing, storage and administrative fees must be capable of being made at the off site storage facility so as to avoid the vehicle owner having to respond to two separate locations to secure the release of his vehicle.
    - 3. If the vehicle owner responds to the tow operator's normal place of business to secure release of his vehicle, the tow operator shall provide transportation of the vehicle owner to the off site storage facility in a timely manner.
  - (c) Any violation of this chapter committed by the personnel of the storage facility at the normal place of business or at the off site storage facility shall be attributed to the tow operator for purposes of suspension or revocation from the tow operators rotation list.
  - (d) No off site storage facility shall be utilized under this section until proof has been deposited with the Chief of Police or designee that said facility is insured in accordance with the requirements as set forth in section 11-7-6.
- (5) *Availability.* The tow service shall post a phone number at the place of business setting forth the manner in which to redeem any towed vehicle. Such phone numbers shall be printed not less than three (3) inches high and posted in a place clearly visible outside the business. The sign shall explain in what manner a stored vehicle can be redeemed. The tow service shall have an employee available by telephone to redeem stored vehicles at

all times when the tow service is not open for business. Each tow service may list the telephone number of the police dispatcher.

- (6) *Damage.* The person operating any such tow service shall make every reasonable effort to minimize damage to towed and stored motor vehicles. Where applicable, such reasonable effort shall include, but is not limited to, the use of a dolly or carriage for towing, the disconnection of the drive shaft, release of brakes, towing at a reasonable speed, and the securing of the motor vehicle from damage by the elements.
- (7) *Securing stored vehicles.* No towed vehicle may be dismantled, have parts removed, or tires deflated, except as necessary for towing the motor vehicle or securing it from damage by the elements.
- (8) *Itemized statement.* The tow service bill for towing and storage of any motor vehicle shall be itemized to reflect services performed, labor or other materials required, and any storage or other charges as follows:
  - a. Bills/receipts numbered consecutively.
  - b. The name, address, and phone number of the wrecker/tow service.
  - c. The itemized services performed. This itemization should include a total for all charges.
  - d. The administrative tow fee and any applicable state taxes. These should be itemized as well.
  - e. The date, time and location of the tow.
  - f. The on scene officer must sign and record the officer's badge number on the towing ticket of the tow operator which clearly states the services provided and the charge for the service provided by the tow operator. No additional charges or fees may be made by the tow operator once signed by the officer. Except that fees for storage and after hours release where applicable and appropriate may be charged.
- (9) *Release authorization receipt.* No towed vehicle may be released by the tow service until the owner or operator presents the tow service with a release authorization receipt from the police department.
- (10) *Posting bond or paying fees.* Any person who has had their car towed may take possession of it by posting a bond or paying the fees due. The fees will include an administrative fee for towing which will be paid to the Greenville Police Department. The amount of this administrative fee shall be set out in the Manual of Fees for the City of Greenville.
- (11) *Clean-up.* In the event of a motor vehicle accident, the tow service operator shall remove the wreck debris from the road and/or right-of-way and properly dispose of it.
- (12) *Administrative Tow Fee:* An administrative tow fee in the amount of \$30.00 payable to the City of Greenville will be charged on all collision and non-collision tows.

(13) Payment of fees and invoices. The tow service owner or operator is responsible for the collection of all fees and costs including the administrative fee. The tow service owner or operator shall remit to the City of Greenville the administrative fee and a copy of the itemized statement. Failure to remit may subject the tow service operator or owner to suspension or revocation of tow service permit. Administrative fees not remitted to the City of Greenville within 30 days of collection by the tow service owner or operator shall be subject to the assessment of interest at the legal rate and payment of a penalty to the City of Greenville in the amount of \$25.00 per fee to be remitted for each 10 working days after the collection and when remittance was due by the tow service owner or operator.

Sec. 11-7-10. Annual inspection.

(a) It shall be the duty of the chief of police or designee to inspect on an annual basis all of the tow services on the police rotation list. The inspection shall include the operation's records, wrecker vehicles, storage facilities, insurance policies, and any other areas the chief of police or his agent may deem appropriate to the operation of the service on the police rotation list. There will be an administrative fee of thirty-five dollars (\$35.00) for this inspection to be paid on an annual basis. The chief of police or agent shall issue an inspection certification upon successful completion of the annual inspection.

(b) Each wrecker, carrier or rollback at all times and not just during the annual inspection shall maintain in good working order all equipment and accessories as prescribed by state law and any additional equipment and accessories as identified by the chief of police or designee and maintained for review by tow service operators on the rotation list.

(c) Each wrecker, carrier or rollback must be equipped with the following at all times and not just during the annual inspection and must be maintained in good working order:

- (1) Ax.
- (2) Large broom.
- (3) Fire extinguisher. Five (5) pound multi-purpose dry chemical.
- (4) Shovel.
- (5) Flambeaus, four (4) each. Flares, eight (8) or traffic cones, twenty-eight (28) inches in height.
- (6) Two (2) snatch blocks.
- (7) Two (2) scotch blocks.
- (8) Dollies (except rollback wreckers).
- (9) A five (5) gallon waterproof, covered and full container of "Speedi-dry" or similar type of absorbent material.
- (10) Cable--One (1) spool having at least one hundred (100) feet and measuring three-eighths (3/8) inches in diameter.
- (11) Bolt cutters.

(12) Safety vest.

(d) The equipment identified in (b) and (c) must be in good working order and available on each wrecker, carrier or rollback on any call. Additionally, the matters identified in (b) and (c) will be inspected during the annual inspection and failure to have or have in good working order will subject the tow operator or business to a failure to pass the annual inspection.

Sec. 11-7-11. Exclusions.

This chapter shall not apply to wrecker services which are not listed on the police rotation list.

Sec. 11-7-12. Suspension or Revocation of permit.

(a) The following shall be grounds for suspension or revocation of a police rotation list permit issued under this article:

- (1) The permit was secured by fraud or by the concealment of a material fact by the permit holder and such fact, if known, would have caused a refusal to issue a permit;
- (2) The permit holder has violated any of the requirements of the regulations established by the wrecker inspector under this article;
- (3) Past services rendered by any permit holder are shown to be detrimental to the public health, safety, and welfare, including overcharging of wrecker fees or false charging of items done by the wrecker business;
- (4) The permit holder paid in the form of a gratuity any third person for information as to the location of the accident;
- (5) The permit holder has violated the fee schedule by overcharge or false charges;
- (6) Failure to operate the wreckers specified in such a manner as to serve the public adequately and efficiently;
- (7) Failure to maintain wrecker and vehicle in good condition;
- (8) Failure to pay the city privilege license fee imposed upon wreckers;
- (9) Failure to report accidents while towing city rotation call vehicles or to furnish such other records and reports as may be required by this chapter and/or the wrecker inspector;
- (10) The permit holder illegally solicited tow or repair services at a police investigation.

(11) The permit holder paid any third person for information as to the location of any vehicle in compensation for calling the permit holder to tow such vehicle.

(12) The permit holder has violated any of the requirements of this chapter or any of the rules and regulations as established by the revenue collector or the city council.

(13) The permit holder refused an annual inspection by the police department.

(14) The permit holder failed to meet all requirements in the annual inspection by the police department.

(15) The permit holder fails to respond to three consecutive rotation calls.

(b) Response to calls. Wreckers on the rotation list are expected to respond to calls. If the permit holder does not answer the call or respond within the times specified in the chapter, the next business or operator on the list will be called. The police department shall send notice in writing to the permit holder after the second call with no response to either the call or call for service. If the towing business or operator does not respond to three consecutive rotation calls without prior notification to the police, the chief of police is authorized to suspend or recommend revocation of the holder's permit.

(c) If the chief of police determines that any of the above violations have occurred, he shall have the authority to revoke or suspend a permit as follows:

(1) For violation of subsection (a)(1) of this section, the chief of police shall recommend to the city manager the license shall be revoked;

(2) For a first time violation of subsections (a)(2) through (14) of this section, suspension up to 30 days;

(3) For a second violation of subsections (a)(2) through (14) of this section, within a period of two years from the date of the first suspension, suspension up to 90 days; and

(4) For a third violation of subsections (a)(2) through (14) of this section, within a period of two years from the date of the first violation, revocation may be recommended to the city manager.

(5) For a violation of (a)(15) of this section, the permit holder will be removed from the rotation list for a period of 180 days for a first violation and may recommend to the city manager that the permit be revoked for a second violation of subsection (a)(15) within a period of two years from the date of the first violation.

(d) If the chief of police recommends a permit be revoked, the city manager shall be the final decision authority as to whether the permit shall be revoked. If the facts presented to the city manager by the tow service operator warrant mitigation of the recommended action, the city manager may mitigate the revocation to a suspension of not more than 180 calendar days from the date of the city manager's decision. A tow service operator may appeal to the city manager any suspension imposed by the chief of police. If

appealed, the city manager is the final decision authority. As the final decision authority, the city manager may sustain the suspension, mitigate it or overturn the decision by the chief of police after reviewing the matters presented by the police department and the tow service operator. Any appeal must be in writing, stating the reasons for the appeal, and must be submitted to the city manager within 5 business days of the date of the decision to suspend issued by the chief of police.

(e) Any permit holder who has his permit revoked shall be eligible to apply for a new permit one year from the date of the revocation.

(f) Appeals from suspension or revocation of a permit. A permit holder removed or recommended for removal from the tow rotation list for violations of subsections (a)(1) through (15) of this section may appeal the removal action to the city manager. If appealed, the city manager is the final decision authority. As the final decision authority, the city manager may sustain the suspension, mitigate it or overturn the decision by the chief of police after reviewing the matters presented by the police department and the tow service operator. Any appeal must be in writing, stating the reasons for the appeal, and must be submitted to the city manager within 5 business days of the date of the decision to suspend or recommend removal is issued by the chief of police. Pending any appeal and the final decision, the permit holder will not be eligible to receive any calls for police initiated tows.

#### Sec. 11-7-13. Renewal.

This police rotation list privilege shall be valid for one (1) year from the date of acceptance. Each application for renewal shall contain adequate assurances that the applicant continues to comply with all standards, rules and regulations prescribed under this chapter. Such renewals shall be on a form designated by the revenue collector and shall contain the names of any new owners, part owners, or partners, and the names of any new employees.

#### Sec. 11-7-14. Policies

The chief of police shall reserve the right to formulate policies that will ensure accurate enforcement of this chapter.

#### Sec. 11-7-15. Post-towing procedures.

(a) Whenever a vehicle with a valid registration plate or registration is towed, the law enforcement officer shall immediately notify the last known registered owner of the vehicle as provided in G.S. 20-222.

(b) Any person aggrieved by the towing may request a hearing before any magistrate in Pitt County to contest the towing; either party may appeal the decision of the magistrate to district court.

(c) Any unclaimed vehicle may be sold under the procedures provided in Chapter 44A of the General Statutes, as provided by G.S. 160A-303.

(d) When a court finds no probable cause existed for a tow, the city will pay the tower.

Sec. 11-7-16. Indemnification and Hold Harmless.

Any permit holder shall indemnify, save and hold harmless the city, its officers, agents, and employees, from any and all claims, actions, defenses, suits, and proceedings arising out of any negligent act on the part of a licensee, employee, or part-time employee of the licensee, which such negligent act is the proximate cause of damage to any vehicle stored in a lot authorized under the terms of this article.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3. 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 or North Carolina is hereby deemed severable and shall not affect the validity of the remaining provisions of the ordinance.

Section 4. This ordinance will become effective upon its adoption.

This the 11th day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Continuance of public hearing and ordinance for a taxicab franchise for James Sherman d/b/a Dick's Cab   |
| <b><u>Explanation:</u></b>    | This item was tentatively scheduled for January 8 and 11, 2007, with the public hearing to be held on January 11, 2007. After review of the material by the reviewing departments, it was determined that another location needs to be found for the business because a taxicab service is not allowed at the location where the petitioner wishes to have the business. This could not be done in time for the agenda deadline for the January meeting, so it is being requested that the second reading of the ordinance and the public hearing be continued until February 8, 2007. |
| <b><u>Fiscal Note:</u></b>    | No direct cost to the City.  |
| <b><u>Recommendation:</u></b> | Continue the second reading of the ordinance and the public hearing until February 8, 2007   |

---

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

Attachments / [click to download](#)

---





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

**Title of Item:** Center City-West Greenville Streetscape Master Plan and Implementation Timeline

**Explanation:** As part of the Redevelopment Commission's 2006-2007 Annual Work Plan, the Commission contracted with Urban Resource Group, an engineering and design firm, to complete a streetscape master plan for portions of Greenville's Center City and West Greenville. The planning and design process included extensive public participation, ultimately leading to completion of a master plan that is representative of the visions of many of Greenville's citizens. The Center City-West Greenville Streetscape Master Plan is intended to serve as a guide for the completion of specific improvement projects identified within the Plan, as well as for other non-specified projects that may have an impact on the public rights-of-way within the confines of the Center City-West Greenville Revitalization Project Area.

**Fiscal Note:** The total cost for implementation of all improvement projects in the Streetscape Master Plan is nearly \$13 million, which would likely come from a variety of sources to include existing and future bond issues, potential revenues from a Municipal Service District, and grants from the State and Federal governments. Construction of initial projects, both in the Center City and West Greenville, will be funded through the 2004 Revitalization bond funds. It is expected that implementation of all proposed streetscape projects will take place over a minimum of ten years.

**Recommendation:** Staff recommends that the City Council adopt the Center City-West Greenville Streetscape Master Plan and Implementation Timeline.

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

Attachments / click to download

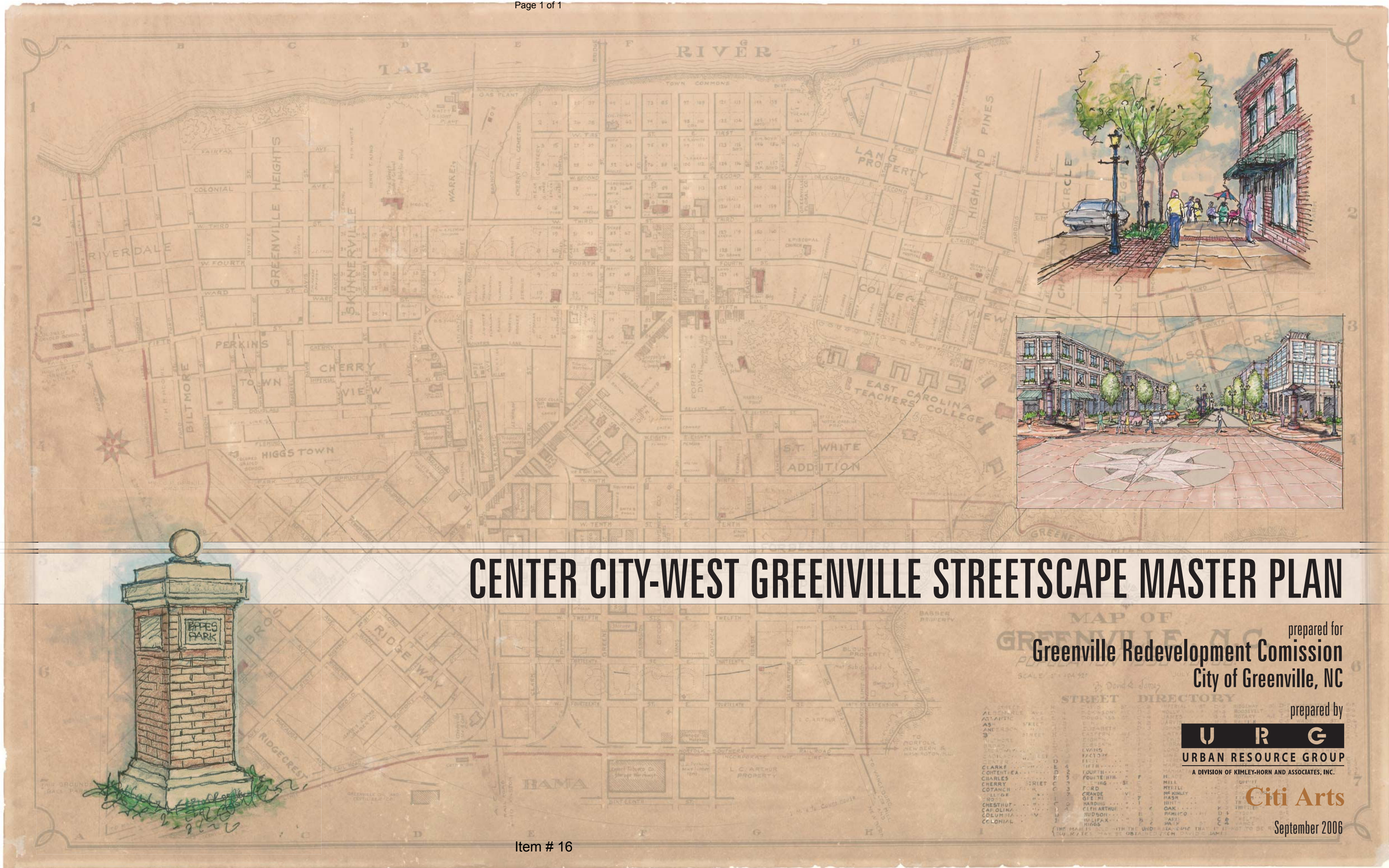
[Cover](#)

[Table of Contents](#)

Agenda Briefing

Item # 16

- [Dedication](#)
  - [Tabs](#)
  - [Executive Summary](#)
  - [Existing Conditions](#)
  - [Public Involvement](#)
  - [District Design Concepts](#)
  - [Civic Art](#)
  - [Streetscape Design Guidelines](#)
-



# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN

prepared for  
**Greenville Redevelopment Commission**  
City of Greenville, NC

prepared by  
**URG**  
**URBAN RESOURCE GROUP**  
A DIVISION OF KIMLEY-HORN AND ASSOCIATES, INC.

**Citi Arts**

September 2006

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN

## Table of Contents



August 1, 2006

Ms. Minnie Anderson, Chair  
Greenville Redevelopment Commission  
City Hall  
200 Martin Luther King, Jr. Drive  
Greenville, NC 27835

Dear Ms. Anderson:

We are pleased to submit the Center City – West Greenville Streetscape Master Plan for the MLK Drive, Dickenson Avenue, Evans Street and Cotanche Street corridors in Uptown and the West Greenville neighborhoods of Greenville, North Carolina. This plan addresses the general planning and design standards for these corridors.

As you know, the primary goal of this project is “to pave the way for a transformation of Greenville’s Center City Streets and sidewalks by creating user-friendly areas that will serve to attract residents, shoppers and new businesses.” When completed, these improvements will help to implement the City’s Redevelopment Plan for the Uptown and West Greenville areas.

As the City moves forward, this Master Plan will function as a comprehensive guide for design and reconstruction of these corridors. The City’s continued dedication to the Uptown and West Greenville areas is evident in this ambitious program of improvements. We appreciate the opportunity to be a part of this outstanding effort.

Very truly yours,

URBAN RESOURCE GROUP

Patrick B. Hart, RLA  
Project Manager

URBAN & DEVELOPMENT PLANNING = LANDSCAPE ARCHITECTURE = SITE GRAPHICS  
P.O. Box 33068, Raleigh, NC 27636  
voice: 919.677.2000 = fax: 919.677.2050

- Executive Summary ..... 1
- Existing Conditions ..... 7
- Public Involvement Program ..... 15
- District Design Concepts ..... 19
- Civic Art Program ..... 29
- Streetscape Design Guidelines ..... 57
  - Street Trees
  - Lighting Utilities
  - Furnishings
  - Paving
  - Signage
- Appendix ..... 69
  - Citizen Participation Response Log
  - Master Plan Exhibits
  - Electronic Files
    - Oral History CD
    - Master Plan Documents

# Dedication

*To the citizens of Greenville, North Carolina, whose passion for their community helped to create this vision for its future.*

# Acknowledgements

## Don Parrott

*Mayor*

## Wayne Bowers

*City Manager*

## Thomas Moton

*Assistant City Manager*

## City Council

Mildred Council - *Mayor Pro-Tem, Dist. 1*

Rose Glover - *Dist. 2*

Larry Spell - *Dist. 3*

Ray Craft - *Dist. 4*

Chip Little - *Dist. 5*

Pat Dunn - *At Large*

## Redevelopment Commission

Minnie Anderson - *Chair*

Don Edwards - *Vice Chair*

Melissa Hill

Max Joyner

Britt Laughinghouse

Dennis Mitchell

Robert Thompson

## Planning and Zoning Commission

Len Tozer - *Chair*

Jim Moye - *Vice Chair*

Don Baker

David Gordon

William Lehman

Robert Ramey

Tim Randall

B. Porter Stokes

James Wilson

Godfrey Bell

Shelly Basnight

# Credits

## Community Development

Merrill Flood - *Director*

Carl Rees - *Project Manager*

Tom Wisemiller - *Planner*

## Public Works

Tom Tysinger - *Director*

David Brown - *City Engineer*

## Utility Providers

Greenville Utilities

Embarq

Sudden Link

## Photo Credits

Cover Map: ECU Archives

Historic Photos: Candace Pearce

Public Involvement Photos:

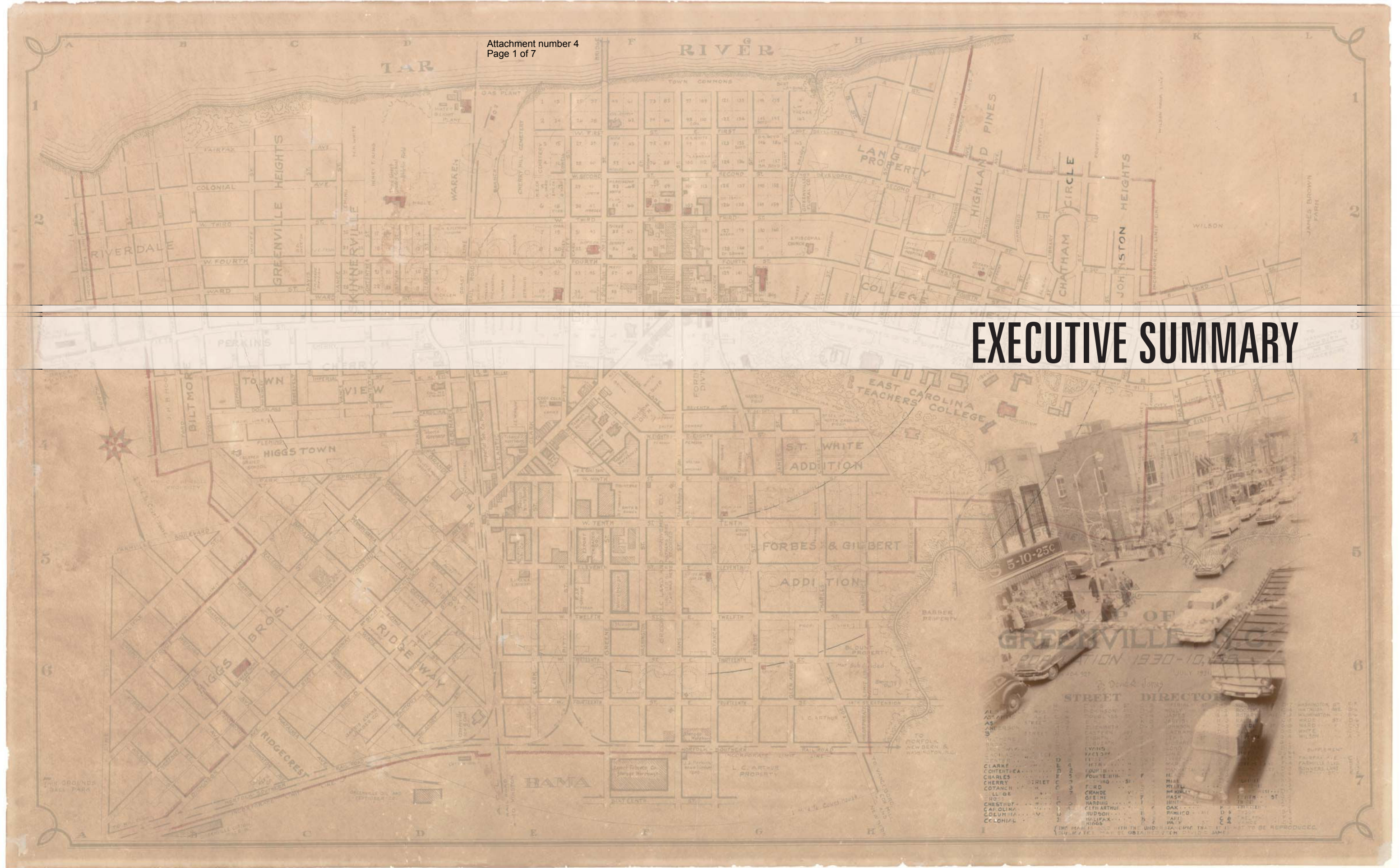
The Daily Reflector

## Consultants



**Citi Arts**

Attachment number 4  
Page 1 of 7



# EXECUTIVE SUMMARY



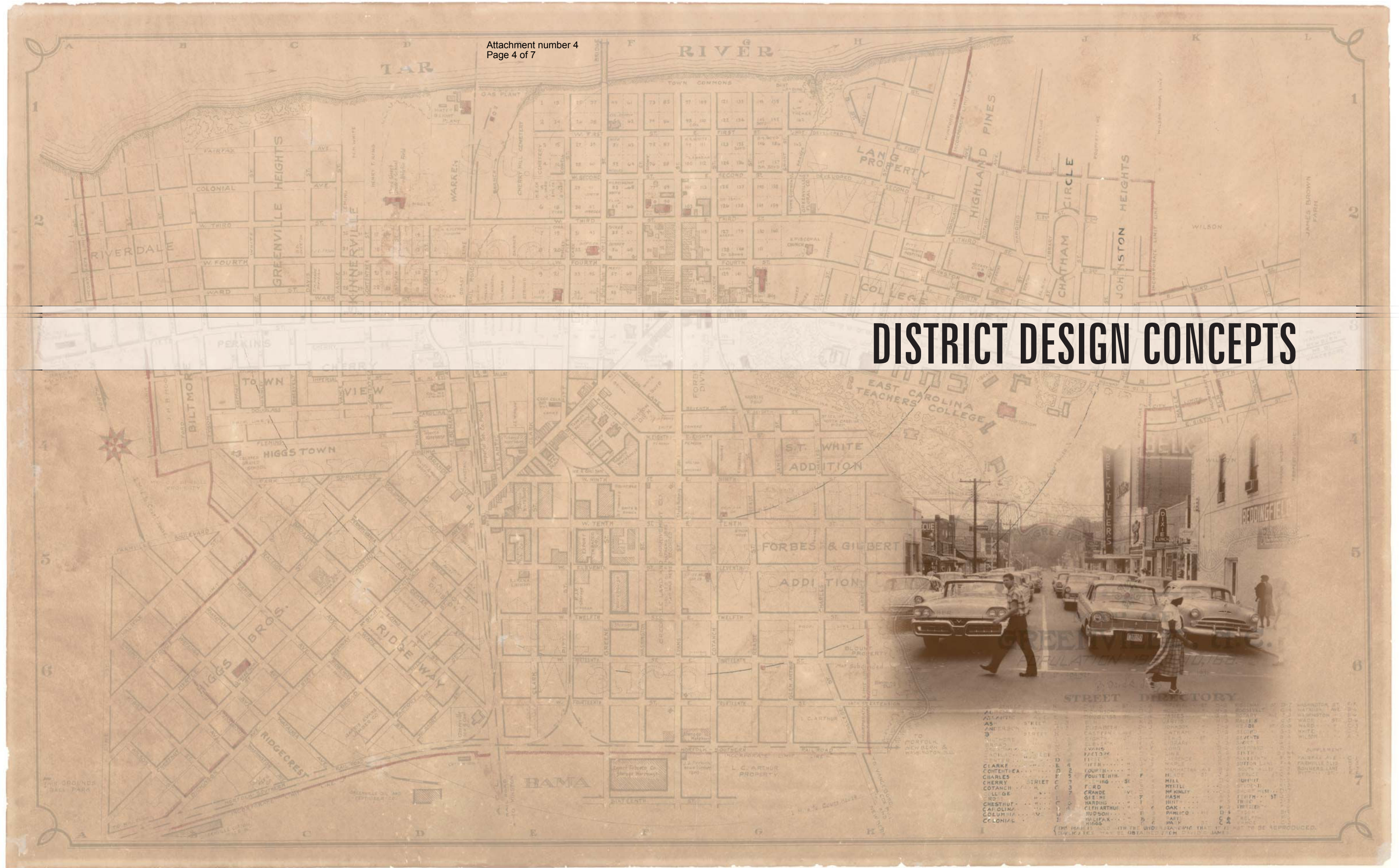
# EXISTING CONDITIONS

EXISTING CONDITIONS



PUBLIC INVOLVEMENT PROGRAM





# DISTRICT DESIGN CONCEPTS

Attachment number 4  
Page 5 of 7



# CIVIC ART PROGRAM



# STREETScape DESIGN GUIDELINES

# APPENDIX

APPENDIX





## Executive Summary

### Introduction

#### Background

The adopted Center City – West Greenville Redevelopment Plan for the City of Greenville identifies specific goals and objectives geared to transform the Center City – West Greenville area into a livable and vibrant place – a regional destination and a place to live, work, and play. Central to these goals are the creation of city streets which are supportive of existing and future development.

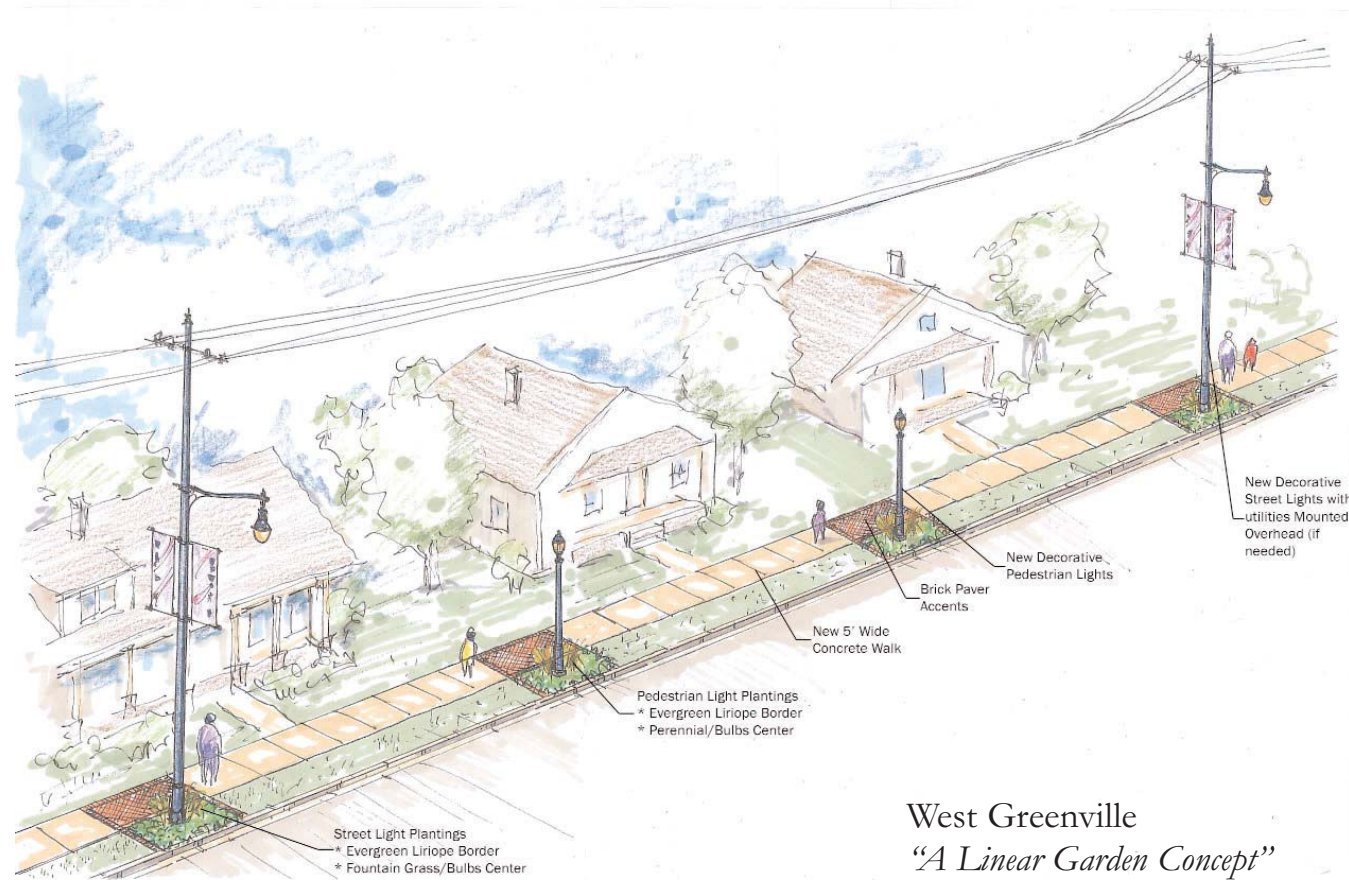
#### Center City – West Greenville Streetscape Master Plan

To address the vision identified in the City’s Redevelopment Plan the City with its consultants—Urban Resource Group and CitiArts—prepared this master plan to guide future streetscape improvements. The Center City – West Greenville Streetscape Master Plan honors the Redevelopment Commission’s vision while providing specific guidance for Greenville’s streets and streetscapes. Extensive interaction with the City staff and the citizens was key in the development of the plan. Multiple small group meetings, open houses, and other more specialized meetings with stakeholders set the ground work for the designs within this plan. The Center City – West Greenville Streetscape Master Plan covers the 566 Acre area designated in the Center

City – West Greenville Redevelopment Plan with a focus on four major street corridors.

- Evans Street (from 10th Street to Reade Circle)
- MLK Drive/East 5th Street (from Memorial Drive to Reade Circle)
- Dickinson Avenue (from Atlantic Avenue to Reade Circle)
- Cotanche Street (from East 5th Street to Reade Circle)

This is a policy document that establishes the City and its Citizen’s official vision and recommendations for future streetscape construction improvements to the streets and sidewalks in the Center City – West Greenville area. This plan is not an ordinance or zoning regulation. The plan itself does not change the zoning of a property, nor does it contain development suggestions for a specific project. Rather, this plan is an official document used to guide future City development decisions as they relate to streetscape improvements; development policies; public infrastructure improvements; and evaluations for future development proposals. The plan also provides development guidance to landowners, citizens, and developers in the Center City – West Greenville area.



West Greenville  
*“A Linear Garden Concept”*

## Plan Vision and Guiding Principles

The following Guiding Principles and Vision Statement are based on citizen input and were formulated during the public involvement process for this plan. They are the foundation upon which the Center City – West Greenville Streetscape Master Plan has been developed. These principles can also provide guidance in interpreting the recommendations of this plan.

### Citizen’s Vision Statement:

The City of Greenville is a place that is:

- Alive
- Safe
- Beautiful
- Well lit
- Walkable

### Guiding Principles

#### *For Uptown and Tobacco Warehouse Districts*

- Street trees – Add landscaping that makes the harsh city environment a nicer, more inviting place to be.
- Utility Improvements – Remove all unsightly overhead utilities. Convert all traffic signals to mast arms.
- Street Lighting – Improve the lighting levels by meeting a consistent standard of lighting level throughout the Center City. Provide a unified street lighting appearance.
- Street Furnishings – Provide for small scale experiences while improving the day to day movement of pedestrians along the streets of the Center City.
- Pedestrian Safety – Provide adequate sidewalk widths, well marked crosswalks, and appropriate surface materials that are distinctive and unique to the Center City districts. Narrow streets to naturally calm traffic and ease pedestrian crossings.

#### *For West Greenville neighborhoods*

- Street Lighting - Improve the lighting levels by meeting a consistent standard of lighting level throughout West Greenville. Special attention should be given

to the residential scale of the lighting so as to not create light pollution providing appropriate lighting for security. Lighting elements should assist in providing a unified street lighting appearance.

- Transit Improvements – provide access to and shelter at all transit stops along the MLK Drive Corridor.
- Pedestrian Safety - provide adequate sidewalk widths, well marked crosswalks, and appropriate surface materials that are distinctive and unique to the historic nature of the West Greenville neighborhoods. Narrow streets to naturally calm traffic and ease pedestrian crossings.
- Street trees – Add landscaping in keeping with the natural environment and historical nature of the West Greenville neighborhoods.
- Improved Sidewalks – Provide new sidewalks not only along MLK Drive but those streets leading to this major neighborhood transit corridor.



1st Street

### Community Benefits

Communities that invest public funds into streetscape projects typically see a financial return over time. In recent years, many of Greenville’s neighbors including Raleigh and New Bern, have embraced this approach, and are currently undertaking public improvement projects for their downtown streets. Streetscape investments bring a number of tangible benefits to citizens. At the most basic level, they are indicators of civic pride and help transform the downtown into an attractive public amenity for all to enjoy. Secondly, these improvements lead to

increases in the overall tax base by stimulating sales for existing businesses, helping to attract new investment to the improved area, and ultimately by increasing property values.

### Master Plan Districts

Streetscape improvements also can be an avenue to creating a brand identity for a downtown area. This is accomplished through seemingly opposing values: Uniqueness and Consistency. Uniqueness in a downtown environment means creating opportunities to enhance those aspects of Greenville that set it apart such as its rich history: specific examples of this include its history as a tobacco center, its ties to the Tar River, its deep roots in the education and medical fields, and its place in the history and development of Eastern North Carolina. As part of the development of this plan three unique districts were defined.

- *The Uptown District* – The historical downtown of Greenville that is surrounded by historic neighborhoods, a major university, and the riverfront along the Tar River. This area was referred to by the citizens as the “Classic Downtown.” Evans Street would serve as its gateway and be celebrated as the “Avenue of the Arts.” Civic art should be a predominant feature of the streetscape, and the street itself should take on the character of a classic great urban street. This combined with the Museum of Art and the proposed Performing Arts Center would make this corridor a destination not only for residents but for the region as well.
- *The Tobacco Warehouse District* – Centered on Dickinson Avenue this district builds upon the rich history of the tobacco industry in Greenville. Period tobacco warehouse architecture sets the stage for a unique arts and entertainment district. The character of this street would be truly unique as a place for local artists to congregate and practice their crafts. Rotating art parks can be constructed to showcase these local artists and their works. An outdoor plaza would be created to provide opportunity for outdoor art shows and markets.
- *The West Greenville Historic Neighborhood District* – The original “suburbs” of Greenville are now home to several historic neighborhoods. The rich history of the early development of Greenville and its people are celebrated throughout the corridor with multiple memory markers centering on the role that African Americans played in the history of the development of Greenville. “Memory Markers” denoting Professor C.M. Eppes, the Negro Midwives Association, and the historic Albemarle Black Business District are placed at prominent locations along the MLK Drive corridor.

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



This Master Plan also integrates multiple civic art opportunities to create and celebrate the uniqueness that is Greenville. As part of the Civic Art Plan, historical research was done as well as an oral history session conducted to determine the uniqueness of the streets and districts of Greenville. These memories and stories of Greenville’s past will be visually celebrated as “memory markers” along the project corridors. These markers can be in the form of formal or contemporary art projects. It also sets the framework for a citywide civic art program and demonstrates a number of unique ways and ideas to engage the public and local artists to create Greenville’s “artistic palette.” This addition of civic art to the streetscape allows for Greenville to celebrate its past while looking forward to its future.



*Typical Downtown Construction*



Carolina and their streetscape program. Each year a set amount of money is allocated to streetscape improvements. Year to year the money available varies so the program is tailored to meet the money at hand while not sacrificing the integrity and level of streetscape enhancements. Over time, the streets of New Bern have been converted to the charming place that they are today. This small project approach is particularly appropriate in business districts where some customers tend to avoid the construction zone, a practice that impacts the livelihood of business owners and their employees. While orange barrels and traffic detours are to be expected during construction, it is imperative that reasonably convenient and safe pedestrian access routes to all businesses be maintained at all times during construction. This is the first criteria for developing a phasing plan. The criteria are listed below:

- Maintain reasonable convenient and safe pedestrian access to establishments during construction.
- Provide reasonable convenient and safe detour routes for vehicular traffic.
- Coordinate schedules for compatible utility upgrades.
- Coordinate schedules for compatible improvements to adjacent private and public properties.
- Consider streetscape investments as key catalysts for some private investments that otherwise would have been delayed by property owners.
- Account for project phases requiring more advance planning and permitting (i.e. NCDOT).
- Advance projects that require less right-of way acquisition early in the phasing.
- Time construction to minimize disturbances (i.e. school season).
- Take advantage of available funding as it arises.
- Take advantage of opportunities with local artists or other art agencies and their funding programs.

## Project Planning

The following are planning recommendations for the projects identified within the project area. These are not intended to be the actual final sequence of

construction and should be evaluated yearly as construction money and other partnering opportunities arise. In order to not sacrifice the overall design character, the projects shown may be phased during design to better match available funding.

## Short-Range Projects

*MLK Drive* (2 block section from Memorial Drive to Nash Street)

This section serves as the gateway to the West Greenville Neighborhoods from Memorial Drive. It also sets the stage for the City’s new housing redevelopment projects and provides the first major memory marker opportunity for West Greenville with the Eppes Memorial. This section is not affected by the 10th Street Connector Project.

*Evans Street* (3 block section from 10th Street to Reade Circle)

Noted as THE major streetscape priority for creating the gateway experience to draw people into the Uptown District in the Center City – West Greenville Redevelopment Plan. This project has a number of issues that need to be addressed as part of it. Many of which need to be addressed before the 10th Street Project reaches design.



*Imperial Tobacco Warehouse*

Consistency in a streetscape is also important to create a specific theme for Greenville. Consistency in the basic streetscape design elements creates a natural rhythm and flow to the street corridors that allow for visitors and residents alike to have an enjoyable experience and want to come back again and again.

## Implementation Program

### Purpose

The purpose for recommending phasing and prioritization of projects is to provide a rational approach to the sequence of projects that will lead ultimately to the completion of the planned streetscape program.

### Criteria

Municipally funded streetscape improvements are typically built in stages, block by block. This is as an alternative to an all-at-once downtown-wide approach. An example of this building block approach is the City of New Bern, North



*MLK Drive and Pitt Street Intersection*

- It has the largest of the ROW acquisitions for it to reach its ultimate cross section. A preliminary design may need to be completed to determine the overall need for ROW acquisitions.
- The 10th Street Connector project plays a major role in its construction sequencing. Due to this it should be considered as part of the 10th Street project.
- It has a large civic art piece that needs to be commissioned and constructed.
- There are several major redevelopment projects slated for the corridor.

**Cotanche Street** (1 block section from E. 5th Street to Reade Circle)

This small section lends itself to a pilot project in Uptown due to its size and opportunity for a civic art piece. This section is not affected by the 10th Street Connector Project.

**Wayfinding Signage Program** (entire city)

In order to provide better directional wayfinding to the center city for visitors and residents, the proposed wayfinding program should be implemented; the program could also be phased as certain projects are implemented or completed as a part of larger city-wide projects.

**Mid-Range Projects**

**MLK Drive** (4 block section from Nash Street to Tyson Street)

This section would allow for the realignment of the offset Tyson Street intersection thereby increasing the safety level for pedestrians and automobiles alike. It is also in proximity to the possible redevelopment site of St. Gabriel's Church into a community resource center and the memory marker opportunity for the Negro Midwives Association. This alignment could possibly play heavily into the completion of the 10th Street Connector project.

**MLK Drive** (2 block section from Latham Street to Railroad)

This intersection would realign the intersection of MLK Drive with Elizabeth Street and Albemarle Avenue. This realignment would allow for new infill development to occur as well as the creation of a small neighborhood park/open space. This new intersection would serve as the major gateway into West Greenville.

**Dickinson Avenue** (4 block section from Atlantic Avenue to Reade Circle)

This section should be done as a whole as it sets the character for the entire redevelopment of the Tobacco Warehouse District. However, there are some conflicts with the final 10th Street Connector project that need to be resolved prior to design and construction in addition to some minor ROW acquisitions.

**Long-Range Projects**

**MLK Drive/E. 5th Street** (5 block section from Pitt Street to Reade Circle)

This section along with Evans Street serves as the crossroads of Uptown originally known as "Five Points." An opportunity for a major urban park or parking deck makes this a prominent street to be developed. The 10th Street Corridor project would need to be in place and functioning to make the improvements recommended in this plan.

**MLK Drive** (5 block section from Tyson Street to Latham Street)

This section of MLK Drive would support new redevelopment along this section of the corridor.



*5th Street*

**MLK Drive** (1 long block section from Railroad to Pitt Street)

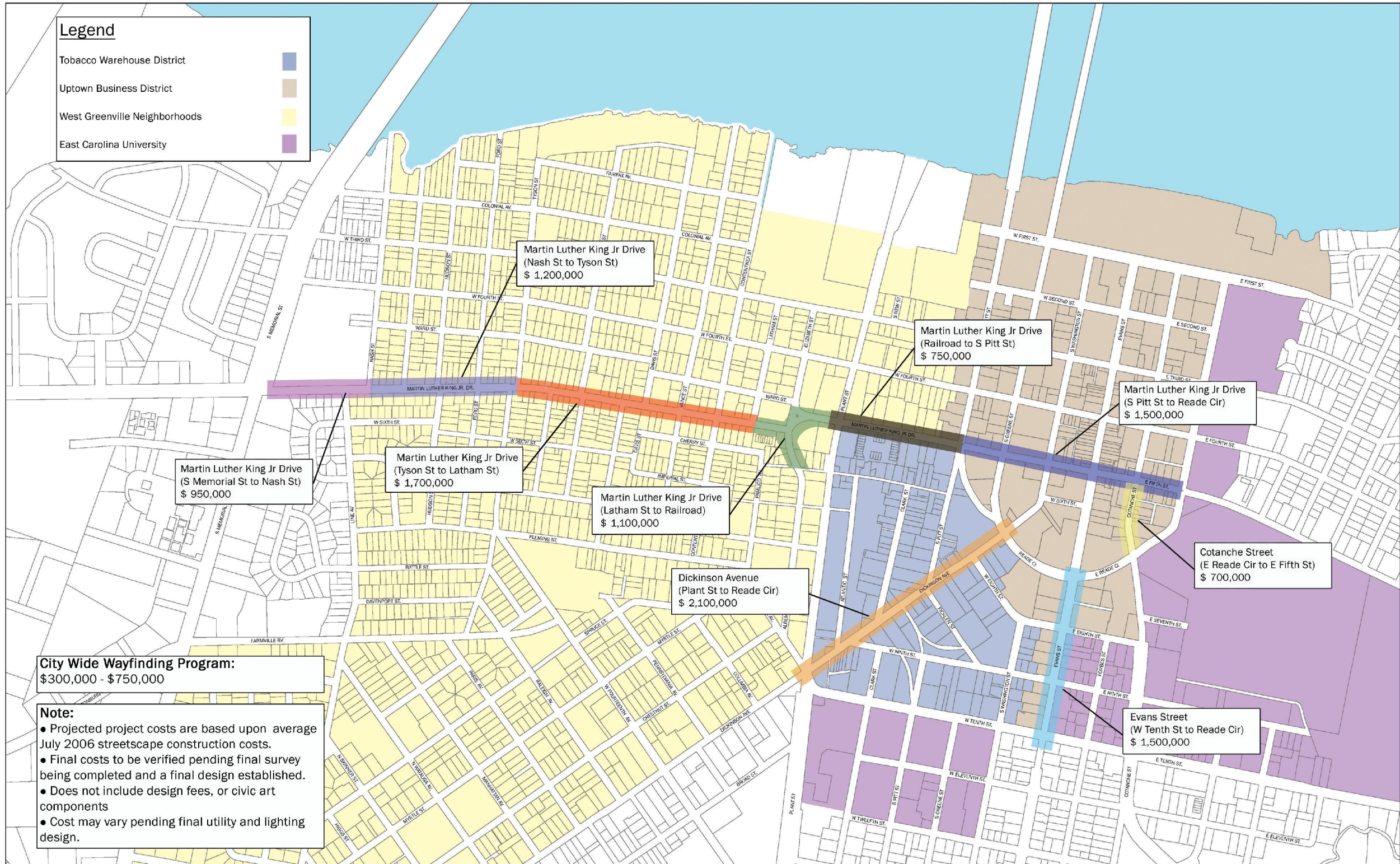
This section of MLK Drive would support new redevelopment along this section of the corridor. It could possibly be done in tandem with the redevelopment of the Imperial Tobacco Warehouse site.

*Other smaller projects*

If funding for larger projects is not available smaller pieces of streetscape elements can be constructed with funding available. These are projects of opportunity and should be done if they are appropriate and have the backing of the community.

- Street lighting improvements
- Utility upgrades
- Drainage improvements
- Sidewalk improvements
- Memory markers and other civic art opportunities
- Additional detailed design studies for R.O.W. acquisition





## CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



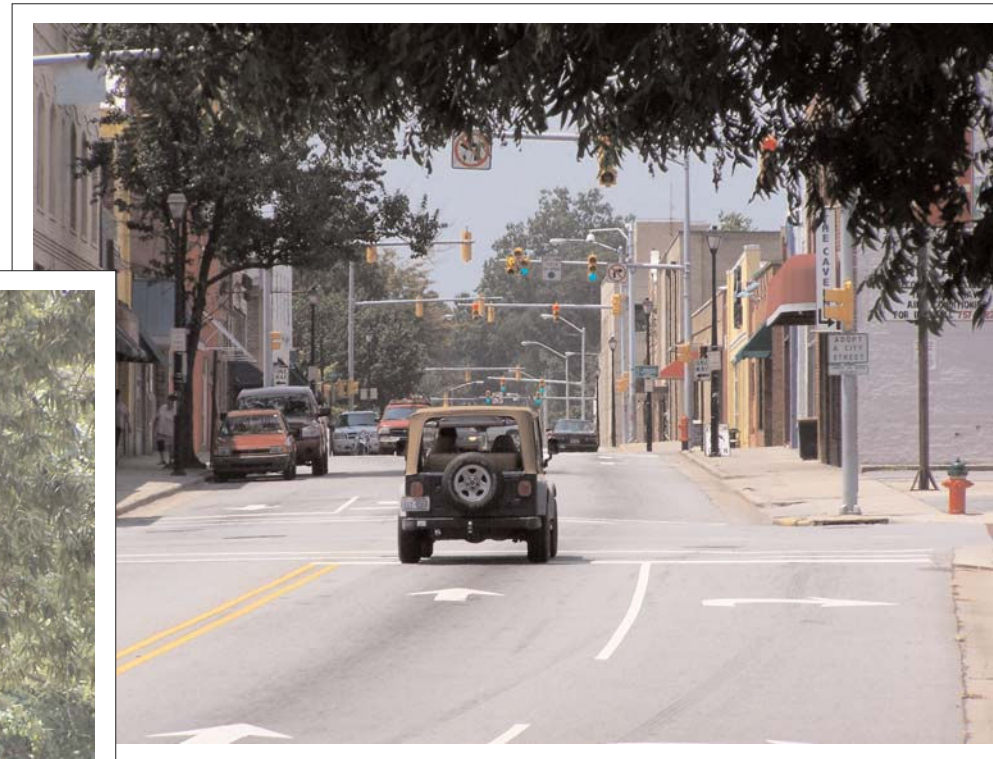
# Existing Conditions

The project corridors presently are typified by a variety of functional and aesthetic conditions which will be addressed during project implementation. As the following photographs illustrate, these conditions include:

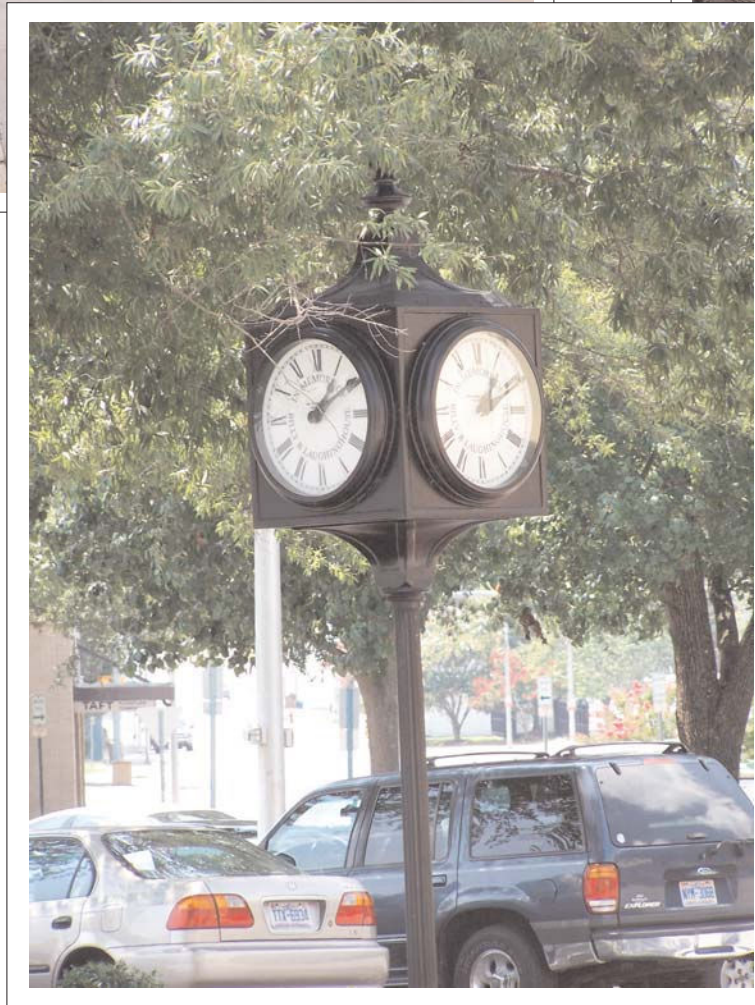
- Wide travel lanes and narrow sidewalks.
- In some areas, inadequate accommodations for the handicapped.
- A proliferation of utility poles and overhead utility lines in the West Greenville area.
- A lack of pedestrian amenities.
- Wide variation in the character and quality of adjoining land uses.
- Visual clutter and signage.
- Narrow sidewalks adjacent to travel lanes.
- Sporadic on street parking zones.
- Variety of decorative paving crosswalks (brick paver, streetprint).
- Variety of light types and fixtures.



*Evans Street*



*West 5th Street*



*Billy Laughinghouse Memorial Clock at 5 Points*

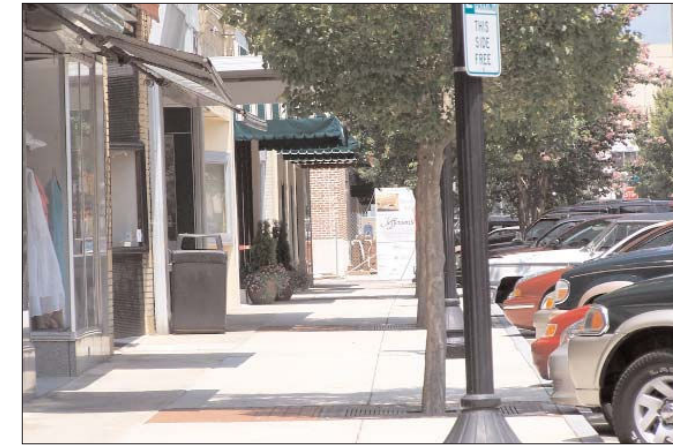
# Uptown — Existing Evans Commercial Street Core (Not in project scope of work; for reference only)



Unique civic art in paving.



Unique funding opportunities incorporated into seating.



Variety of awnings and canopies in combination with street trees affect lighting levels.



One-way street allows for angled on-street parking and comfortable pedestrian zone.



Wide, clear pedestrian zones.



Wide walks allow for businesses to "spill out" onto sidewalks.



Private business investment in storefront beautification with potted plants.



Existing street trees in tree grates (trident maple).



Decorative paving at crosswalks. Decorative paving varies in Uptown today (brick, street print, and painted striping).

# Uptown — Evans Street



Evans Street



Very wide street section devoid of street trees, other streetscape features, and poor pedestrian scale.

Evans Street at 10th Street



Span wire traffic signals.

Evans Street at 10th Street



Proliferation of utility lines, poles, and guide wires.

Evans Street at 10th Street



Existing buildings setback from street makes a large intersection feel larger.

Evans Street



Variety of building setbacks and land uses.

Evans Street



Pedestrian zone adjacent to traffic lanes.

# Uptown — Martin Luther King Jr. Drive - East 5th Street

MLK Drive looking west at Washington Street



Variety of streetlight poles and traffic signal poles.

East 5th Street looking west at Reade Circle



Convenience store dominates this gateway from ECU. Blank wall – possible mural location.

Mid-block MLK Drive



Nice pedestrian corridor – may need supplemental lighting at night.

MLK Drive looking at Green Street



New City Hall anchors intersection.

MLK looking east at Pitt Street



Building and drives dominate streetscape along fire station.

MLK Drive at Pitt/Green Street



Historic bus station.

East 5th Street looking east at Cotanche Street



Unique building facades.

East 5th Street looking west at Reade Circle



Lone street tree. Temporary signs blocking narrow walks.

East 5th Street looking west at Reade Circle



Lack of street trees and other streetscape elements.

# Uptown – Cotanche Street



**Cotanche Street looking north at Reade Circle**



Street lit with Cobra Head lights.

**Northeast corner of Reade Circle intersection**



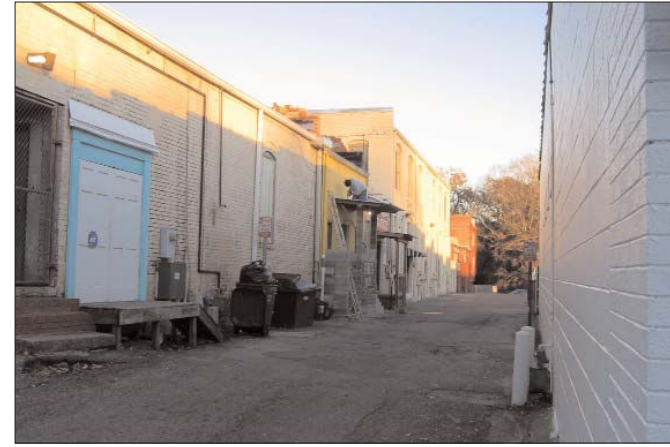
Possible civic art location.

**Mid-block**



Street dominated by on-street parking, striped loading zones, and narrow walks.

**Mid-block alley**



Security issue: Service alley is not well lit at night.

**Mid-block service drive**



Security issue – Not a well lit area at night.

**Mid-block private residence access**



Secure area: At night provides security for those on street.

**Midblock off-street parking**



On-street parking adjacent to off-street parking.

**Service alley @ CHICO'S**



Security issue – Dark and unsecure area at night.

# Tobacco Warehouse District — Dickinson Avenue

**Dickinson Avenue at Reade Circle**



Decorative fencing screening parking. Streetlighting dominated by Cobra Head lights. Street lights vary in type of light. (HPS vs. MV)

**Dickinson Avenue between Clark Street and Pitt Street**



Civic art/pedestrian corridor opportunity.

**Dickinson Avenue looking northeast at Atlantic Avenue**



Unightly chain-link fence adjacent to sidewalk.

**Dickinson Avenue at 10th Street**



Damaged concrete walk.

**Dickinson Avenue at Atlantic Avenue**



Unsuitable ADA ramp configuration/paving.

**Dickinson Avenue looking northeast at Atlantic Avenue**



Unsuitable ADA ramp condition.

**Dickinson Avenue at 10th Street**



No defined pedestrian crosswalks/ADA ramps.

**Dickinson Avenue looking northeast at Clark Street**



Open space opportunities.

**Dickinson Avenue looking northeast at Clark Street**



Lack of streetscape elements.

# West Greenville — Martin Luther King Jr. Drive



**Railroad Crossing**



Deep railroad cut and poor pavement crossing for pedestrian circulation.

**MLK Drive looking west at Elizabeth Street**



Nice park area.

**MLK Drive at Albemarle Avenue**



Key focal point as you move east along MLK Drive.

**Thomas Furman Park from Memorial Drive**



Crape myrtles hide views to the park.

**MLK Drive looking west**



Cobra Head lights dominate street lighting.

**MLK Drive looking west at Vance Street**



Large non-landscaped area adjacent to street edge.

**MLK Drive looking west at Vance Street**



Non-landscaped large paved area adjacent to street edge.

**MLK Drive looking west at Tyson Street**



Proliferation of utility poles and overhead lines.

**MLK Drive looking east toward Albemarle Avenue**



Utility poles/wires dominate street. Unscreened parking lots.







## Public Involvement Program

From the beginning of the planning process the citizens of Greenville played a key role in guiding the overall vision of the Master Plan. As recognition of this important ongoing process, the Project Team created a plan for the implementation of a Public Involvement program to better engage the citizens of Greenville and record their vision for what the streets of Greenville would become. Plans were evaluated throughout the course of the project. As the situation dictated, the Project Team modified its approach to better serve the citizens and increased their opportunity for meaningful involvement in the design process.

### Purpose

The implementation of this Streetscape Master Plan will impact the citizens of Greenville as well as residents and business owners within the Center City and West Greenville neighborhoods. The purpose of the public involvement was to promote and provide a variety of meaningful forums for citizens to learn about and comment on the project. Initially, a list of stakeholders and their interests was generated. The list and audience engaged grew in size as the project proceeded. Public involvement gave citizens and other stakeholders meaningful opportunities in a variety of settings to provide feedback, both positive and negative. On several occasions citizen comments actually changed the course of the project design which allowed the citizens to take ownership in the project, thereby making the end result more meaningful to them. The outcome was a citizen driven and approved vision for streetscape design in Center City and West Greenville.

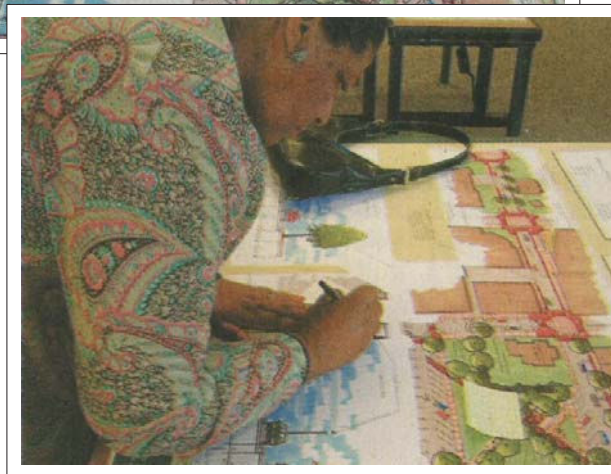


Photo Credit: The Daily Reflector

### Objectives

- Disseminate information about the project to the general public and to directly affected communities.
- Identify and actively solicit input from stakeholder groups most affected and interested in possible streetscape improvements within the Center City and West Greenville neighborhoods.
- Provide a variety of opportunities for public participation and involvement throughout the planning process.

### Principles Guiding the Public Involvement

The Project Team recognized and embraced the important role of public involvement in the planning process. The Team members were guided by the following principles

when dealing with the constituencies interested in and/or impacted by future streetscape projects:

- Those groups most likely to be the ones most impacted by the streetscape projects received early notification and communication.
- Two-way and face-to-face communication were seen as more essential for citizens and Team members to build design consensus.
- Project information was communicated to all known stakeholders, and citizens were identified within the defined project corridors through a variety of media and meetings.
- All reasonable input from citizens was given consideration by the Project Team. All input was recorded and reviewed throughout the life of the project.
- All citizens' direct questions to the Project Team outside the public meetings were responded to within two business days.
- A series of public outreach actions, both formal and informal, were necessary. Team members were minimized the use of technical language and relied on quick sketches to help citizens visualize their ideas during the meetings.
- Opportunities for multiple forms of input were used from the beginning of the

process to allow people the opportunity to communicate their ideas in ways that they were the most comfortable.

## Techniques for Public Involvement

The following tools were used to disseminate information to the public throughout the course of the project:

- Coordination with the local news media (through newspaper ads, press releases, and interviews with the new media staffs, both TV and newspaper).
- Coordination with local radio stations through announcements and on-line interviews with City Staff and the Project Team.
- City Website (regularly updated by City Staff).
- Personal mailers and newsletters were initially mailed to the property owners and businesses within the project areas. As the project moved forward, those who signed in at the public meetings were also added to the mailing list if they were not part of the original mailing list.
- Small group meetings, public meetings, and open houses were held.
- Composite list of public comments. All comments were addressed and recorded as part of this Master Plan document. A record of the citizen comments and the Project Team's responses are provided in the Appendix of this document.

## Public Meetings

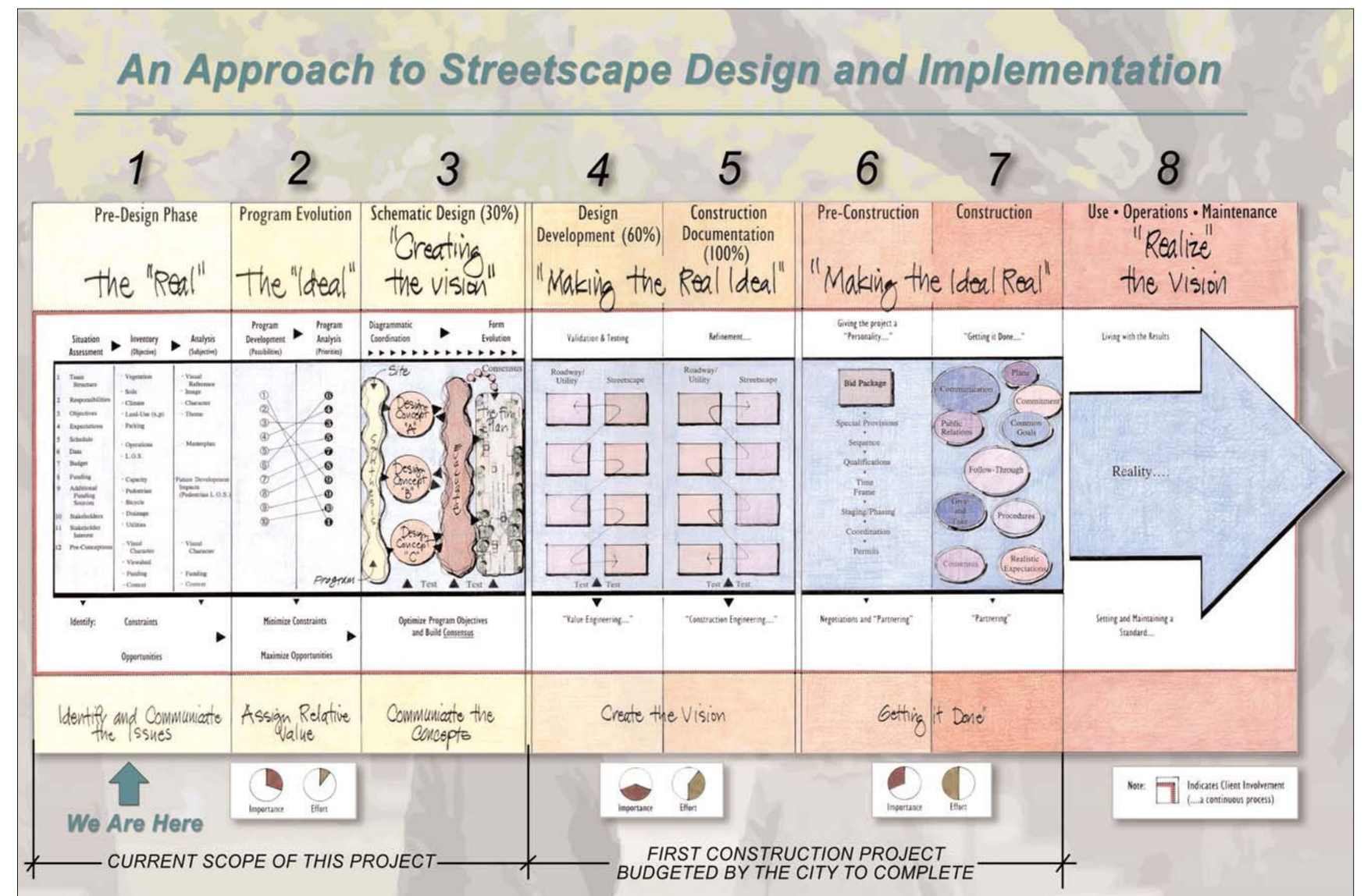
A variety of meetings were held during the course of the project:

- January 5, 2006

Two small group meetings were held for the business owners and residents of the Uptown Area as well as the owners and residents along MLK Drive in West Greenville. These meetings were held at the Eppes Center and Sheppard Memorial Library. The focus of these meetings was to convey "What is a Streetscape?" to determine the citizens' vision for the future, and to assign priorities to issues for the Project Team to address.

- February 23, 2006

A small group meeting was held with the Uptown Greenville Design Review Committee to get input from on what issues it felt were important to the process. This committee is made



# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



**What is a Streetscape Project? The Complete Street Kit of Parts**  
**PART 4: SPECIAL FEATURES The Possibilities**  
Center City Streetscape Master Plan  
Greenville, North Carolina

**What is a Streetscape Project? The Complete Street Kit of Parts**  
**PART 3: STREETSCAPE From Curbs to ROW Limit**  
Center City Streetscape Master Plan  
Greenville, North Carolina

**What is a Streetscape Project? The Complete Street Kit of Parts**  
**PART 2: UTILITY SYSTEMS Above and Below Grade**  
Center City Streetscape Master Plan  
Greenville, North Carolina

**What is a Streetscape Project? The Complete Street Kit of Parts**  
**PART 1: ROADWAY From Curb to Curb**  
Center City Streetscape Master Plan  
Greenville, North Carolina

**Concept Statement:**  
The cost of reconstructing a "typical" urban street might run from \$500 to \$2,000 per foot.

**General Comments:**  
The street or roadway "classification" and ultimate jurisdiction (or ownership) is a critical decision. The desired traffic volumes for the facility must accommodate the desired "level of service" for the traffic volumes identified for the facility. Any mitigating land use or mobility issues projected during the life of the facility. The project and design period of the street or roadway. Other local issues of "vision" statements embraced by the community. Implementation cost vs. implementation budget.

**General Comments:**  
Generally speaking, the roadway consists of all elements occurring from face of curb to face of curb. In some cases, as with the use of raised intersections or crosswalks, the streetscape is designed to merge and "become one" with the roadway. This merger is intended to help the automobile in passing through a pedestrian zone, rather than the other way around. If successful, this will have the effect of calming traffic, thereby promoting pedestrian safety. The design of urban streets must be based upon a variety of traffic engineering standards and practices which vary with the following important factors:

- The street or roadway "classification" and ultimate jurisdiction (or ownership)
- The desired traffic volumes for the facility must accommodate the desired "level of service" for the traffic volumes identified for the facility
- Any mitigating land use or mobility issues projected during the life of the facility
- The project and design period of the street or roadway
- Other local issues of "vision" statements embraced by the community
- Implementation cost vs. implementation budget

**With these factors in mind, it is now possible to identify some general "rules of thumb" for the design of urban streets:**

- One-way "turn" or "crossover" lanes have the advantage of accommodating higher volumes of traffic, and can be useful in eliminating the need for dedicated right-of-way lanes.
- Two-way traffic has the advantage of reducing traffic speeds (people will generally drive more slowly when facing oncoming traffic), and has the benefit of improved access to business establishments. Two-way traffic flows may necessitate the use of turn lanes, bus pull-off lanes, or loading zones.
- In order to widen sidewalks, travel lane widths should be minimized. Urban streets throughout the country are being designed with 11-foot lane widths.
- Dedicated turn lanes increase the roadway cross-section at intersections making pedestrian crossings more difficult. At a walking speed of about 2.5 feet per second, this translates to about 4 to 8 more seconds of pedestrian exposure to traffic.
- Urban streets which accommodate a mix of "through" or "local" traffic must strike a careful balance of capacity vs. speed. Generally, traffic capacity is more limited by delays at intersections as opposed to congestion on the "link" or street segments between intersections. Translated, this means that adding more travel lanes will not necessarily result in proportional improvements to through traffic volumes without modifications to intersections.
- Traffic calming devices should be designed into the project from day one. Such devices include lane width, median, lighting design, streetcropping, and the use of vertical or horizontal modifications to the roadway itself.
- The reconstruction of urban streets is a highly invasive and complex process involving much more than the roadway itself. Typically such construction will also entail the replacement or rehabilitation of water, sewer, and drainage infrastructure, and possibly the burial of overhead utility lines. As such, these improvements should be evaluated early in the roadway design process in order to fully anticipate the cost and inter-relationship of these facilities.
- Urban street design should seek out all applicable technical improvement in infrastructure. System components such as traffic signals, lighting, remote security and messaging, curbing, paving, gutters, drainage structures, signing, markings, and multi-modal technologies are critical to the long-term success of urban street design.
- The reconstruction of urban streets requires a close partnership between all project stakeholders in order to minimize disruptive impacts to local businesses and residential areas.

**General Comments:**  
The cost of utility systems will have on the design of urban streets, including:

- head power and telecommunications lines present the greatest difficulty in urban streets. At up to \$3 million per mile, the cost of burying lines is not least practical. Instead we are seeking "burials" of overhead lines (at critical locations) and the relocation, burial, or existing facilities.
- existing franchise agreements with utility providers utilizing distribution of their services. Such agreements may grant a degree of leverage when negotiating the relocation, burial, or existing facilities.

**General Comments:**  
Early and thorough evaluation of the cost/benefit of using LED by local power providers vs. a system owned by the city, stress system cost, function, aesthetics, maintenance, liability, and other factors should be considered early in the process. As a comment at night will have a significant effect on crime safety of pedestrians (and therefore their willingness to use) living behavior of motorists, and commercial opportunities during hours.

**General Comments:**  
We, provide a "white" or "near white" light, and not overly bright or sidewalk.

**General Comments:**  
runoff have resulted in growing concerns with water quality improvements are being evaluated for ways to clean up runoff into local watersheds. Due to the high cost of urban runoff, such treatment methods frequently involve the use of a system.

**General Comments:**  
to upgrade the aesthetics of urban lighting and

**General Comments:**  
infrastructure is to simply "dress up" and some exterior grade painting (including concrete, steel, or the use of wide range of coats.

**General Comments:**  
The design of roadway cross-section should consider the need for current and future pedestrian accommodations. Here, even three pedestrians must struggle to make the unsafe, and uncomfortable journey to the shop and restaurant beyond.

**General Comments:**  
Standard roadway curb and gutter details throughout the country incorporate a 24-inch wide section consisting of an 18-inch "gutter pan" and a 6-inch curb return. The three basic functions of roadway curb and gutter sections is to:

- provide a barrier between the travel lane and sidewalk,
- protect the structural integrity of the roadway edge, and
- to collect water along the curb face, in the "gutter pan"

Some urban areas have opted for a modification of this typical section by using a 12-inch gutter pan complemented by a 12-inch curb return. This detail has the benefit of providing greater structural strength (to withstand years of urban use) and a more distinctive and attractive "edge" which separates the roadway from the sidewalk and verge.

**General Comments:**  
Comments: all elements located between the face of curb and door. Frequently the design of the roadway cross-section, safety, and appearance of the streetscape.

**General Comments:**  
head power and telecommunications lines present the greatest difficulty in urban streets. At up to \$3 million per mile, the cost of burying lines is not least practical. Instead we are seeking "burials" of overhead lines (at critical locations) and the relocation, burial, or existing facilities.

**General Comments:**  
existing franchise agreements with utility providers utilizing distribution of their services. Such agreements may grant a degree of leverage when negotiating the relocation, burial, or existing facilities.

**General Comments:**  
Early and thorough evaluation of the cost/benefit of using LED by local power providers vs. a system owned by the city, stress system cost, function, aesthetics, maintenance, liability, and other factors should be considered early in the process. As a comment at night will have a significant effect on crime safety of pedestrians (and therefore their willingness to use) living behavior of motorists, and commercial opportunities during hours.

**General Comments:**  
We, provide a "white" or "near white" light, and not overly bright or sidewalk.

**General Comments:**  
runoff have resulted in growing concerns with water quality improvements are being evaluated for ways to clean up runoff into local watersheds. Due to the high cost of urban runoff, such treatment methods frequently involve the use of a system.

**General Comments:**  
to upgrade the aesthetics of urban lighting and

**General Comments:**  
infrastructure is to simply "dress up" and some exterior grade painting (including concrete, steel, or the use of wide range of coats.

**General Comments:**  
The design of roadway cross-section should consider the need for current and future pedestrian accommodations. Here, even three pedestrians must struggle to make the unsafe, and uncomfortable journey to the shop and restaurant beyond.

**General Comments:**  
Standard roadway curb and gutter details throughout the country incorporate a 24-inch wide section consisting of an 18-inch "gutter pan" and a 6-inch curb return. The three basic functions of roadway curb and gutter sections is to:

- provide a barrier between the travel lane and sidewalk,
- protect the structural integrity of the roadway edge, and
- to collect water along the curb face, in the "gutter pan"

Some urban areas have opted for a modification of this typical section by using a 12-inch gutter pan complemented by a 12-inch curb return. This detail has the benefit of providing greater structural strength (to withstand years of urban use) and a more distinctive and attractive "edge" which separates the roadway from the sidewalk and verge.

**General Comments:**  
Comments: all elements located between the face of curb and door. Frequently the design of the roadway cross-section, safety, and appearance of the streetscape.

**General Comments:**  
head power and telecommunications lines present the greatest difficulty in urban streets. At up to \$3 million per mile, the cost of burying lines is not least practical. Instead we are seeking "burials" of overhead lines (at critical locations) and the relocation, burial, or existing facilities.

**General Comments:**  
existing franchise agreements with utility providers utilizing distribution of their services. Such agreements may grant a degree of leverage when negotiating the relocation, burial, or existing facilities.

**General Comments:**  
Early and thorough evaluation of the cost/benefit of using LED by local power providers vs. a system owned by the city, stress system cost, function, aesthetics, maintenance, liability, and other factors should be considered early in the process. As a comment at night will have a significant effect on crime safety of pedestrians (and therefore their willingness to use) living behavior of motorists, and commercial opportunities during hours.

**General Comments:**  
We, provide a "white" or "near white" light, and not overly bright or sidewalk.

**General Comments:**  
runoff have resulted in growing concerns with water quality improvements are being evaluated for ways to clean up runoff into local watersheds. Due to the high cost of urban runoff, such treatment methods frequently involve the use of a system.

**General Comments:**  
to upgrade the aesthetics of urban lighting and

**General Comments:**  
infrastructure is to simply "dress up" and some exterior grade painting (including concrete, steel, or the use of wide range of coats.

**General Comments:**  
The design of roadway cross-section should consider the need for current and future pedestrian accommodations. Here, even three pedestrians must struggle to make the unsafe, and uncomfortable journey to the shop and restaurant beyond.

**General Comments:**  
Standard roadway curb and gutter details throughout the country incorporate a 24-inch wide section consisting of an 18-inch "gutter pan" and a 6-inch curb return. The three basic functions of roadway curb and gutter sections is to:

- provide a barrier between the travel lane and sidewalk,
- protect the structural integrity of the roadway edge, and
- to collect water along the curb face, in the "gutter pan"

Some urban areas have opted for a modification of this typical section by using a 12-inch gutter pan complemented by a 12-inch curb return. This detail has the benefit of providing greater structural strength (to withstand years of urban use) and a more distinctive and attractive "edge" which separates the roadway from the sidewalk and verge.

up of various business owners, local design professionals, educators, and developers.

■ March 6, 2006

Two small group meetings were held for the business owners and residents of the Uptown Area as well as the owners and residents along MLK Drive in West Greenville. These meetings were held at the Eppes Center and Sheppard Memorial Library. The focus of these meetings was to present initial design concepts and get additional feedback from the citizens.

■ March 9, 2006

Oral History at the Carver Library. During the course of the project the Project Team heard a number of references to "the way it used to be." The focus of this meeting was to gather stories of the unwritten history of Greenville from citizens to help celebrate the future of Greenville by incorporating Greenville's rich history into future projects. A recording of this informal meeting is provided in the Appendix of this document.

■ March 9, 2006

A public open house was held for all the citizens of Greenville to attend at the Sheppard Memorial Library. The focus of this meeting was to present initial design concepts and get additional feedback from the citizens.

■ April 24, 2006

Two small group meetings were held for the business owners and residents of the Uptown Area as well as the owners and residents along MLK Drive in West Greenville. These meetings were held at the Eppes Center and Sheppard Memorial Library. The focus of these meetings was to present final design concepts and get additional feedback from the citizens.

■ April 26, 2006

A public open house was held for all the citizens of Greenville to attend at the Sheppard Memorial Library. The focus of this meeting was to present final design concepts and get additional feedback from the citizens.

■ May 2, 2006

A meeting was held with the Redevelopment Commission. The public as well as the Planning and Zoning Commission were invited to attend. The focus of this meeting was to present final design concepts and get additional feedback from those in attendance.

■ June 5, 2006

A meeting was held with the City Council in the new Council Chambers. The presentation followed the grand opening celebration of the new City Hall Building. The focus of this meeting

was to present final design concepts and get additional feedback from those in attendance.

## The Visioning Process

As a part of the first round of public meetings, citizens were asked to participate in a visioning and prioritization process. This information was gathered from the citizens present via written comments (visioning) and a written survey form asking how they

would spend \$100 to better improve the streets of Greenville (priorities). These comments were the genesis of the design process. The following comments were the results of these exercises:

### Overall Vision for Greenville's Future

A Community that is....

- Alive
- Safe
- Beautiful
- Well Lit
- Walkable

Greenville

- Street Trees
- Utility Improvements (Underground)
- Improved Street Lighting
- Site Furniture (Benches, etc...)
- Improved Pedestrian Safety

### Top Five Priorities for Uptown

### Top Five Priorities for West Greenville

- Improved Street Lighting
- Improved Transit

## Greenville Center City Streetscape Master Plan Greenville, North Carolina

### MLK, Jr. Drive Streetscape Master Plan Meeting

January 5, 2006 7:00 pm to 9:00 pm

Eppes Recreation Center  
400 Nash Street, Greenville

If you had \$100.00 to spend on improving Uptown Greenville, how would you spend it on the following items. You can assign values to all, some, or one of the following elements:

|   |                 |
|---|-----------------|
| Increased vehicular traffic capacity                          | _____           |
| Pedestrian safety   | 5 <sup>w</sup>  |
| Bike lanes  | 25 <sup>w</sup> |
| On-street parking   | _____           |
| Aesthetic Utility Improvements (underground, relocation, etc) | 5 <sup>w</sup>  |
| Street Lighting   | 25 <sup>w</sup> |
| Traffic Calming   | 5 <sup>w</sup>  |
| Wider sidewalks   | _____           |
| Ornamental Paving   | _____           |
| Civic Art   | 5 <sup>w</sup>  |
| Street Trees  | 10 <sup>w</sup> |
| Additional landscaping  | 1 <sup>w</sup>  |
| Transit Improvements (bus shelters, etc.)                     | 5 <sup>w</sup>  |
| Site Furniture (benches, trash cans, etc.)                    | 5 <sup>w</sup>  |



Greenville Center City Streetscape Master Plan

Open House  
March 9, 2006

| Name             | Business / Organization (if any)             | Address            | Email and Phone Number                |
|------------------|--|--------------------|---------------------------------------|
| Edna Atkinson    |  |                    | 714-6810<br>Fancytarheelady@yahoo.com |
| Herb Carlton     |  | 1735 Beaumont Dr.  | 756-0271                              |
| LEx TURNER       |  | 114 Apartha.de Dr  | lexturner03@yahoo.com                 |
| Elizabeth Blount | downtown home-owner Uptown Greenville member | 603 S Elm St       | egblount@earthlink.net                |
| IdA Williams     | * database *                                 |                    |                                       |
| Herbert Williams | * database *                                 |                    |                                       |
| Jamie Duncan     | * database *                                 |                    |                                       |
| Phizack Daniels  |  | 1708 Englewood Dr. | 321.6058                              |
| NAHERB. Couriel  |  | 410 MLK Jr Dr      | 757-1037<br>couriel4@yahoo.com        |
| Evette Parkis    |  | Bethel, NC         | 210-416-0425                          |



# District Design Concepts



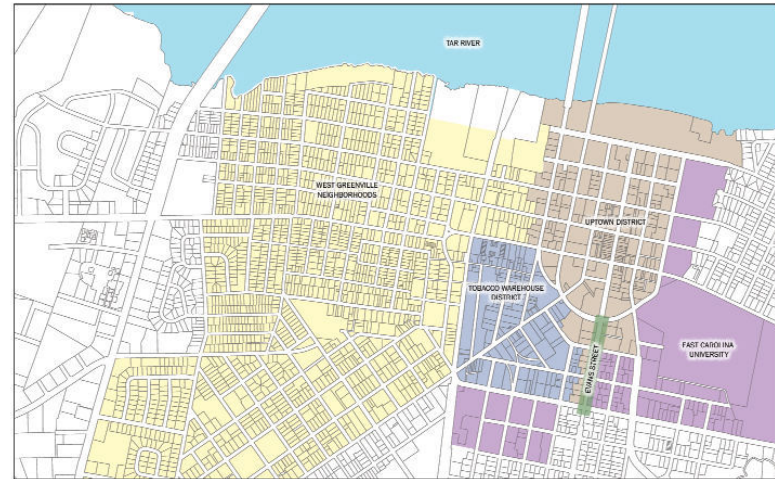
*Ficklen Tobacco Warehouse*



*Tar River*



*ECU Campus*



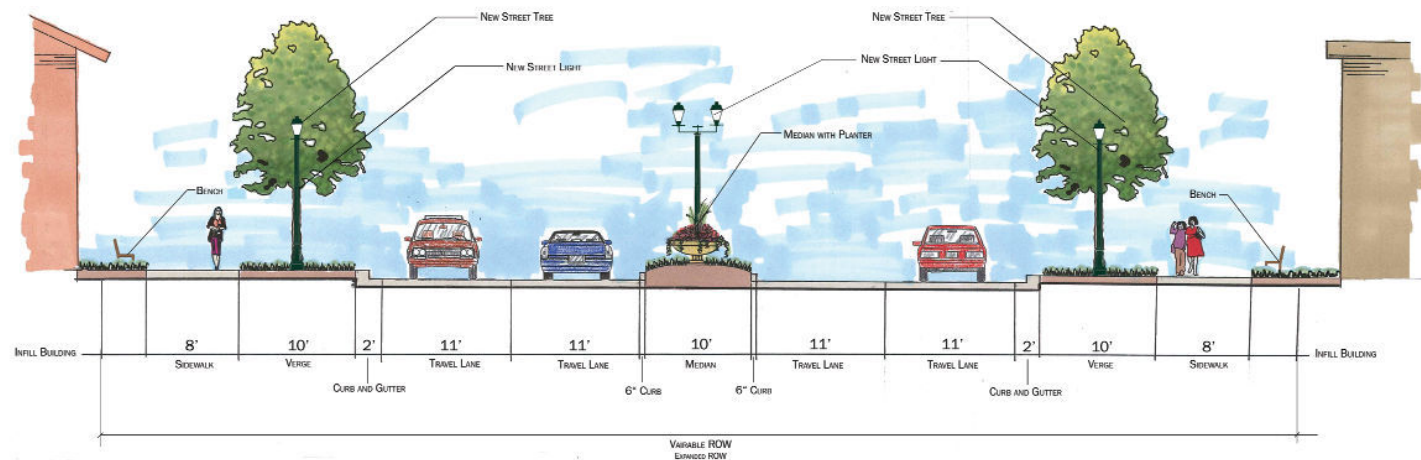
Key Map

# District I – Uptown

## District Characteristics and Qualities

### Evans Street “Avenue of the Arts”

- This will be the classic Great Street of Greenville.
- Classic boulevard look with large grass planter strip with large street trees and wide walks with seating.
- All intersections to receive decorative paving treatments to provide strong visual cues.
- City to commission an artist for three signature gateway art pieces to create a grand civic scale.
- Landscape median will be added with formal plantings and additional street lights.
- 8-foot wide sidewalk with tree lawn and street trees creating separation from traffic.
- Street ROW varies today and will need to expand from 10th Street to just past 9th Street. Road will need to be narrowed in width and the alignment changed slightly as it moves by existing buildings not scheduled for future redevelopment. Street trees may not be able to be planted due to narrowed street.
- Utilities currently underground within this section (center of the road).
- Lighting will be single and double fixture pedestrian poles that are the same as the Uptown District.
- No on-street parking provided.



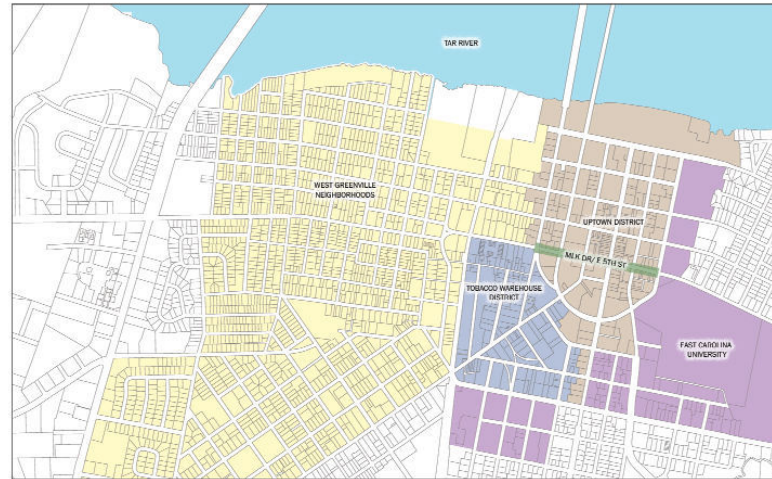
This section represents the landscaped median between 8th Street and 9th Street. It shows 8-foot walks with a 10-foot wide tree lawn separation from the vehicular traffic. The landscape median will not have trees due to underground utilities in the center of the road. This section requires ROW acquisition primarily on the new ECU property. This ROW acquisition should be a priority project for the City.



Example of civic art in a downtown median.



This stretch shows the view from the 10th Street intersection looking north toward Uptown. It depicts both future redevelopment on the west side and ECU expansion on the east side. The signature art project is shown as a gateway feature to Uptown.



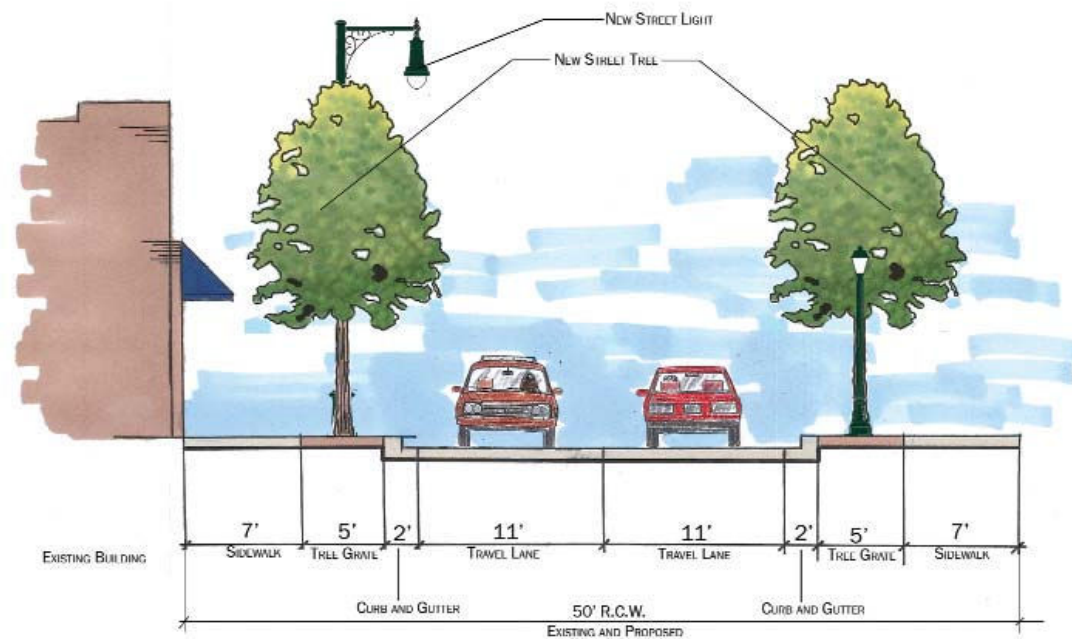
Key Map

# District I – Uptown

## District Characteristics and Qualities

### Martin Luther King Drive/East Fifth Street “Classic Downtown”

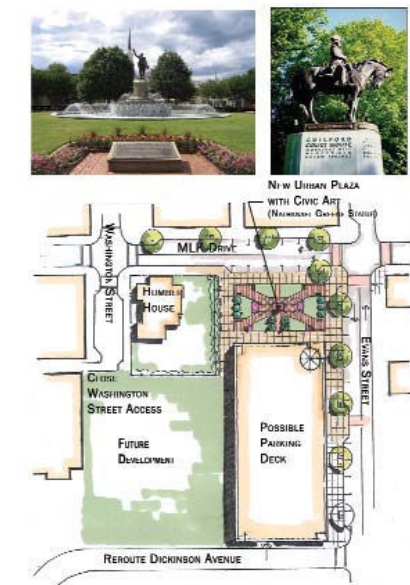
- Remove turn lanes and current on-street parking to allow for a larger pedestrian area. This will not occur until the Tenth Street project is completed to handle traffic pattern shifts.
- Remove on-street parking along MLK/Fifth Street to allow for wider and safer pedestrian zone. Allows for more business “spill out” activity onto the street like sidewalk cafes and displays.
- Redesign existing parking lot at “Five Points” to be a Town Square.
- A path will be carried through the site along the original alignment at Dickinson to recreate the “5 Points” intersection. This park is a passive open green space (trees, grass, walks, and benches). Vendor kiosk may be added to activate the space on a daily basis. An area will be created to allow it to function as an open lawn concert area for small concerts in the park.
- As part of the redevelopment plan, a new surface parking lot will be added at the corner of Fifth Street and Reade Circle to offset loss of spaces from converting the current 5 points parking lot to a park.



This cross section illustrates the removal of on-street parking to increase the pedestrian zones along MLK Drive and 5th Street.

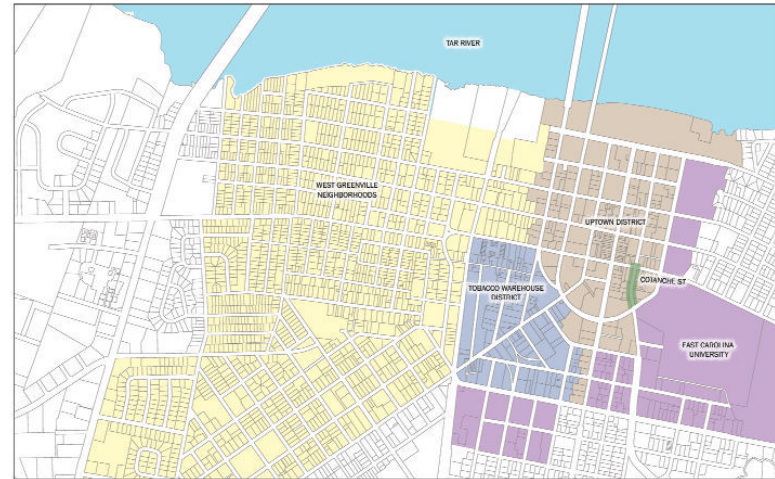


Responding to citizen comments and as part of the "Memory Marker" approach, the Project Team designed two concepts for reclaiming a "Downtown Green" area in which people could gather. The main concept above looked at recreating the historical alignment of Dickinson Avenue. The space includes a vendor kiosk, seating area, and an open lawn area for outdoor concerts.



The alternate “Memory Marker” concept shows a smaller plaza area as part of the hotel parking deck project. The plaza provides the opportunity for a civic art piece commemorating General Nathanael Greene, Greenville’s namesake.





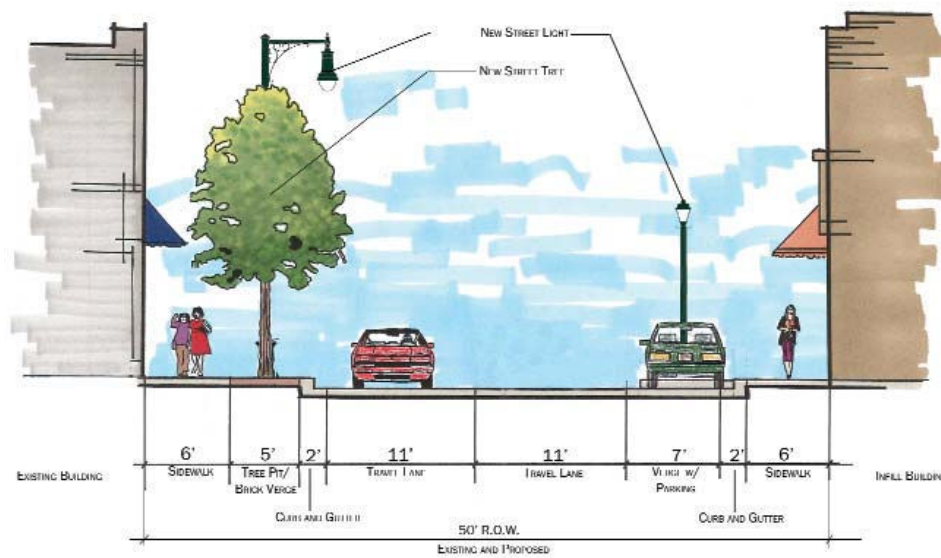
# District I – Uptown

## District Characteristics and Qualities

### Cotanche Street “Classic Downtown”

- Shift angled parking along Cotanche Street to parallel parking with the loss of two spaces. Allows for a wider and safer pedestrian zone.
- Add civic art pieces at key locations.
- Add and designed street trees to match existing tree grates from Evans Street to continue the Uptown character.
- Utilities will all be underground and in the road throughout this area.
- All traffic signal poles will be painted black to match existing pedestrian lights.

Key Map



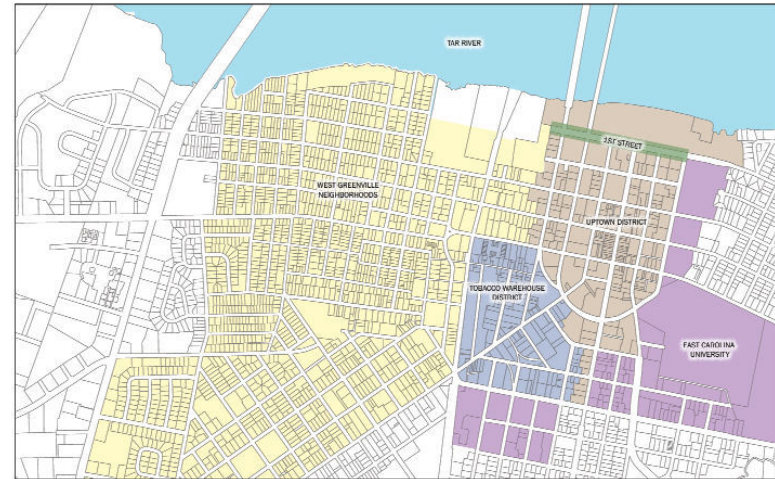
This cross section illustrates realignment of on-street parking to under the sidewalk area.



Sketch of Cotanche Street looking north along proposed hotel site. On-street parking is relocated to the east side and made parallel in order to expand the sidewalks.



During the implementation of the design, there are several problem areas that need to be addressed for security and lighting issues.



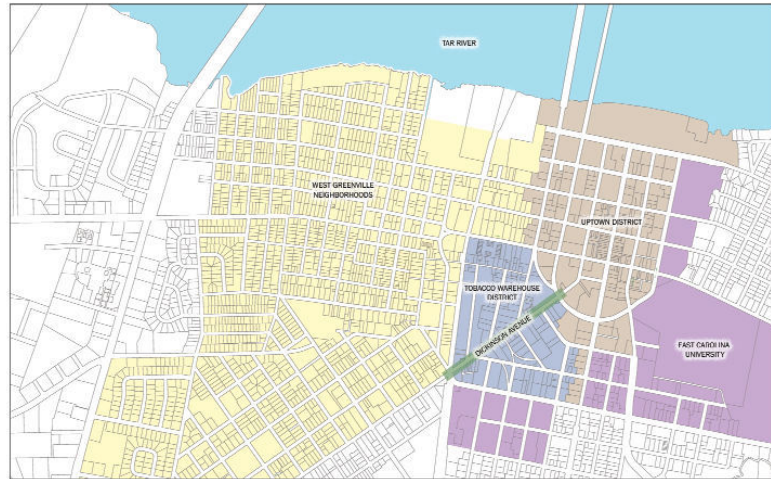
Key Map

## District I – Uptown

### First Street “Classic Downtown”

This sketch represents a stretch of possible redevelopment along First Street at the Town Commons. The street section would be narrowed with protected on-street parking provided. A wide sidewalk would create a more active pedestrian zone in front of the Town Commons, which would then activate the public open space along the Tar River.





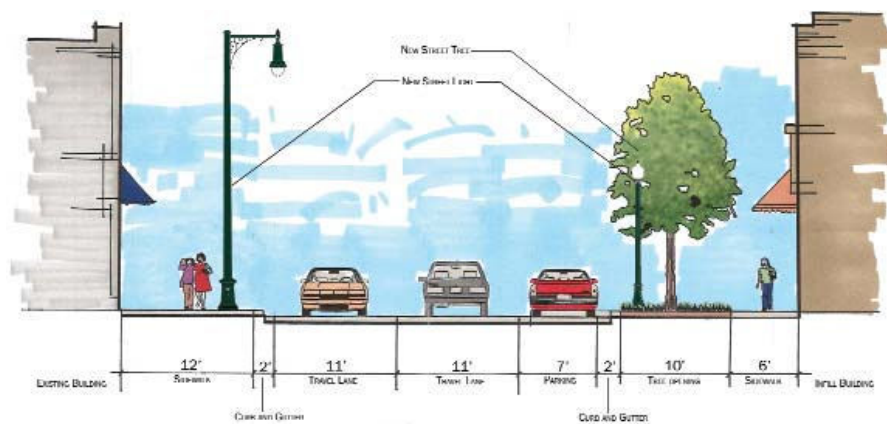
Key Map

# District II – Tobacco Warehouse

## District Characteristics and Qualities

### Dickinson Avenue “Arts and Entertainment”

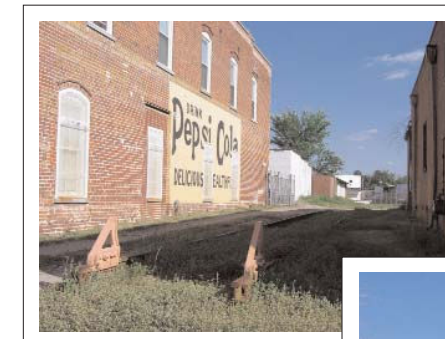
- Set back all new infill redevelopment such that space is allocated for on-street parking, wider sidewalks, street trees, benches, kiosks, and other streetscape elements.
- Where existing buildings occur, narrow the road by re-marking existing on-street parking while creating a wider pedestrian zone.
- All utilities in this corridor are underground at this time.
- Existing street lighting to be replaced with decorative poles and period style fixtures to help create the vision of the city redevelopment plan as an arts and entertainment district utilizing the historical architecture of the old warehouses and existing retail businesses. This was due in part to the variety of poles, fixtures (HPS and MH) and the age of these elements.
- Art parks with rotating exhibits to showcase local artists.
- Preserve and restore existing mural signs to enrich the architectural character of the street experience.
- Focus memory markers on the tobacco industry, railroad, and the development of the local Higgs neighborhood.
- Create an outdoor plaza/marketplace. Celebration of the rich history associated with the tobacco industry enhances this plaza to make it unique.
- Add vendor kiosks (sandwich shop, coffee shop, newsstand, flower stand) to activate the space even when there is no event scheduled.



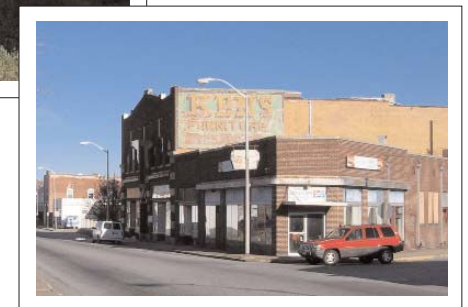
As this cross section illustrates, the expansion of the ROW allows for an enlarged pedestrian zone, street trees, and on-street parking.



With building setbacks for new infill, on-street parking and street trees can be provided to enhance the pedestrian experience of the Tobacco Warehouse District.

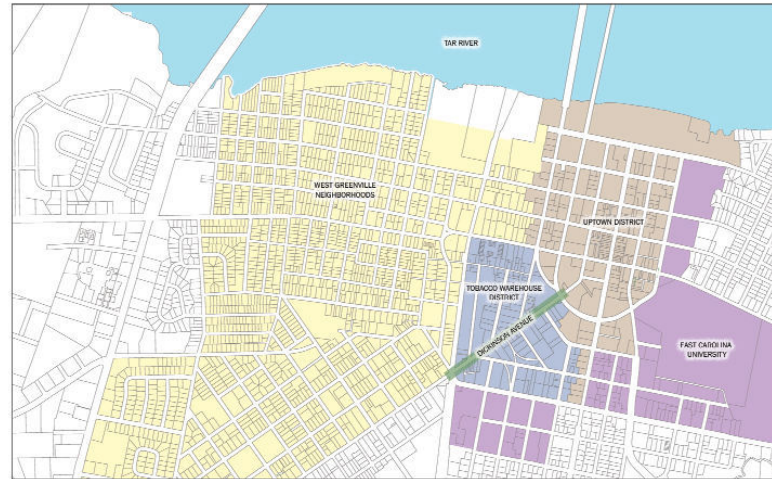


Historical wall art lends richness to the character of Dickinson Avenue.

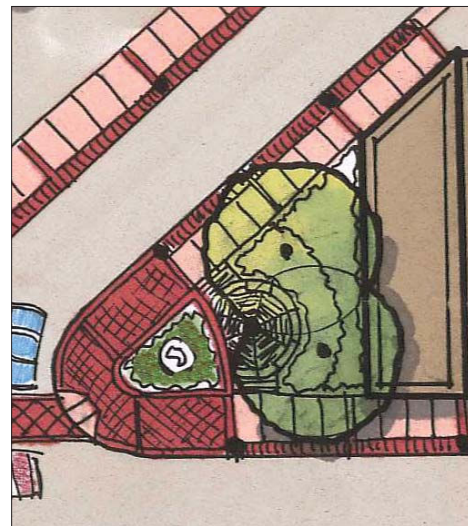




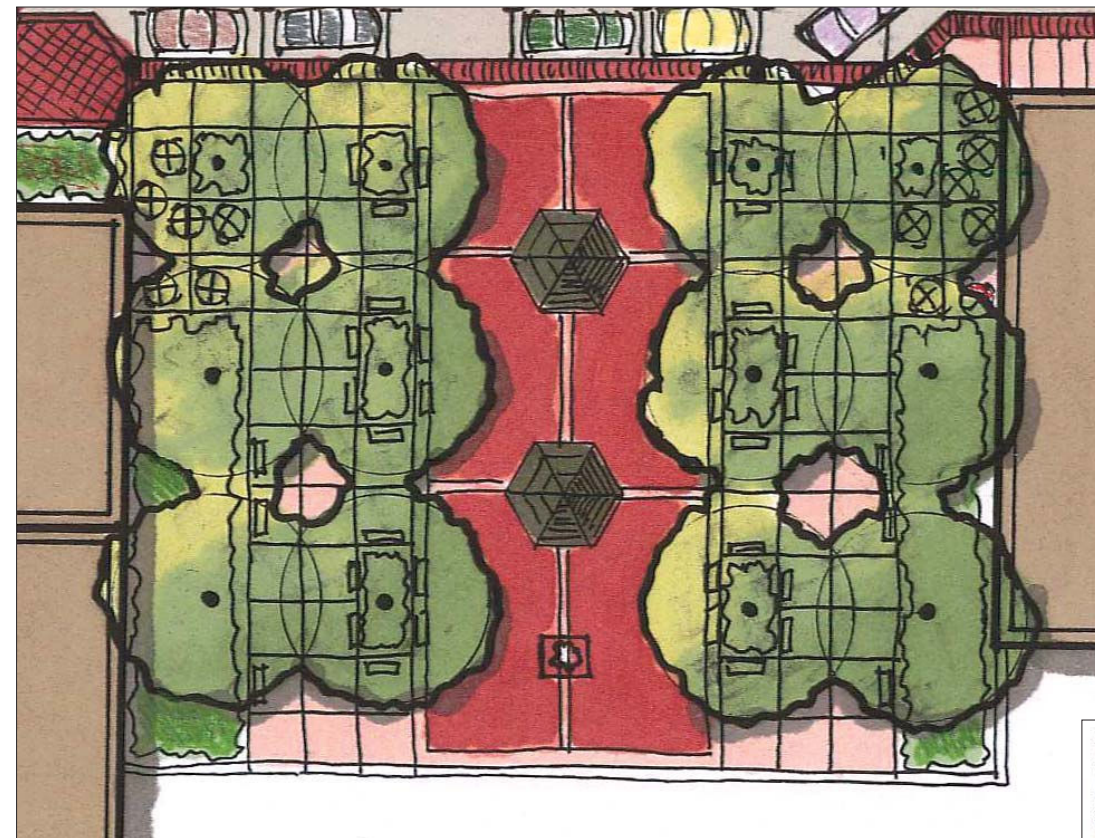
# District II – Tobacco Warehouse



Key Map



The angled intersection of Pitt Street, Clark Street, and Atlantic Avenue allows for the creation of a small art park for showcasing local artists on a rotating schedule.



An outdoor market/plaza would serve a gathering space for art shows, flea markets, or other special events. Vendor kiosks activate the space on non-event days.



Kiosks supplement the way-finding signage, but also to help advertise for local music venues and art shows.



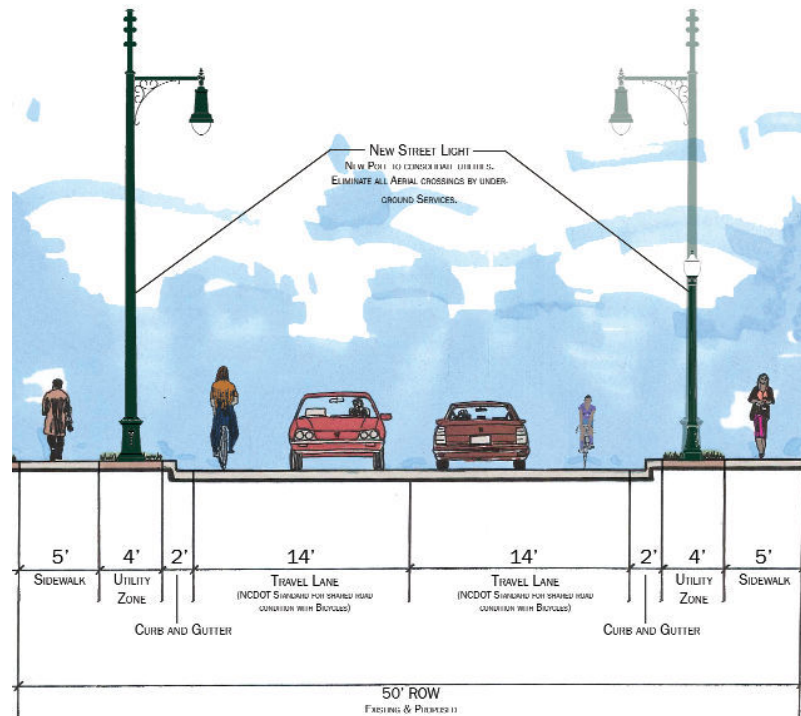
Key Map

# District III – West Greenville

## District Characteristics and Qualities

### MLK Drive “Historic Neighborhoods of Early Greenville”

- The typical section created for MLK Drive included provisions for improved lighting, wider new sidewalks with a separation from the road, and a 14’ drive lane for shared bicycle use.
- Street trees could not be utilized formally due to the presence of overhead utilities and lack of adequate space to plant trees between sidewalk and road, and sidewalk and homes.
- Locations for new bus shelters have been proposed. Final locations pending City of Greenville Transit approval.
- Add Memorial Drive Gateway to create a ceremonial entry for visitors and residents alike.
- Enhance paving enhanced at all intersections to create physical/visual cues for traffic calming.
- Lighting and utility improvements will include new tall ornamental metal poles with which overhead utilities can be consolidated and to which a decorative drop fixture can be attached. A decorative pedestrian light also will be utilized to add light at the pedestrian scale. All overhead crossings of MLK utilities are proposed to be underground to eliminate overhead clutter.
- Add memory markers at new locations for Professor Eppes, Greenville Negro Midwives Association, West Greenville History, Albermarle Business District, and “Ice House.”
- Identify historical neighborhoods with neighborhood markers and seasonal flower beds. Beds to be maintained by neighborhood associations.
- The intersection at Albermarle and Elizabeth Street to be realigned and signalized with new ornamental signal poles to match light poles.
- Create a gateway feature at the railroad for West Greenville entering from the east as part of new redevelopment.
- Design a signature infill retail development to anchor MLK and Albermarle.
- Create an outdoor neighborhood market as part of an overall Albermarle Business District Plaza/Memory Marker.
- Create Neighborhood Open Space/Community Gardens, “The Flowers of Old West Greenville.”
- Create vendor kiosk opportunity at open spaces, “Ice House.”
- Create a plaza for telling the History of West Greenville.



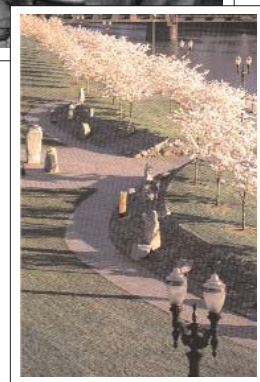
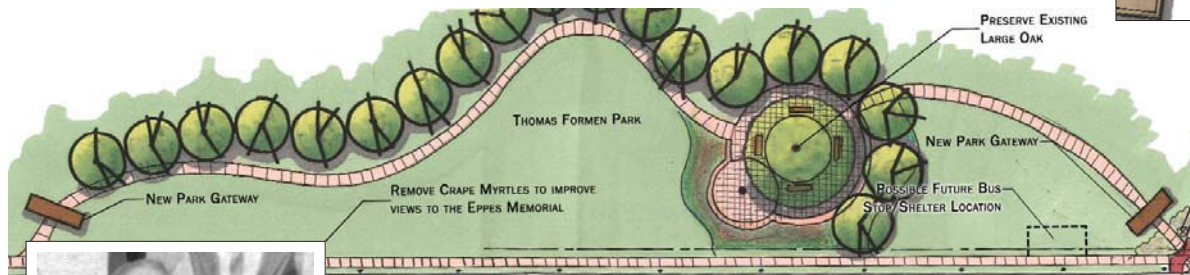
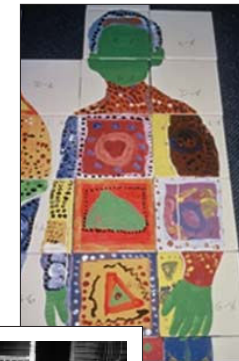
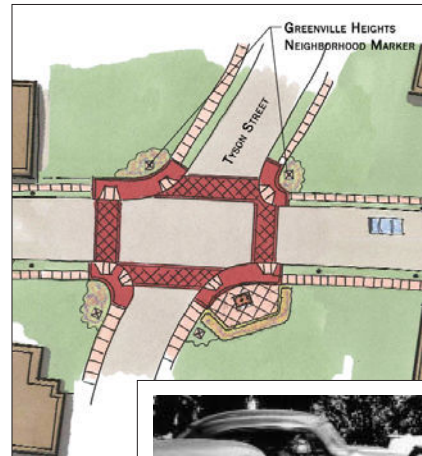
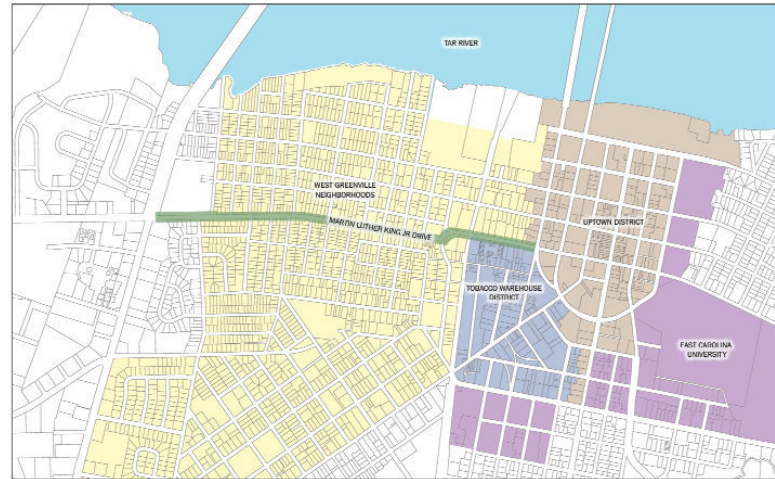
This cross section represents the main components deemed important by the citizens of West Greenville — new 5’ walks, new street lighting, and ability for bicycle use on the street.



A new gateway was developed for the Memorial Drive intersection area. The use of brick columns and landscaping was used to tie in the neighborhood markers placed along MLK Drive to celebrate the historical neighborhoods of early Greenville.



# District III – West Greenville



Memory Markers of past times...

- On the prominent site of the old black school, an art piece celebrating the life and accomplishments of Professor C.M. Eppes would be incorporated into the existing Thomas Furman Park.
- At the corner of the realigned MLK Drive and Tyson Street, an art piece was proposed for the former Negro Midwives Association. This piece would be located in proximity to the proposed Community Rescue Center as not only an art piece, but a symbol of inspiration to all who pass.

In the Historic Albemarle Black Business District, a memorial telling the history of the district and the workers that helped to create it was proposed as the centerpiece of the new neighborhood outdoor market.

A major road realignment was proposed to the intersection of MLK Drive, Albemarle Avenue, and Elizabeth Street. This realignment allowed MLK Drive to provide for the major vehicular movement along the corridor. It also allowed for the creation of open space and a small neighborhood redevelopment site.





# Civic Art

## GREENVILLE TIES

Gateways, Memory Markers and Placemakers

A Public Art and Design Master Plan for Greenville, North Carolina

Jennifer Murphy/**Citi Arts**





*All these beauties will already be familiar to the visitor, who has seen them also in other cities. But the special quality of this city for the man who arrives there... is that he feels envy toward those who now believe they have once before lived an evening identical to this and who think they were happy, that time.*

*Invisible Cities*  
Italo Calvino

## TABLE OF CONTENTS

### INTRODUCTION / 4

### HOW TO USE THIS PLAN / 5

#### Destination One – GREENVILLE – ALL DISTRICTS / 6

- Opportunity 1 *River of Ties – Pathway Component / 7*
- Opportunity 2 *River of Ties – Multi-Sensory Component / 9*
- Opportunity 3 *Artist Designed Railings and Gates / 11*
- Opportunity 4 *Tablecloths / 12*
- Opportunity 5 *“Place” Settings / 13*

#### Destination Two– THE UPTOWN DISTRICT / 14

- Opportunity 6 *Uptown Gateways / 15*
- Opportunity 7 *Greenville’s Front Porch / 16*
- Opportunity 8 *Time Machines / 17*
- Opportunity 9 *Clock Tower / 18*
- Opportunity 10 *Town Commons Park / 19*
- Opportunity 11 *Performing Art Center Signature Artworks / 20*
- Opportunity 12 *Uptown Murals / 21*
- Opportunity 13 *A Well-Tied Tie / 22*
- Opportunity 14 *Artist Designed Trash Receptacles / 23*
- Opportunity 15 *Artist Designed Bicycle Racks / 24*
- Opportunity 16 *Artist Designed Game Boards / 25*

#### Destination Three – THE WEST GREENVILLE DISTRICT / 26

- Opportunity 17 *Bookend Gateways / 27*
- Opportunity 18 *Greenville Gardens / 28*
- Opportunity 19 *Whirligig Gardens / 29*
- Opportunity 20 *Wall Gardens / 30*
- Opportunity 21 *Professor C.M. Eppes Sculpture / 31*
- Opportunity 22 *Negro Midwives Mural / 32*
- Opportunity 23 *Historic Albemarle Business District Tribute / 33*
- Opportunity 24 *“Ice House” Memory Marker / 34*
- Opportunity 25 *West Greenville Photo Album / 35*

#### Destination Four – THE WAREHOUSE DISTRICT / 36

- Opportunity 26 *Warehouse District Gateways / 37*
- Opportunity 27 *Warehouse District Murals / 38*
- Opportunity 28 *Higgs Memory Marker / 39*
- Opportunity 29 *Tobacco Warehouse Memory Marker / 40*
- Opportunity 30 *Railroad Memory Marker / 41*
- Opportunity 31 *Rotating Art Parks / 42*
- Opportunity 32 *Artist Designed Light Standards / 43*
- Opportunity 33 *Artist Designed Seating / 44*

### FUNDING / 45

### SITE PLANS / 49

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## INTRODUCTION

*Memories lodge in places that are distinct. Axes, orchards, platforms, boundaries, openings, canopies, and markers, when interwoven with our movements through them and the light that plays across them, set out an intricate web of relationships that can enhance moments from our lives and build them in safekeeping. Places, humble or grand become palaces of memory and meld these themes into compositions, with rooms and spaces complexly ordered in patterns both familiar and mysterious...*

*Chambers for a Memory Palace*  
Donlyn Lyndon and Charles W. Moore

This public art and design master plan contains a vision and menu of opportunities for both physical enhancements and psychological situations that distinguish Greenville, North Carolina from any other city. Called “Tobacco Town” in the early days, Greenville grew up as an industrial city that revolved around the tobacco industry. Roger Kammerer and Candace Pearce state in their book, *Images of America – Greenville*, “In the years after World War II, the tobacco market in Greenville grew to be one of the largest in the state. The days and weeks of the tobacco market were clearly different than the rest of the year. Electric currents flowed through the entire town out of the sights, sounds, and activity in the tobacco district – around which the rest of the town revolved. Even the air smelled differently. The warehouses that hosted the tobacco market were large features of Greenville’s landscape and were equally impossible to miss, no matter what the season. These warehouses and the activity they generated placed Greenville among the greatest tobacco marketing corners in the world.” Like the Tar River that embraces its north side, the flavor and spirit of tobacco still permeates in Greenville, North Carolina. But the city has grown into a whole new set of pants from that of its tobacco years. The arts and entertainment flourish alongside the pillars of education and medicine. And the Tar River still flows carrying with it all the memories of what once was.

One of the primary goals of the City of Greenville Center City Streetscape Plan is “connection” – connection of people to place, of neighborhoods to Uptown, of pedestrians to the Uptown core, of friendliness to streets and sidewalks, of feelings of safety to people, of Greenville’s rich history to its dynamic present. This public art master plan – *Greenville Ties* – is about tying artists and works of public art to the communities, neighborhoods, and places that whisper the spirit of old Greenville and proudly announce the dynamic and thriving new Greenville. *Greenville Ties* is also about creating a metaphor that will lead design and art thinking for the City of Greenville. “Ties” becomes both a noun and a verb implying stability and motion, and creating potential for a journey.

Travelers along this journey pass places that are distinct – Gateways, Memory Markers and Placemakers. Their movement, their journey through time and space, creates an intricate web of relationships “that can enhance moments of their lives and build them in safekeeping.” Travelers of this particular journey look toward their future destination. As they do so, they remember what they have just passed or experienced. Familiarity registers itself creating a sense of safety and stability, and the promise of what they have yet to experience is a mystery that calls to them.

## HOW TO USE THIS PLAN

There are four **Destinations** included in this plan. Each is viewed both as a separate and distinct thematic area with its own unique vision, as well as part of the overall Greenville vision, *Greenville Ties*.

**Destination One – GREENVILLE – ALL DISTRICTS**

**Destination Two – THE UPTOWN DISTRICT**

**Destination Three – THE WEST GREENVILLE DISTRICT**

**Destination Four – THE WAREHOUSE DISTRICT**

Each destination includes a **Visual and Color Theme**, **Descriptive Images**, and **Artwork Vision**. In addition, each Destination includes an **Overview of Art Opportunities** within the area. Art Opportunities are categorized as follows:

- € **Gateway.** A stand-alone art element or feature that marks entry or exit to place
- € **Memory Marker.** A stand-alone feature or an integrated component of place that pays tribute to, or remembers, a historic figure, building, event, or place
- € **Placemaker.** Art or design elements that are thematically particular to the district they are located in either actually or metaphorically

Art Opportunities also include representative visuals, related quotes from public art and planning materials, and specific information as follows:

- € **Location:** Physical location of Opportunity
- € **Concept:** Brief description of Opportunity
- € **Vision:** More elaborate description of Opportunity with the intent of painting a visual picture of the Opportunity
- € **Rationale:** The reason why the Art Opportunity is considered a viable and interesting Opportunity
- € **Considerations:** A list of considerations and potential situations/concerns that an artist or designer will need to take into account when forming a concept for the Art Opportunity
- € **Type of Project:**
  - Artist Commission* – An artist or artisan is sought to implement the Art Opportunity
  - Artist/Architect Collaboration* – An artist becomes part of a design team to create the Art Opportunity
  - Event* – An Opportunity that involves people in an event. The event culminates in permanent art and design works
  - Competition* – Artists, artisans, and designers are asked to submit completed designs for consideration in a juried competition. Selected designs are built/fabricated by the artist, artisan, or designer, but are installed by the Project Team

**DESTINATION ONE – GREENVILLE – ALL DISTRICTS**

*I am a traveler embarking on what I hope will be another successful journey. I am not alone, but I doubt that my companion shares my anticipation. We've traveled together many times before, Christopher and I, and on every trip I've had the sensation that the two of us have wandered – always together – to very different places.*

*The Tattooed Map*  
By Barbara Hodgson



**VISUAL AND COLOR THEME:** GREENVILLE TIES

**DESCRIPTIVE IMAGES:** Green for Greenville and community growth. People, community, coming together, tying people to place, journey, imaginary trail or pathway that connects places and meanders and flows like the river. River, water, southern charm, education, medicine, open, welcoming, diverse, multi-layered. Welcome to Greenville.

**ARTWORK VISION:** The vision for artworks in *Greenville – All Districts* is connection. Tying all of Greenville together and creating a common identifying language for all of Greenville leads artwork thinking. The southern tradition of welcoming, Greenville's natural environmental and location near the Tar River, and the creation of a pedestrian friendly environment are also considered in identification of art opportunities. The functional environment is also considered a canvas for artworks.

**OVERVIEW OF PUBLIC ART OPPORTUNITIES**

- Opportunity 1 *River of Ties – Pathway Component*
- Opportunity 2 *River of Ties – Multi-Sensory Component*
- Opportunity 3 *Artist Designed Railings and Gates*
- Opportunity 4 *Table Clothes*
- Opportunity 5 *"Place" Settings*

Greenville Ties

Jennifer Murphy/Citi Arts 6

**OPPORTUNITY 1: RIVER OF TIES – PATHWAY COMPONENT**

*A rhythmically active pathway can encourage walking; a pathway without rhythm can inhibit movement. We need to see pathways not just as static corridors but as dynamic, rhythmically propulsive conveyor belts.*

Mike Greenberg  
*The Poetics of Cities: Designing Neighborhoods that Work*



**OpportunityType:** Placemaker

**Location:** Throughout Greenville

**Concept:** Celebration of the life blood of the Tar River through use of a metaphoric trail that runs through all of Greenville acting as an underlying aesthetic layer that connects the entire study area – the Uptown District, the West Greenville District, and the Warehouse District

**Vision:** The Tar River, nicknamed the "Turpentine Run" and once Pitt County's greatest highway, winds its way from Roxboro to the Pamlico Sound. The river's story is filled with countless tales of Civil War battles, steamboats, floods, river locks, fishing, snakes, and ghosts. The river helped shape the development of a great portion of Eastern North Carolina. This project is viewed as an opportunity to reinforce and tell the story of the journey through Greenville's greatest highway. *River of Ties*, in its entirety, is viewed as an opportunity to engage users in a journey which both remembers the river's past and engages users in a path of discovery. If one perceives *River of Ties* metaphorically, like a river that meanders with ebbs and flows, or a path that one follows, one rhythmically steps from place to place, incrementally touching place or grounding one's self as one imagines a destination. The points of "connection" along the way mark time and physicality in a journey that until its completion is only in the traveler's mind. Once the journey is complete, those same points of connection create memories.

Greenville Ties

Jennifer Murphy/Citi Arts 7

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



**Rationale:**

- Metaphor of Tar River as a fluid meandering connection of place
- Opportunity to tell the River's story and also create a venue that ties all of Greenville together
- Water of life
- Connection/tying together
- Tying history to present
- Tying people to place
- Use of trail – lends itself to stopping points and connecting points
- Point A to point Z nature of trail lends itself to series of components or “clues” that culminate in a “finale” or “solution,” or provides a map users can follow

**Considerations:**

- Series of art components/places that create a sense of journey
- Individual components/places support concept of “journey” through use of rhythmic and/or serial elements
- Project acts as history trail that tells both Greenville’s story and that of the Tar River, Pitt County’s greatest highway
- Project is experienced both as a total overall concept and as individual components within the total artwork
- Overall concept similar to a “treasure hunt,” “board game,” “mystery,” “map,” or “story”
- User collects clues along the way that culminate in total journey experience
- Similar to a child’s stamp book, users might collect “stamps” or rubbings that are compiled into a book or journal throughout a school year or definitive time period with the intention of filling as much of the book or journal as possible and therefore creating potential for return visits to the *River of Ties*
- Artwork elements/components may be embedded in pathway, or positioned as stand-alone features along pathway
- Possible application includes repetitious signage components, hidden “discovery” components, intimate or obvious embedded components, or continuous linear components
- Several “journeys” could be created, each with unique purpose
- Journey experience, at least on one level, should work in either direction
- A larger journey experience could be manipulated with the intent of causing a particular beginning and ending that could result in a “solution” or “finale” such as an implied or actual story, poem, riddle, or like the board game *Clue*, a series of solutions that create a larger story or crime solution
- Artist identified for *River of Ties – Pathway Component* will be expected to collaborate with artist identified for *River of Ties – Multi-Sensory Component* outlined below
- Artists may apply, or be identified, as a team that includes artists that have experience in the mediums implied by both the *River of Ties – Pathway Component* and the *River of Ties – Multi-Sensory Component*

**Type of Project:** Artist Commission

**OPPORTUNITY 2: RIVER OF TIES – MULTI-SENSORY COMPONENT**

*We tend to think first of visual aesthetics...We all know a picture is worth a thousand words, that the optic nerve is massive compared to that from other sense organs – but a smell can take us back to forgotten childhood memories, music can take us into another world...*

Christopher Day  
*Places of the Soul*



**Opportunity Type:** Placemaker

**Location:** Throughout Greenville

**Concept:** A light, sound, water and/or tactile artwork that compliments and furthers the *River of Ties – Pathway Component*

**Vision:** Experience is multi-sensory. Sight is not isolated. It is accompanied by the physicality of the foot’s touch on the ground, the play of the light, the smell of the moment, the sounds of water or activity. Sometimes the multi-sensory is challenged. A particular user may be impaired, one or more of their senses unable to experience the physicality of place. Another sense will take over, will do the work of recording the familiarity of place and space, of communicating it to memory. *River of Ties – Multi-Sensory Component* is viewed as an opportunity for an artist to engage other senses than the visual – sound, light, touch, smell – and to ensure that all users can engage in the *River of Ties*.

**Rationale:**

- Metaphor of Tar River as a fluid meandering connection of place
- Opportunity to tell the River's story and also create a venue that ties all of Greenville together
- Water of life
- Community ties
- Railroad ties
- Connection/tying together

- Tying history to present
- Tying people to place
- Use of trail – bikers, runners, walkers, etc. lends itself to stopping points and connecting points (diversion.)
- Point A to point Z nature of trail lends itself to series of components or “clues” that culminate in a “finale” or “solution,” or provides a map users can follow

**Considerations:**

- Series of art components/places that create a sense of journey
- Individual components/places support concept of “journey” through use of rhythmic and/or serial elements.
- Project acts as history trail that tells both Greenville’s story and that of the Tar River, Pitt County’s greatest highway
- Project compliments and reinforces vision of *River of Ties – Pathway Component*
- Project is experienced both as a total overall concept and as individual components within the total artwork
- User collects clues along the way that culminate in a total journey experience
- Light artwork, if used, can either be continuous or segmented
- Sound artwork, if used, should be experienced as a total overall concept and as individual sound components within the total artwork
- Journey experience should work in either trail direction
- Completion of interactive journey experience could result in a “solution” or “finale” such as an implied or actual story, poem, riddle, or like the board game *Clue*, a series of solutions that create a larger story or crime solution
- Artist(s) identified for *River of Ties – Multi-Sensory Component* will be expected to collaborate with artist(s) identified for *River of Ties – Pathway Component* outlined above
- Artists may apply, or be identified, as a team that includes artists that have experience in the mediums implied by both the *River of Ties – Pathway Component* and the *River of Ties – Multi-Sensory Component*.
- Project could be viewed as “educational” in both process and result

**Type of Project:** Artist Commission

**OPPORTUNITY 3: ARTIST DESIGNED RAILINGS AND GATES**

*Place can be defined in a variety of ways. Among them is this: place is whatever stable object catches our attention. As we look at a panoramic scene our eyes pause at points of interest. Each pause is time enough to create an image of place that looms large momentarily in our view.*



**Opportunity Type:** Placemaker

**Location:** Throughout city where gates or railings occur.

**Concept:** Linear gates or railings that enhance pedestrian experience through placement and design

**Vision:** It is envisioned that this fence or rail would appeal to both the auto and pedestrian journey experiences. In addition, the fencing or railings could tell a story, which connects the entire community together, and acts as a city signature through the use of repetitive imagery.

**Rationale:**

- Change landscape/city vocabulary
- Punctuation points throughout city which “connect” people to place, provide identity and create memory
- Use of existing budget would create potential for creation of artist designed template
- Fencing or railing can be more densely applied in more visible areas and less apparent in other places
- Fencing or railing could include areas for inserts designed by other artists or students
- Fencing or railing could tell the story or history of the community

**Considerations:**

- Artwork should effectively “mark” place and transition people from one place to another
- Artist may create template patterns or designs for more or less density of application in given areas
- Template designs may be reused in other areas of project
- Template designs may include designated areas for inserts that would be designed and fabricated by other artists or students

**Type of Project:** Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 4: *TABLECLOTHS*

*Streets are not the dividing lines within the city. They are to be communal rooms and passages.*

Elizabeth Moule and Stefanos Polyoides

**Opportunity Type:** Placemaker

**Location:** Throughout City where intersections occur

**Concept:** Tablecloths are streetscape intersection designs that welcome vehicles and pedestrians to Greenville



**Vision:** In keeping with the southern welcoming tradition, *Tablecloths* are a metaphor for the conversations that occur around the family dining room or kitchen table. Key intersections are defined through paving distinction, color variation, patterning, or other means. In general, the boundaries of the altered streetscape follow each point of intersection entry creating a square canvas or “cloth” for artistic application.

**Rationale:**

- Change landscape/city vocabulary
- Use of patterning to define area, neighborhood, or place
- Southern tradition of sharing life’s moments around the kitchen table

**Considerations:**

- Artworks should be integrated into street, road, or speed table at intersections forming a square
- Artworks should consider both vehicular and pedestrian viewing capability
- Artworks may incorporate brick or other pavers, dyed concrete, metal or stone inlays, water jet cuts, or other durable materials
- Artworks may use patterning or other broad-based design means to create place distinction
- Artworks may incorporate sound or other mixed media

**Type of Project:** Artist Commission

## OPPORTUNITY 6: *“PLACE” SETTINGS*

*Our surroundings are potentially the most powerful artform we experience in our lives. Whether they will bring illness or healing depends upon all of us whose decisions and actions shape human environment.*

Christopher Day  
*Places of the Soul*



**Opportunity Type:** Placemaker

**Location:** Throughout city where sidewalk intersections occur

**Concept:** Crosswalk or sidewalk designs located in key pedestrian corridors or intersections in Greenville

**Vision:** Similar to *Tablecloths*, *“Place” Settings* are a metaphor for the conversation and story telling that occurs around the family dining room or kitchen table. Instead of being integrated into street intersections, these artworks are integrated into the sidewalks or crosswalks. Also similar, *“Place” Settings* are anticipated to include patterning, inlays and/or color material variation to achieve distinction.

**Rationale:**

- Change landscape/city vocabulary
- Use of patterning to define area, neighborhood, or place

**Considerations:**

- Artworks should be integrated into crosswalks or sidewalks at or near intersections
- Artworks should consider and respect crosswalk or sidewalk use, maintenance, and potential for trip hazard
- Artworks should be designed for pedestrian engagement
- Artworks may incorporate pavers, dyed concrete, inlays, water jet cuts, or other durable materials
- Artworks may incorporate patterning, words, symbols, pictographs, sound, or other mixed media
- Artworks may or may not be serial, repetitive, or interactive in nature

**Type of Project:** Artist Commission

## DESTINATION TWO – THE UPTOWN DISTRICT

*There is central quality which is the root criterion of life and spirit in a man, a town, a building, (a work of art) or a wilderness. This quality is objective and precise, but it cannot be named. The search which we make for this quality, in our own lives, is the central search of any person, and the crux of any individual person's story. It is the search for those moments and situations when we are most "Alive."*

Christopher Alexander  
*The Timeless Way of Building*



**VISUAL AND COLOR THEME:** GREENVILLE "ALIVE"

**DESCRIPTIVE IMAGES:** Red for "Alive" and center or "heart" of community. Community front porch. Classic feel. Responsible, solid feel. Clocks and Clock Towers. History, age and time. Get to work on time. Get to meetings on time. Get to the bus stop on time. Business suits and ties. Avenue of the Arts – classic, great street of Greenville. Civic. Pride. Vital.

**ARTWORK VISION:** The vision for artworks in the Uptown District is a combination of lively and classical. The southern tradition of welcoming, the classical notion of time and the creation of a pedestrian friendly and active environment lead artwork thinking in this district. The functional Uptown environment is also considered a canvas for artworks.

### OVERVIEW OF PUBLIC ART OPPORTUNITIES

- Opportunity 6 Uptown Gateways
- Opportunity 7 Greenville's Front Porch
- Opportunity 8 Time Machines
- Opportunity 9 Clock Tower
- Opportunity 10 Town Commons Park
- Opportunity 11 Performing Art Center Signature Artworks
- Opportunity 12 Uptown Murals
- Opportunity 13 A Well-Tied Tie
- Opportunity 14 Artist Designed Trash Receptacles
- Opportunity 15 Artist Designed Bicycle Racks
- Opportunity 16 Artist Designed Game Boards

## OPPORTUNITY 6: UPTOWN GATEWAYS

*Just as ritual, architectural and artistic, universally marks doors and, in the absence of doors, doorways, so is welcoming a visitor (and being a visitor received) universally ceremonial.*

Michael Friedman  
*Doors*



**Opportunity Type:** Gateway

**Location:** 10<sup>th</sup> and Evans

**Concept:** Large-scale functional, sculptural, or environmental, gateway artwork that "marks" entry to Uptown.

**Vision:** Gateways are in essence doorways from one place to another, and just as doors and doorways welcome visitors to a home or place, gateways welcome people to a new place or a transition of place. The Uptown Gateways are viewed as an opportunity to "mark" transition to Uptown Greenville through the use of sculptural, functional, environmental, or transitional artistic statements that welcome users and create a sense of ceremony.

### Rationale:

- Mark transition from district to district
- Uptown a distinct district within Greenville
- Provide signature and identity for Uptown

### Considerations:

- Artworks should introduce Uptown Greenville
- Artworks should work at all transit levels – transit rider, pedestrian, bike, automobile
- Artworks should consider theme of "connection" or "ties"
- Artworks can be functional, decorative, sculptural, environmental, or by design imply passage through

**Type of Project:** Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 7: GREENVILLE'S FRONT PORCH

**Opportunity Type:** Gateway and Placemaker

**Location:** Five Points Park

**Concept:** Large scale functional, sculptural, or environmental, metaphoric artwork that provides identity, welcomes people and becomes the social "front porch" of Greenville



**Vision:** Greenville's Front Porch is a tribute to Greenville's welcoming character and the southern front porch tradition. Sweet tea or lemonade, hot summer days, cicadas singing in the night sky, rotating ceiling fans, the quiet slam of a screen door, and wood planks creaking under rocking chairs are some of the sounds, tastes, and images associated with the front porch experience. Greenville's catapult into the twenty-first century portrays another image. Automobiles diminish strolls by a neighboring front porch, and modern technology such as air conditioning, televisions, and computers entice leisure hours inside. However, the spirit of the front porch still breathes in a hospitable greeting, a friendly nod, a well spun yarn, or a social gathering. This project is meant to capture the romance of the front porch of the past while telling the story of Greenville's modern front porch.

**Rationale:**

- Way to identify and tell Greenville stories through a recognizable and traditional symbol of the South
- Romance of front porch – memories, the old and the new, generations
- Southern tradition of storytelling while rocking or sitting on the front porch
- Symbol of neighborliness and connection of people

**Considerations:**

- Artwork should reference both Greenville's historic front porch heritage and "new south" image
- Front porch is a metaphor meaning artwork itself does not need to actually be a front porch, but should act a welcoming feature that pays tribute to the southern front porch experience
- Artwork may be sculptural and/or environmental in nature, but should create "place" through both its process and final presentation
- Artwork should be friendly and should consider all physical and circulation requirements necessary for visitation and interaction

**Type of Project:** Artist Commission

## OPPORTUNITY 8: TIME MACHINES

*There was nothing so very remarkable in that; nor did Alice think it so very much out of the way to hear the Rabbit say to itself, "Oh dear! Oh dear! I shall be too late!" ...but when the Rabbit actually took a watch out of its waistcoat-pocket, and looked at it, and then hurried on, Alice started to her feet, for it flashed across her mind that she had never before seen a rabbit with either a waistcoat-pocket or a watch to take out of it...*

Lewis Carroll  
*Alice's Adventures in Wonderland*

**Opportunity Type:** Placemakers

**Location:** Five Points Park, Reade Circle/Cotanche Intersection and other scattered locations



**Concept:** Large-scale functional, sculptural, or environmental clocks or "time machines" located in various places Uptown

**Vision:** The Uptown District's classical nature brings to mind images of old clock towers, clocks atop stately banks, and the respectful consideration of another's time. Also known as a place of business, people check their watches or other time elements to ensure they meet their destination "on time." This project is viewed as an opportunity to create a series of artist designed clocks throughout Uptown, over time. These clocks can be whimsical, serious, interactive or playful as long as they actually work and tell time.

**Rationale:**

- Uptown classical image and presence of clocks in early downtown environments
- Need for time to do business
- Tribute to loss of old Greenville clock

**Considerations:**

- Artworks should first and foremost be machines that tell time
- Artworks may vary in design and intent as long as the final product actually works and tells time
- Ease of maintenance should be considered a primary aspect of finished product
- Clocks may be whimsical, serious, interactive, playful
- Although the theme of the Uptown District is classical, artists are urged to create lively, fun, bright, and entertaining clocks of various sizes, shapes and designs
- Clocks will be added to the environment over time creating a collection of diverse and unique clocks throughout the Uptown District

**Type of Project:** Artist Commission



**OPPORTUNITY 9: *CLOCK TOWER***

*A stitch in time saves nine.*  
Unknown

**Opportunity Type:** Placemaker

**Location:** Northeast Corner of 1<sup>st</sup> and Green



**Concept:** Large scale functional, sculptural, or environmental, clock tower that becomes a landmark and symbol of Uptown

**Vision:** It is envisioned that a large sculptural or environmental clock tower will be located in Uptown Greenville. This artist-designed clock will become an icon for the community and act as the father of all the *Time Machines*. Similar to the *Time Machines*, the *Clock Tower* can be whimsical, serious, interactive, or playful as long as it actually works and tells time.



**Rationale:**

- Uptown classical image and presence of clocks in early downtown environments
- Need for time to do business
- Tribute to Bell Tower architectural style of old Sycamore Hill Baptist Church

**Considerations:**

- Artwork should first and foremost tell time
- Ease of maintenance should be considered a primary aspect of finished product
- Clock may be whimsical, serious, interactive, playful
- Although the theme of the Uptown District is classical, design of clock doesn't need to be classical
- *Clock Tower* should be considered the father of all the *Time Machines* and should set a tone that readies people for the Uptown clock experience
- An event should accompany the addition of the *Clock Tower* to the Uptown landscape

**Type of Project:** Artist Commission and Event

**OPPORTUNITY 10: *TOWN COMMONS PARK***

*It is not similarities that create harmony, but the art of fusing various elements that enrich life.*

Anais Nin



**Opportunity Type:** Gateway and Placemaker

**Location:** Town Commons

**Concept:** Environmental park that acts as a gateway to the Tar River

**Vision:** Parks are the meeting, greeting, and gathering places for community. They are associated with diverse activities, from respite and solitude, to play and interaction. They are usually located within or near particular neighborhoods or designated use areas, so their presentation and use become particular to the users they serve. Public art process and projects in *Town Commons Park* are viewed as a means to strengthen the character and appearance of Town Commons and act as a gateway to the Tar River.

**Rationale:**

- Parks are meeting, greeting and gathering areas which provide a captive audience for public artworks
- Artworks in parks have the potential to invite engagement and interaction
- Parks provide a destination for both mothers and fathers to spend quality time with their children
- The inclusion of an artist on a park design team allows for a unique viewpoint and park that is artistically rich

**Considerations:**

- The team selected to design the park should include an artist or arts professional (administrator, master planner) on their team
- Several projects should be identified within the park creating an interactive, engaging, and fun place
- Individual artworks should consider that the park serves a particular community or city or should create works which mirror the aspirations and uniqueness of that community
- Individual artworks should be in keeping with the themes established in this Public Art Master Plan

**Type of Project:** Art Professional or Artist/Architect Collaboration and Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 11: *PERFORMING ARTS CENTER SIGNATURE ARTWORKS*

*In society, integration is achieved not when all cultures have given up their uniqueness, but when all elements can celebrate what sets them apart. Similarly, a composition does not seek to homogenize all its elements, but create an environment that will accommodate the unique contributions of each.*

Tim McCreight  
Design Language



**Opportunity Type:** Gateway and Placemaker

**Location:** Future Performing Arts Center

**Concept:** Large scale functional, sculptural, or environmental, artwork that “introduces” the new Performing Arts Center

**Vision:** Similar to the *Uptown Gateway*, the *Performing Arts Center Signature Artworks* are viewed as an opportunity to welcome people to the new Performing Arts Center through the use of sculptural, functional, environmental, or transitional artistic statements that create a sense of ceremony.

**Rationale:**

- Mark transition from Uptown to new Performing Arts Center
- Provide signature and identity for new Performing Arts Center

**Considerations:**

- Artworks should introduce the new Performing Arts Center
- Artworks should work at all transit levels – transit rider, pedestrian, bike, automobile
- Artworks should consider theme of “connection” or “tie.”
- Artworks can be functional, decorative, sculptural, environmental, or by design imply passage through

**Type of Project:** Artist Commission

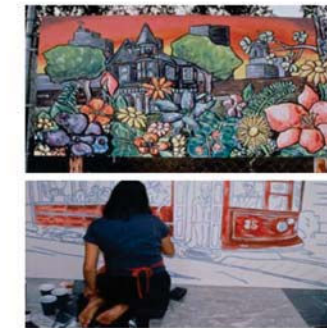
*Greenville Ties*

Jennifer Murphy/Citi Arts 20

## OPPORTUNITY 12: *UPTOWN MURALS*

*In effective community-based art, the conventional relationship of artist to audience is blurred and redefined. The audiences become the artists as they participate in the conception and making of the work. The artists become part of the community through learning the people’s history and through participating in the life of a place. The art’s content, along with the stories of how it was made combine to create an artwork that is “owned” by the community.*

Olivia Gude and Jeff Huebner  
Urban Art Chicago



**Opportunity Type:** Placemaker

**Location:** Throughout Uptown

**Concept:** Series of murals on unsightly walls throughout Uptown

**Vision:** The city of Chicago, Illinois is often described as a “city of neighborhoods.” It is also recognized by many public art programs as a “city of murals.” As early as the 1960’s, artists began recording their views of city politics and history on walls throughout the community. Despite concerns from government arts agencies, the murals were and still are by-and-large free from vandalism and controversy, and the murals are viewed as true “community public art.” This project is viewed as an opportunity to give “voice” to local artists and citizens through building walls that can become canvases for Greenville’s stories.

**Rationale:**

- Several unsightly building backs and sides exist in district
- Murals offer simple and inexpensive means to enhance these areas and reinforce theme of “connection”
- Reference Chicago’s “Mile of Murals” as point of recognition – successful program that includes Chicago-area and other artists
- Murals viewed as “community public artworks” because of their ability to create a sense of ownership and pride in place

**Considerations:**

- Each identified building wall executed by a different area artist
- Possibly a few walls identified for significant treatment and executed by nationally renowned artists (who either live in the region or outside the region)
- Murals should reinforce “journey experience” and reflect “connection” or “ties” theme

**Project Type:** Artist Commission

*Greenville Ties*

Jennifer Murphy/Citi Arts 21

**OPPORTUNITY 13: *A WELL-TIED TIE***

*A well-tied tie is the first serious step in life.*  
Oscar Wilde



**Opportunity Type:** Placemaker

**Location:** Uptown Social Areas/Parks

**Concept:** Use of Actual Neckties in Community Project/Event  
Artworks/Seating Components

**Vision:** Neckties came into existence in 1660, when soldiers from Croatia were presented as heroes to Louis XIV in Paris. The officers of this particular regiment wore brightly colored silk handkerchiefs. Noted for his eye toward personal adornment, the king created a regiment of “Royal Cravattes,” named for “cravat”, a derivation of the word “Croat.” Today business leaders set the tone for the necktie as both a symbol of success, and a creative fashion statement in an otherwise austere wardrobe consisting of the dress shirt and business suit. This project is viewed as an opportunity to celebrate Greenville’s corporate community and to recognize the “ties” that corporate leadership create in Greenville through financial and volunteer partnership efforts, education initiatives, cultural contributions, and project development efforts.

**Rationale:**

- Multi-leveled metaphor of “Tie”
- Site furniture a priority of Greenville citizens
- Low cost community-based project/bang for buck and good PR for Greenville

**Considerations:**

- Collections of neckties from businesses and residents sought for inclusion in the seating areas/benches
- Several Artists paid honoraria to design and permanently affix or paint ties onto pre fabricated benches
- All materials (benches, sealants, paint) provided to artists
- Benches created in public venue as part of an annual festival/community event
- Some benches auctioned off to supplement costs or for charitable contribution
- Individual benches can be sponsored by corporations, groups, or institutions
- Opening Event inviting all participants, stakeholders, and area notables featuring auction, and most fun/outrageous “necktie” awards. (Possibly all ties worn, placed in a bench that day)

**Type of Project:** Event

*Greenville Ties*

Jennifer Murphy/Citi Arts 22

**OPPORTUNITY 14: *ARTIST DESIGNED TRASH RECEPTACLES***

*The lovely Connie Midyette stands beside “Lively Louie, the Talking Trashcan” at Five Points in 1958.*

Roger Cramer and Candace Pearce  
*Images of America – Greenville*



**Opportunity Type:** Placemaker

**Location:** Throughout Uptown

**Concept:** Yearly competition and event for artist designed trash receptacles

**Vision:** In 1958 Lively Louie, the Talking Trash Can was introduced to Greenville. It was a city trashcan that said “thank you” as part of the city’s Clean up-Paint up Campaign. A loud speaker in the can was connected to a tape recorder in a nearby building. *Artist Designed Trash Receptacles* is viewed as an opportunity to bring the spirit of Lively Louie back to Greenville.

**Rationale:**

- Lively Louie part of Greenville’s history
- Fun and engaging trash can that invited people to keep their city clean
- Idea of competition and event creates a rotating trashcan art exhibit in Uptown and provides opportunity for a yearly event that celebrates Greenville’s local art community and history

**Considerations:**

- City will advertise the *Artist Designed Trash Receptacles* competition each year
- Artists will submit to an RFP that outlines specific limitations for the designs
- Designs will be juried by a panel consisting of Greenville residents, artists, and design professionals
- Each year the theme for the competition will change
- Trashcan designs will be in keeping with yearly theme
- Artists will build trashcans in keeping with their proposed design
- Trashcans should be designed and built to withstand the elements
- Trashcan will be displayed for up to one year, or for as long as they survive the elements
- Select trashcans may be permanently added to the Uptown landscape
- A dedication event will accompany yearly trashcan installation

**Type of Project:** Competition and Event

*Greenville Ties*

Jennifer Murphy/Citi Arts 23

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 15: *ARTIST DESIGNED BICYCLE RACKS*

*A library of images can be found in every person's mind. It is a very interesting process to see how people acquire their mental images and how they use them in their aesthetic understanding and choice. This process often takes place in the course of daily life and can be influenced and changed by communication, interaction and even manipulation.*

Ali Madanipour  
*Design of Urban Space*



**Opportunity Type:** Placemaker

**Location:** Throughout Uptown

**Concept:** Artist Designed Bicycle Racks

**Vision:** It is envisioned that the City of Greenville will solicit designs from local artists and design professionals through an RFP. Selected designs will become a standard for the entire Uptown District.

### Rationale:

- City needs and must purchase bicycle racks anyway
- Artist designed bicycle racks will replace off the shelf racks
- Expense is low, City can use existing funds accompanied by an artist design fee

### Considerations:

- A design will be selected through submittals to a competition
- Either artists, professional designers, students, or others will be eligible to apply
- Once designs are selected, the designs will become standards for all bicycle racks Uptown
- Designs should loosely reference themes of connection and "Greenville Alive"

**Type of Project:** Competition

## OPPORTUNITY 16: *ARTIST DESIGNED GAME BOARDS*

*"I don't think they play at all fairly," Alice began, in rather a complaining tone, "and they all quarrel so dreadfully once can't hear one's-self speak - and they don't seem to have any rules in particular; at least, if there are, nobody attends to them... However, she did not like to be rude, so she bore it as well as she could. "The game's going on rather better now," she said, by way of keeping up the conversation a little.*

Lewis Carroll  
*Alice's Adventures in Wonderland*



**Opportunity Type:** Placemaker

**Location:** Five Points Park, Town Commons (other parks throughout city including West Greenville)

**Concept:** Interactive artist designed games and game boards.

**Vision:** It is envisioned that a selected artist or artists will design a series of games or game boards for Uptown. These games or game boards will act as "time" killers and fillers for Uptown workers and residents. The use and design of the games and game boards should be a direct response to the *Time Machines* located throughout Uptown acting as counterparts and playful adversaries to the stodgy, rigid, and reverent keepers of time.

### Rationale:

- Although sometimes fanciful in their design, the *Time Machines* serve to reinforce Uptown's classical image while the *Artist Designed Game Boards* through both intent and design imply life and play
- The *Artist Designed Game Boards* provide opportunity for people to pause, gather, enjoy, and meet
- The games and game boards could become regular meeting areas for people or sites for game tournaments

### Considerations:

- *Artist Designed Game Boards* should be fun, engaging counterparts to the stodgy, reverent *Time Machines*
- *Artist Design Game Boards* can either portray known and existing games or could create all new games
- *Artist Designed Game Boards* should be able to be played (checkers, chess, or other game)

**Type of Project:** Artist Commission

### DESTINATION THREE – THE WEST GREENVILLE DISTRICT

*To create a garden is to search for a better world. In our effort to improve on nature, we are guided by a vision of paradise. Whether the result is a horticultural masterpiece or only a modest vegetable patch, it is based on the expectation of a glorious future. This hope for the future is at the heart of all gardening.*

Marina Schinz

#### VISUAL AND COLOR THEME: MEMORIES AND GARDENS

**DESCRIPTIVE IMAGERY:** Brown for historic district and the dirt that grows flowers. Elegant ladies in pink summer frocks, little girls, grandmother’s china, tea parties, gardens, old photo albums, whirligigs spinning in flower gardens, barbecue, picnics in the park. History and memory. The breeze from ceiling fans on front porches on hot summer nights.



**ARTWORK VISION:** The vision for artworks in West Greenville is a combination of celebration of history and gardens. Artworks will reflect and capture the natural storytelling tendencies of West Greenville, the rich and educational history of place, and the beauty of the flowers that still live in the memories of West Greenville citizens. The southern tradition of welcoming and the creation of a pedestrian friendly and active environment also lead artwork thinking in this district.

#### OVERVIEW OF PUBLIC ART OPPORTUNITIES

- Opportunity 17 *Bookend Gateways*
- Opportunity 18 *Greenville Gardens*
- Opportunity 19 *Whirligig Gardens*
- Opportunity 20 *Wall Gardens*
- Opportunity 21 *Professor C.M. Eppes Sculpture*
- Opportunity 22 *Negro Midwives Mural*
- Opportunity 23 *Albemarle Black Business District Tribute*
- Opportunity 24 *Ice House Memory Marker*
- Opportunity 25 *West Greenville Photo Album*

### OPPORTUNITY 17 (A & B): BOOKEND GATEWAYS

*What attracts people most it would appear, is other people.*

William H. Whyte  
*The Social Life of Small Urban Spaces*



**Opportunity Type:** Gateways

**Location:** A – Elizabeth/Albemarle and MLK Intersection, B – Memorial and MLK Intersection

**Concept:** Large scale functional, sculptural, or environmental, gateway artwork that “marks” entry to Uptown

**Vision:** Similar to *Uptown Gateways*, the *Bookend Gateways* are viewed as an opportunity to “mark” transition to West Greenville through the use of sculptural, functional, environmental, or transitional artistic statements that welcome users and create a sense of ceremony.

#### Rationale:

- Mark transition from district to district
- West Greenville a distinct district within Greenville
- Provide signature and identity for West Greenville

#### Considerations:

- Artworks should introduce West Greenville
- Artworks should work at all transit levels – transit rider, pedestrian, bike, automobile
- Artworks should consider theme of “connection” or “ties”
- Artworks can be functional, decorative, sculptural, environmental, or by design imply passage through

**Type of Project:** Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 18: GREENVILLE GARDENS

*The Book of Life begins with a man and a woman in a garden.*

Oscar Wilde



**Opportunity Type:** Placemaker

**Location:** West Greenville Community Gardens and along MLK

**Concept:** Environmental park that extends into areas along MLK



**Vision:** It is envisioned that this neighborhood park reference both the sophistication of royal gardens and the down home atmosphere of neighborhood picnics. Beautiful and well-manicured places, shapes and forms might transition into greenery defined mazes, official croquet courses, and high tea seating areas creating an interactive and social environment reminiscent of more genteel time. It is further envisioned that places within the Gardens be set up for social gatherings that are in keeping with the West Greenville theme of Memories and Gardens and the Descriptive Imagery called out including grandmother's china, old photo albums, flowers, barbecue, front porch charm, etc. In addition, the garden theme will spread out onto MLK punctuating specific areas or places and visually "tying" the entire corridor together.

**Rationale:**

- People of West Greenville remembered flowers in area
- Opportunity to create several gardens and interactive spaces where people could spend leisure time
- Parks are meeting, greeting, and gathering areas which provide a captive audience for public artworks
- Artworks in parks have the potential to invite engagement and interaction
- Parks provide a destination for both mothers and fathers to spend quality time with their children
- Punctuated planting along MLK reinforces theme of connection

**Considerations:**

- The team selected to design the park should include an artist or arts professional (administrator, master planner) on their team
- Several projects should be identified within the park creating an interactive, engaging, and fun place
- Individual artworks should consider that the park serves a particular community or city or should create works which mirror the aspirations and uniqueness of that community
- The inclusion of an artist or arts professional on a park design team allows for a unique viewpoint

**Type of Project:** Arts Professional/Design Team Collaboration and Artist Commission

Greenville Ties

Jennifer Murphy/Citi Arts 28

## OPPORTUNITY 19: WHIRLIGIG GARDENS

*(hwúr'ls gíg, wúr'-), n. 1. something that whirls, revolves, or goes around: an apparatus that whirls or revolves. 2. a whirling or revolving motion or course; continuous round or succession; revolving cycle: the "whirligigs of fashion." 3. a giddy or flighty person. 4. a merry-go-round or carousel. 5. a toy for whirling or spinning, as a top.*

**Opportunity Type:** Placemaker

**Location:** West Greenville Community Gardens (with Greenville Gardens)

**Concept:** Series of engaging whirligigs



**Vision:** Whirligigs are whimsical, wind-driven expressions of American folk art. Said to have originated in the Orient, the first whirligig appeared in this country in the 17<sup>th</sup> century. Called "weathervanes," they were elaborate wind-powered figures with connected metal rods which moved up or down, or from side-to-side. A propeller provided the first visual indication that the wind was performing its magic, then the entire apparatus twirled, spun, and whirled. Weathervanes still have their place in the air's movement, although today they are serious in both purpose and nature. Whirligigs, on the other hand, poke fun at their ancestors. They are free whirling, usually unnecessary imps that engage their viewers with whimsy and humor. This project is viewed as an opportunity to celebrate North Carolina's distinct craft tradition through the use of local artist and artisan designed whirligigs.

**Rationale:**

- Fun, light, engaging gadgets that play with notion of motion
- Implication of garden – whirligigs loosely resemble flowers and are often exhibited in personal gardens.
- Celebration (and use) of local North Carolina craft artists (Penland, Black Mountain, Seagrove, etc.)

**Considerations:**

- Parameters (envelope of requirements) established for whirligig type, height, etc.
- Project a "competition"
- North Carolina artists and artisans asked to submit designs for consideration
- Selected "whirligig" artists and artisans paid an honorarium to create
- City of Greenville installs

**Type of Project:** Competition

Greenville Ties

Jennifer Murphy/Citi Arts 29

**OPPORTUNITY 20: WALL GARDENS**

*Gardens are the result of a collaboration between art and nature.*

Penelope Hobhouse, 1988

**Opportunity Type:** Placemaker

**Location:** Throughout West Greenville where walls occur

**Concept:** Series of murals on unsightly and other walls in West Greenville



**Vision:** Similar to the *Uptown Murals*, *Wall Gardens* is viewed as an opportunity to give “voice” to local artists through building walls that can become canvases for their stories and West Greenville’s stories, and to give “voice” to community by providing them the venue and artist that can become the paintbrush for their story.

**Rationale:**

- Several unsightly building backs and sides exist in district
- Murals offer simple and inexpensive means to enhance these areas and reinforce both theme of “connection”
- Reference Chicago’s “Mile of Murals” as point of recognition – successful program that includes Chicago-area and other artists
- Murals viewed as true “community public artworks” because of their ability to create a sense of ownership and pride in place

**Considerations:**

- Each identified building wall executed by a different area artist
- Possibly a few walls identified for significant treatment and executed by nationally renowned artists (who either live in the region or outside the region)
- Murals should reinforce “journey experience”
- Murals should reflect “garden,” “connection,” or “ties” theme

**Project Type:** Artist Commission

**OPPORTUNITY 21: PROFESSOR C.M. EPPES SCULPTURE**

*Public art can express civic values, enhance the environment, transform a landscape, heighten our awareness, or question assumptions. Placed in a public site, this art is there for everyone, a form of collective community expression – from the once celebrated but now recognized general on a horse to the abstract sculpture that may baffle the passer-by on first glance.*

Penny Balkin Bach  
Public Art in Philadelphia

**Opportunity Type:** Memory Marker

**Location:** Thomas Foremen and Bancroft/MLK intersection

**Concept:** Tribute to Professor C.M. Eppes



**Vision:** Charles Montgomery Eppes (1857 – 1942) was a native of Halifax, North Carolina, and came to Greenville in 1903. He served as first principal of the Colored Graded School and Industrial High School and other schools. Eppes did much to raise the condition in which black people lived in Greenville, especially during the Depression. He was a Mason and member of York A.M.E. Zion Church, and he served on numerous councils for race and education. A moving spirit in the community, Eppes was also an advocate for industrial education and racial goodwill. This project is viewed as an opportunity for an artist to commemorate Professor Eppes’ leadership and gifts to West Greenville through the creation of a realistic sculpture. It is envisioned that this sculpture will be bronze or other lasting material.

**Rationale:**

- Professor Eppes a noted figure in the West Greenville community
- Project in keeping with area theme of memories
- Memory Markers considered to be an important art form in the West Greenville district
- Memorial to Professor Eppes came directly from citizen input during community meetings

**Considerations:**

- Artwork should be traditional and created in the statuary tradition of early civic squares
- Artist should work closely with them during the design and fabrication of the memorial to Professor Eppes
- Artwork should be created in bronze or other last material
- Artwork should be a likeness of Professor Eppes as opposed to abstract
- Artwork should be designed to withstand the ravages of time and inclement weather conditions

**Type of Project:** Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 22: *NEGRO MIDWIVES MURAL*

**Opportunity Type:** Memory Marker

**Location:** Intersection of Tyson and MLK

**Concept:** An artist working in collaboration with school children to create a tribute to the *Negro Midwives*



**Vision:** It is said that during their time, the Negro Midwives delivered nearly every baby in Greenville. Over 100 midwives existed in Pitt County in the 1920s and only four were left in 1968. Requirements to be a midwife included being in good health, being a high school graduate, having good character, and being between the ages of 21 and 45. Midwives were required to complete a course at the midwife institute, which was usually in Fayetteville. Licenses were renewed every 5 years. It is envisioned that an artist will be selected to work with select schools in the Greenville Public School System in West Greenville to create a tribute to the *Negro Midwives*. The artist will be expected to collaborate with the schools and teachers on an educational curriculum which researches and tells the story of the *Negro Midwives*. Children will be asked to write stories and create poems. On completion of this educational component, the artist then will work with school children to design and create the images for the artwork. The results of this project will be the artwork and both a written and media product that records the process.

**Rationale:**

- *Negro Midwives* a noted part of West Greenville's history
- Project in keeping with area theme of memories
- Memory Markers considered to be an important art form in the West Greenville district
- Memorial to *Negro Midwives* came directly from citizen input during community meetings
- Collaboration between artists and schools adds educational component to project

**Considerations:**

- Artist to collaborate with children on the creation of stories, poems and images to be included in the artwork
- Artist to also use children's art in the artwork's creation
- Product to include written and electronic media products that detail the process

**Type of Project:** Artist Commission

## OPPORTUNITY 23: *ALBEMARLE BLACK BUSINESS DISTRICT TRIBUTE*

*Cities have historic roots which live in people's memories: places people knew and used in particular ways in their childhood, places that their grandparents remembered, places that give stability and roots when the boundaries, skylines, streetscapes, usage patterns and local "atmosphere" change bewilderingly quickly. These are foundations to be built upon.*

Christopher Day  
*Places of the Soul*

**Opportunity Type:** Memory Marker

**Location:** Site of past Albemarle Black Business District



**Concept:** An artist working in collaboration with school children to create a tribute to the *Historic Albemarle Black Business District* in paving or other key location at site of the Black Business District

**Vision:** Similar to the *Negro Midwives Mural*, it is envisioned that an artist will be selected to work with select schools in the Greenville Public School System in West Greenville to create a tribute to the *Historic Albemarle Black Business District*. The artist will be expected to collaborate with the schools and teachers on an educational curriculum which researches and tells the story of the *Historic Albemarle Black Business District* and places it in the pavement or other key location near where the Albemarle Black Business District once stood. Children will be asked to write stories and create poems. On completion of this educational component, the artist then will work with school children to design and create the images for the artwork. The results of this project will be the artwork and both a written and media product that records the process.

**Rationale:**

- *Historic Albemarle Black Business District* a noted part of West Greenville's history
- Memory Markers considered to be an important art form in the West Greenville district
- Memorial to *Historic Albemarle Black Business District* came from citizen input
- Collaboration between artists and schools adds educational component to project

**Considerations:**

- Artist to collaborate with children on the creation of stories, poems and images to be included in the artwork
- Artist to also use children's art in the artwork's creation
- Product to include the artwork along with written and electronic media products that detail the process

**Type of Project:** Artist Commission



**OPPORTUNITY 24: "ICE HOUSE" MEMORY MARKER**



**Opportunity Type:** Memory Marker

**Location:** West Greenville Community Gardens

**Concept:** An artist working in collaboration with school children to create a tribute to the "Ice House"

**Vision:** West Greenville citizens have fond memories of going to the "Ice House" to get ice buckets or shaved ice cones. It is envisioned that a kiosk will be located in the West Greenville Community Gardens that will recognize the "Ice House" and possibly even sell shaved ice cones, or what we refer to as snow cones today. It is further envisioned that as part of, or surrounding this kiosk, an artist would create an artwork that pays tribute to the "Ice House" and the memories of the people who enjoyed it.

**Rationale:**

- "Ice House" a noted part of West Greenville's history
- Project in keeping with area theme of memories
- Memory Markers considered to be an important art form in the West Greenville district
- Memorial to "Ice House" came directly from citizen input during community meetings
- Collaboration between artists and schools adds educational component to project

**Considerations:**

- Artwork to pay tribute to the "Ice House"
- Artist to interview citizens and research the "Ice House" as a means to solicit community memories about the "Ice House"
- Artwork should be both artistic and historic in process, nature and product

**Type of Project:** Artist Commission

Greenville Ties

Jennifer Murphy/Citi Arts 34

**OPPORTUNITY 25: WEST GREENVILLE PHOTO ALBUM**



**Opportunity Type:** Memory Marker

**Location:** West Greenville Community Gardens/Retail Infill Development or Albemarle Street

**Concept:** A wall or sculptural element that includes historical photographs of noted people, places, buildings and events in West Greenville

**Vision:** The West Greenville Photo Album is viewed as an opportunity for an artist or artists to tell the story of West Greenville's history through photographs, writings and other historic materials. It is envisioned that the artist will work closely with the West Greenville community and local historians to locate the historic photos and writings and to compile them into an implied photo album on a wall or other structure in West Greenville. It is further envisioned that this project could have a sound and/or video component that would include the voices of living residents as they tell Greenville's story.

**Rationale:**

- Many noted people, places, buildings, and events in West Greenville's history
- People in West Greenville are storytellers who share their memories freely and proudly
- Resident input indicated a strong desire to tell Greenville's history through artworks

**Considerations:**

- Artist(s) will work closely with the West Greenville residents and historians
- Photos and writings gathered will be reproduced onto another surface such as tile, concrete, or other material – actual photos are archival and will not be used
- Artist will determine how to display photos and writings
- Final product should be an artwork, not just a compilation of photos
- A sound or video component may accompany the artwork creating an entire art experience
- Sound or video component would include recordings or footage of living Greenville residents or historians telling their story

**Type of Project:** Artist Commission

Greenville Ties

Jennifer Murphy/Citi Arts 35

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## DESTINATION FOUR – THE WAREHOUSE DISTRICT

*The most valuable ornament does not simply transmit tradition, but transforms our expectations. Certain shapes have become so embedded in our culture that they carry with them recollections that bind us together.*

Donlyn Lyndon and Charles W. Moore  
*Chambers for a Memory Palace*



**VISUAL AND COLOR THEME:** *ARTS AND ENTERTAINMENT*

**DESCRIPTIVE IMAGERY:** Olive for dried tobacco leaves and warehouse buildings. Eclectic. Bohemian. Industrial. Entertainment. Music – Jazz and Blues. Railroad. Historic architecture.

**ARTWORK VISION:** The vision for artworks in the Warehouse District reflects the areas arts and entertainment and eclectic bohemian themes, as well as its tobacco warehouse heritage. History and memory and the creation of a pedestrian-friendly and active environment lead artwork thinking in this district. This area offers the opportunity for dense mixed-use design and the flavor of well-established red brick facades coupled with a warm, inviting atmosphere. Shops, cafes, and the promise of shared and interactive time with friends are also considered in artwork thinking. The functional environment is also considered canvas for artworks.

### OVERVIEW OF PUBLIC ART OPPORTUNITIES

- Opportunity 26 *Warehouse District Gateways*
- Opportunity 27 *Warehouse District Murals*
- Opportunity 28 *Higgs Memory Marker*
- Opportunity 29 *Tobacco Warehouse Mural*
- Opportunity 30 *Railroad Memory Marker*
- Opportunity 31 *Rotating Art Parks*
- Opportunity 32 *Artist Designed Light Standards*
- Opportunity 33 *Artist Designed Seating*

*Greenville Ties*

Jennifer Murphy/Citi Arts 36

## OPPORTUNITY 26 (A & B): WAREHOUSE DISTRICT GATEWAYS

*It was a place as blank as a sheet of paper. It was the place I had always been looking for. Out train and car windows, in my imagination, and on my walks through more complicated terrain, flat expanses would call to me, promising walking as I imagined it.*

Rebecca Solnit  
*Wanderlust*



**Opportunity Type:** Gateway

**Location:** A – 10<sup>th</sup> and Dickenson, B – Reade and Dickenson

**Concept:** Pedestrian scale functional, sculptural, or environmental gateway artworks that “mark” entry to the Warehouse District

**Vision:** Similar to *Uptown Gateways* and *Bookend Gateways*, the *Warehouse District Gateways* are viewed as an opportunity to “mark” transition to West Greenville through the use of sculptural, functional, environmental, or transitional artistic statements that welcome users and create a sense of ceremony.

### Rationale:

- Mark transition from district to district
- Warehouse District a distinct district within Greenville
- Provide signature and identity for Warehouse District

### Considerations:

- Artworks should introduce the Warehouse District
- Artworks should work primarily at the pedestrian scale
- Artworks should consider theme of “connection” or “ties” along with arts and entertainment
- Artworks can be functional, decorative, sculptural, environmental, or by design imply passage through

**Type of Project:** Artist Commission

*Greenville Ties*

Jennifer Murphy/Citi Arts 37

### OPPORTUNITY 27: *WAREHOUSE DISTRICT MURALS*

**Opportunity Type:** Placemaker and Memory Marker



**Location:** Throughout district

**Concept:** Series of murals and wall “signage” in keeping with the Warehouse flavor of the district

**Vision:** Similar to the *Uptown Murals* and *Wall Gardens*, *Warehouse District Murals* is viewed as an opportunity to give “voice” to local artists through building walls that can become canvases for their stories and West Greenville’s stories, and to give “voice” to community by providing them the venue and artist that can become the paintbrush for their story. It also is an opportunity to combine the existing historic signage murals – Pepsi-Cola and Ken’s Furniture – into the new murals creating a rich and informative canvas of place.

**Rationale:**

- Several unsightly building backs and sides exist in district
- Murals offer simple and inexpensive means to enhance these areas and reinforce themes of “connection,” arts and entertainment and tobacco warehouse
- Opportunity to combine the existing historic signage murals – Pepsi-Cola and Ken’s Furniture – into the new murals creating a rich and informative canvas of place

**Considerations:**

- Each identified building wall executed by a different area artist
- Possibly a few walls identified for significant treatment and executed by nationally renowned artists
- Murals should reinforce “journey experience”
- Murals should reflect “connection” or “ties” theme, arts and entertainment and/or tobacco warehouse themes

**Project Type:** Artist Commission

### OPPORTUNITY 28: *HIGGS MEMORY MARKER*

**Opportunity Type:** Memory Marker

**Location:** 10<sup>th</sup> and Dickenson

**Vision:** Legend has it that one of the Higgs brothers walked into a city office and emptied a pocket of gold onto the table as exchange for his roads to be paved. The Higgs brothers developed the Higgs neighborhood and had lived with unpaved roads for too long. This project is viewed as an opportunity for an artist to commemorate the Higgs brothers and the legend of the gold/paved roads exchange through a sculptural form or other artistic venue. It is envisioned that the selected will work closely with the West Greenville community throughout the creation of the artwork.

**Rationale:**

- Higgs brothers noted figures in the West Greenville community
- Story of gold/paved roads exchange a legend in Greenville
- Project in keeping with area theme of memories
- Memory Markers considered to be an important art form in the West Greenville district
- Memorial to Higgs came directly from citizen input during community meetings

**Considerations:**

- Artwork should honor the gold/paved roads legend and the Higgs brothers
- Artist should work closely with community
- Artwork should be designed to withstand the ravages of time and inclement weather conditions

**Type of Project:** Artist Commission

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## OPPORTUNITY 29: *TOBACCO WAREHOUSE MURAL*

**Opportunity Type:** Memory Marker

**Location:** Tobacco Warehouse District Plaza

**Concept:** A mural which celebrates Greenville's early "Tobacco Town" image

**Vision:** Called "Tobacco Town" in the early days, Greenville grew up as an industrial city that revolved around the tobacco industry. Electric currents flowed through the entire town out of the sights, sounds, and activity in the tobacco district – around which the rest of the town revolved. Even the air smelled differently. The warehouses that hosted the tobacco market were large features of Greenville's landscape and were equally impossible to miss, no matter what the season. These warehouses and the activity they generated placed Greenville among the greatest tobacco marketing corners in the world. This project is viewed as an opportunity for an artist to remember and celebrate Greenville's "Tobacco Town" image.

**Rationale:**

- Opportunity to celebrate Greenville's early "Tobacco Town" image
- Project suggested by citizens during public process

**Considerations:**

- Mural to be painted on a highly visible and large wall
- Mural should celebrate Greenville's historic "Tobacco Town" image
- Artist should research Greenville's tobacco history

**Type of Project:** Artist Commission

## OPPORTUNITY 30: *RAILROAD MEMORY MARKER*

**Opportunity Type:** Placemaker

**Location:** Pedestrian Corridor at Pepsi Cola Mural

**Concept:** Artwork integrated into pavers that tells the story of Greenville's railroad history



**Vision:** The Old Atlantic Coast Line Railroad passenger station was located near the intersection of 10<sup>th</sup> Street and Dickenson Avenue. The town citizens crowded the station daily to watch the trains arrive and to talk about the day's events. The station was built in 1890, but was moved in 1941 from the intersection when Dickenson was widened. The last regularly scheduled passenger train came through Greenville on April 26, 1942. The station was torn down in March 1958. Portions of the old railroad still remain. This project is viewed as an opportunity for an artist to create an artwork that is integrated into pavers and which tells the story of Greenville's railroad history.

**Rationale:**

- Railroad a large part of Greenville's past
- Romance of folks meeting at the railroad station to watch the trains come in is a practice no longer done in today's fast paced society
- Project offers an opportunity for an artist to not only integrate railroad "ties" and lore into paving, but also to celebrate the romance of journey – place to place, past to present, people to place

**Considerations:**

- Project to include reference to Greenville's railroad history
- Project to include reference to railroad and "ties" as well as the romance of journey
- Artwork to recognize people's use of the old railroad station – watching the trains arrive, sharing the days events, meeting and greeting
- Artwork to be integrated into pavement through use of brick, metal inlays, or other means
- Artwork to either physically or metaphorically reference train tracks
- Artwork to imply a journey and include a beginning and end that sequentially tells a story or causes people to engage from point A to point Z
- Artwork to work in both directions
- Artwork to be both interactive and educational

**Type of Project:** Artist Commission

### OPPORTUNITY 31: *ROTATING ART PARKS*

**Opportunity Type:** Placemakers

**Location:** Triangle parks at Dickenson and Pitt, Atlantic and Clark

**Concept:** Interactive artist environments in park settings that provide a canvas for temporary artworks



**Vision:** It is envisioned that large walls will be constructed and prepared for artists to periodically paint murals. It is further envisioned that areas in the parks will be readied to accommodate temporary sculptural and environmental artworks. The parks will be continuously changing and will involve many artists and various artistic expressions

**Rationale:**

- Opportunity for artists to exhibit their works in the public
- Works to regularly rotate offering opportunity for several artists to be involved and for ever changing new and exciting artworks
- Rotating parks are meeting, greeting, and gathering areas which will provide a captive audience for public artworks
- New exhibit openings and other events could take place in the *Rotating Art Parks* creating a lively and engaging social area

**Considerations:**

- Artworks will continuously change/rotate
- Artworks should be varied in media and scale to explore currently artistic trends
- Incidence of change shall be at the discretion of the City or the City's appointed curator/administrator allowing successful or popular works to remain for extended timeframes, or consideration for permanent addition or relocation
- Process for identification of artists should be open and inclusive and should allow for flexibility in artistic in expression

**Type of Project:** Artist Commission

*Greenville Ties*

Jennifer Murphy/Citi Arts 42

### OPPORTUNITY 32: *ARTIST DESIGNED LIGHT STANDARDS*



**Opportunity Type:** Placemaker

**Location:** Throughout district

**Concept:** Artist Designed Light Standards and Catenary Poles

**Vision:** It is envisioned that an artist or design professional ornament the lighting standards and catenary poles in the Warehouse District and that ornamentation utilized make either literal or implied reference to the themes of Arts and Entertainment, tobacco, or connection. It is further envisioned that the selected artist's design become a standard for the entire district creating a recognizable icon for the district.

**Rationale:**

- Light standards need to exist and resources are available
- Artist designed light standard offers opportunity to create signature light standard that says Warehouse District and Greenville
- Once standard design is developed, light pole manufacturing can be done in bulk lessening cost
- Artist designed light standards are engaging, unique, and memorable

**Considerations:**

- A design will be selected through submittals to a competition
- Either artists, professional designers, students, or others will be eligible to apply
- Once the design is selected, the design will become a standard for all lighting features in the district
- Designs should reference themes of Arts and Entertainment, tobacco, or connection

**Type of Project:** Competition

*Greenville Ties*

Jennifer Murphy/Citi Arts 43



## OPPORTUNITY 33: *ARTIST DESIGNED SEATING*

*A dimension that is truly important is the human backside. It is a dimension many architects ignore. Not often will you find a ledge or bench that is deep enough to be sittable on both sides. Some aren't sittable on one.*

William H. Whyte  
*City: Rediscovering the Center*

**Opportunity Type:** Placemaker

**Location:** Dickenson and other possible areas throughout district

**Concept:** Functional seating designed and fabricated by artists



**Vision:** The Warehouse District's arts and entertainment theme allows for a fun, engaging and bohemian feel that welcomes eclectic treatment and artworks. *Artist Designed Seating* is viewed as an opportunity to over time create a series of artist designed functional chairs or seating elements along Dickenson and other areas in the District. Seating can be whimsical, serious, interactive, or playful.

### Rationale:

- Warehouse District arts and entertainment theme allows for creative and eclectic seating
- Seats can be added over time allowing for constant change in the environment
- Residents will search for new seating as they are added
- Visitors will delight in the seating as well as have their pictures taken while sitting on them

### Considerations:

- Artworks should first and foremost be seats that work
- Artworks may vary in design and intent as long as the final product is functional
- Ease of maintenance should be considered a primary aspect of finished product
- Seating may be whimsical, serious, interactive, playful
- Given the Warehouse District's arts and entertainment theme, artists are urged to create lively, fun, bright, and entertaining seating elements of various sizes, shapes, and designs
- Seating will be added over time creating a collection of diverse and unique seats
- Events may surround addition of new seating elements

**Type of Project:** Artist Commission

*Greenville Ties*

Jennifer Murphy/Citi Arts 44

## FUNDING

There are four basic types of funding for public art programs. These include the percent-for-art model; private developer incentives; program partnerships; and federal, state, and local grants. The following includes an outline of the four funding types and includes strategies for implementing each.

### Percent-for-Art Model

#### Overview

A majority of public art programs throughout the country use the percent-for-art model to fund public artworks in the city landscape. Anywhere between 1% - 2% of city improvement projects (CIP) is set aside toward the inclusion of public artworks in those projects. Once set aside, these funds are then generally divided into three categories – artist contract (70% of total % set aside), administration costs (15% of total % set aside), and project support costs (15% of total % set aside) including site preparation, signage, travel, and other costs necessary to “support” the successful implementation of the project. In addition, some programs set aside dollars for maintenance. The percent-for-art model is generally legislated through an ordinance or other City Council action.

#### Implementation Strategies

1. **Formation of a Public Art Committee or Board.** This committee would be comprised of members of the community and would be charged with overseeing and implementing the public art program. Their responsibilities would include, but are not limited to the following:
  - Advising City staff and City Council on all matters related to public art, including the acquisition and placement of works of art, as well as maintenance, removal, relocation, or alteration of existing works;
  - Performing all duties with respect to implementing a public art program for Greenville, North Carolina;
  - Overseeing the artist selection process;
  - Overseeing the aesthetic and technical considerations of individual art projects from artist selection through installation;
  - Reviewing and making recommendations to the City regarding proposed gifts of public art to the City; and
  - Reviewing and recommending changes to the percent-for-art ordinance, guidelines, policies, and procedures.

*Greenville Ties*

Jennifer Murphy/Citi Arts 45

2. **Creation of Program Guidelines, Policies, and Procedures.** Prior to the creation of a public art committee or board, and the drafting and approval of a percent-for-art ordinance, the City should retain the services of a public art consultant to help draft the ordinance along with program guidelines, policies, and procedures including, but not limited to, the following:

- Committee or board makeup and responsibilities
- Identification of committee or board members
- Artist selection
- Collection Review Standards
- Gifts or loans
- Conservation and maintenance
- Funding

These guidelines, policies and procedures will guide the program and ensure program success.

3. **Program Staff or Consultant.** Once the program is developed, the City should either designate a staff position or hire a consultant to help them manage and lead the program. The first project initiated by the new committee or board is important towards setting the program tone. If the City is not prepared to hire a public art program manager, who is familiar with public art process, then the City should retain the services of a public art consultant to lead initial efforts to success, and be a model for future efforts. The role and responsibility of the consultant/staff includes, but is not limited to, the following:

- Provide leadership and vision in the development of the public art program;
- Coordinate the work of all parties involved in the public art program including architects, planners, and City project managers, among others;
- Administer the artist selection process; and
- Act as the program's agent in overseeing the design, fabrication, and installation of artworks.

#### Private Developer Incentives

##### Overview

Private developer incentives generally involve trade-outs of City development requirements. For instance, a requirement for a certain number of parking spaces or trees on the development site

could be traded for developer agreement to include public art in the project. The trade-out allowance and the art budget would be set by the City.

##### Implementation Strategies

In order to successfully implement a private developer initiatives program, the City should form a committee that is knowledgeable about development strategies and City requirements. This effort could be led by an art consultant or a City employee with some direction from an art consultant, specifically where national precedent is concerned.

#### Program Partnerships

##### Overview

Program partnerships may include private developers, corporations, and donations and gifts. Some of the most successful partnership strategies include leveraging of existing City dollars, in-kind contributions, adopt-an-artwork, or gifts and loans of either dollars or artworks.

##### Implementation Strategies

1. **Leveraging Existing Dollars.** In this form of partnership, program leaders, specifically public art committee members, seek opportunities to leverage any existing dollars they have for the creation of a public artwork. The partners generally match the existing project budget and in turn receive benefits such as their names or company names prominently displayed and/or tickets to area attractions, etc.
2. **In-kind Contributions.** In this form of partnership, again program leaders, specifically public art committee members, seek in-kind support for the public art program. This may include a local manufacturer offering free or reduced fabrication services, free or reduced advertising and printing services, or other services that directly benefit the public art program. In-kind contributors receive benefits such as their names or company names prominently displayed and/or tickets to area attractions, etc.
3. **Adopt an Artwork.** Adopt an Artwork programs are very successful. These programs involve individual or corporate "purchase" of a new commissioned artwork, or maintenance of an existing artwork. Although purchased, the artworks remain in the public realm, and the benefactor receives benefits, usually of their names prominently displayed near the artwork.



4. **Gifts or Loans.** Gifts of artworks or of dollars to fund the acquisition of artworks can also be a very successful means of building a public art program. Because gifts can often be of artworks that the City doesn't necessarily want or which clutters the landscape, it is important to have a policy and procedures on the acceptance of gifts or loans. On the other hand, the receipt of dollars to fund the acquisition of artworks should be encouraged, but careful consideration should be given to any restrictions posed by the gift giver.

#### **Federal, State or Local Grants**

##### **Overview**

The Federal Department of Transportation has an allowance for enhancement to large improvement projects such as roadway, freeways, light rail, and airports. The enhancements cover the addition of bike trails, walking paths, and other user-friendly areas of the projects as well as larger project areas. The intent of the enhancement dollars is to beautify the projects, so public art can be considered an enhancement as long as it relates to transportation in some way and is viewed as means to beautify the project. These dollars are dispersed on a case-by-case basis and are generated from an application or granting process. Dollar disbursement is based on a matching of existing project funds. Each state has a designated representative who administers the funding process on a yearly basis. In addition, there are other federal, state, and local granting options available periodically such as state or federal arts council and the Americans for the Arts grants, among others.

##### **Implementation Strategies**

In order to be considered for federal, state, or local grants, someone has to research availability and write the grant. Generally, a staff person or volunteer from program leadership, specifically public art committee members, does this work. Although the rewards can be great, this form of funding is probably the most difficult to obtain, and takes dedicated and concentrated work on the part of at least one individual to be successful. In addition, grant writing is a talent, which involves knowledge of what the granting authority is looking for, and the ability to language effectively and creatively.







GREENVILLE CENTER CITY STREETSCAPE MASTER PLAN



Item # 16  
**CIVIC ART OPPORTUNITIES**

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## Streetscape Design Guidelines

**W**orking urban streetscapes should be constructed of high quality materials capable of withstanding decades of urban use. These working streetscapes should anticipate and ultimately support the land uses anticipated along their edges. Due to a variety of cost implications, urban streetscape designs should maximize initial investments by recognizing the 30-50 year lifecycle of these investments and by avoiding gimmicks and fads.

Generally speaking, the streetscape consists of all elements between the face of the curb and other improvements that exist along the roadway corridor. Frequently, the design of the roadway cross section will have a critical influence on the comfort, safety, and appearance of the streetscape. If streetscapes are comfortable and safe for people, then pedestrian activity along those streets will increase.

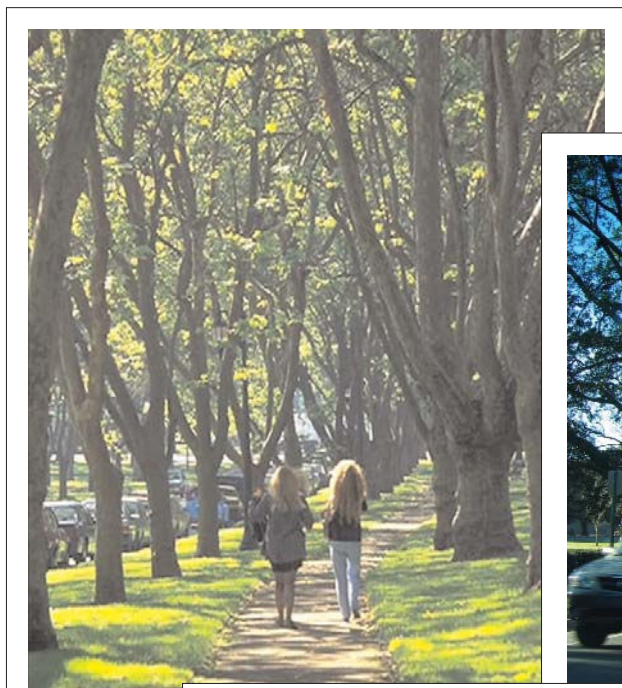
The best streetscape designs provide unity to each individual district within the city by using consistent, formal arrangements of elements that help create a character that is unique to that district. Though similar materials and elements should be prevalent to each district, every district--with its own unique sense of place--will contribute to the overall image of Greenville.



*New Bern, NC*



*W. 5th St., Greenville, NC*



*Charlotte, NC*



*Winston-Salem, NC*



*Asheville, NC*

# Street Trees

“Given a limited budget, the most effective expenditure of funds to improve a street would be on trees.”

-Allan B. Jacobs

Trees provide a variety of benefits to the character of a streetscape – shade from the sun, cleaning of the air, and protection from harsh winds. They additionally create a sense of place that attracts people to a downtown urban area. In a downtown commercial district, street trees are the main element that makes a city street inviting to people to shop.

The following recommendations for street tree species were selected by the project design team in conjunction with the city urban forestry staff.

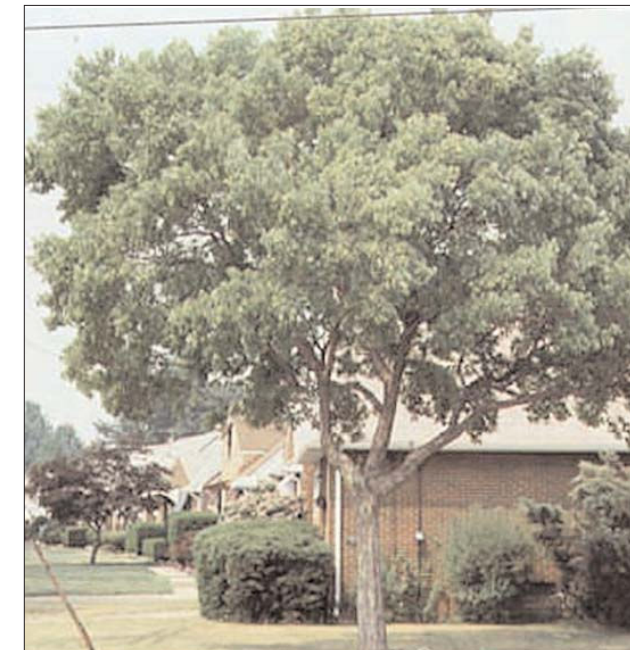
## Uptown District



Common Name: Bosque Lacebark Elm  
Scientific Name: *Ulmus parvifolia* ‘Emer II’  
Mature Size: 60’ tall x 40’ wide  
Fall Color: Yellow to Orange



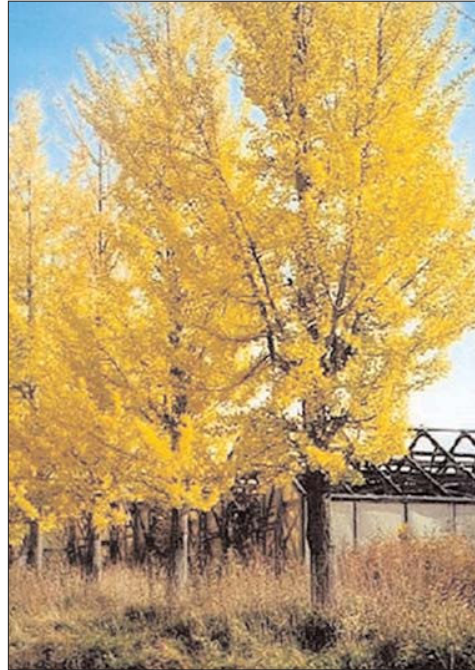
Common Name: Hightower Willow Oak  
Scientific Name: *Quercus phellos* ‘QPSTA’  
Mature Size: 55’ tall x 30’ wide  
Fall Color: Yellow



Common Name: Trident Maple  
Scientific Name: *Acer buergerianum*  
Mature Size: 30’ tall x 30’ wide  
Fall Color: Yellow-Orange



## Tobacco Warehouse



Common Name: Princeton Sentry Ginkgo  
Scientific Name: *Ginkgo biloba* 'Princeton Sentry'  
Mature Size: 60' tall x 25' wide  
Fall Color: Yellow



Common Name: Chinese Pistache  
Scientific Name: *Pistacia chinensis*  
Mature Size: 30' tall x 30' wide  
Fall Color: Variable



Common Name: Bald Cypress  
Scientific Name: *Taxodium distichum*  
Mature Size: 70' tall x 40' wide  
Fall Color: Russett Red

## West Greenville



Common Name: Athena Elm  
Scientific Name: *Ulmus parvifolia* 'Athena'  
Mature Size: 40' tall x 55' wide  
Fall Color: Bronze-Brown



Common Name: Highbeam Overcup Oak  
Scientific Name: *Quercus lyrata* 'QLFTB'  
Mature Size: 60' tall x 40' wide  
Fall Color: Yellow-Orange



Common Name: Sawtooth Oak  
Scientific Name: *Quercus acutissima*  
Mature Size: 60' tall x 40' wide  
Fall Color: Yellow-Orange

## All Districts



Common Name: Crape Myrtle  
Scientific Name: *Lagerstroemia indica*  
Mature Size: 20' tall x 15' wide  
Fall Color: Yellow to Orange



Common Name: Foster's Holly  
Scientific Name: *Ilex x attenuata*  
Mature Size: 25' tall x 10' wide  
Fall Color: Evergreen



Common Name: White Fringetree  
Scientific Name: *Chionanthus virginicus*  
Mature Size: 25' tall x 25' wide  
Fall Color: Yellow



Common Name: Amur Maple  
Scientific Name: *Acer ginnala*  
Mature Size: 15' tall x 15' wide  
Fall Color: Yellow-Red



Common Name: Japanese Maple  
Scientific Name: *Acer palmatum*  
Mature Size: 20' tall x 15' wide  
Fall Color: Orange-Red



Common Name: Eastern Redbud  
Scientific Name: *Cercis canadensis*  
Mature Size: 25' tall x 30' wide  
Fall Color: Yellow

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## Lighting

With the creation of three distinct Center City Districts, three distinct lighting styles were explored as a part of this project. Today, a variety of lighting styles exists in the Center City.

- Uptown – Variety of Cobra Head street lights on a variety of steel, aluminum, and fiberglass poles with black single and double fixture pedestrian lights-- Predominately High Pressure Sodium Fixtures.
- Tobacco Warehouse –Variety of Cobra Head street lighting on a variety of metal poles with High Pressure Sodium and Mercury Vapor fixtures.
- West Greenville – High Pressure Sodium Lights mounted on wood utility poles.

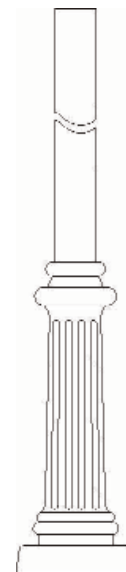
The following lighting fixtures and poles are recommended to create unity of appearance within the three districts:

- Uptown – Remove all Cobra Head street lighting. Maintain the use of the Double Fixture UTR Traditionaire Fixture for all street lighting in the Uptown area. As individual streetscape projects occur, photometric light studies are recommended to determine appropriate lighting levels. Final light locations will need to be adjusted to meet the appropriate lighting levels. If additional lighting is needed, decorative street lighting similar to the decorative street lights used on MLK Drive can be added to the mast arms of the signal poles or mounted on existing light poles (painted black). All mast arm signal poles will be painted to match all new street lighting.
- Tobacco Warehouse – Remove all Cobra Head street lighting and replace with Double Fixture ANG Manchester Fixtures. A photometric light study should be completed to determine appropriate lighting levels. Final light locations will need to be adjusted to meet the appropriate lighting levels.
- West Greenville – Remove all wooden poles. Use a combination of street lighting and pedestrian lighting. Street light poles must be designed to carry overhead utilities above the street light arm if utilities are not put under ground or relocated. A photometric light study should be completed to determine appropriate lighting levels. Final light locations will need to be adjusted to meet the appropriate lighting levels.

### Uptown



**UTR Traditional Double Mounting**  
(Black)  
Match to Existing

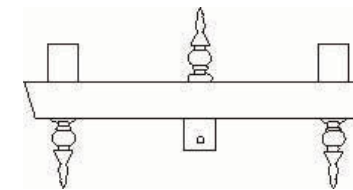


**UBN Utica Decorative Pole**  
(Black)

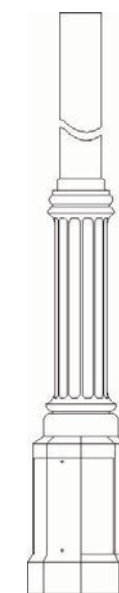
### Tobacco Warehouse



**ANG Manchester**  
Classical Cage, Modern Finial (Black)



**Double Light Bracket** (Black)  
C103906-XX

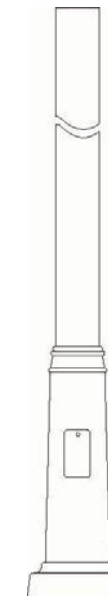


**CPR Chesapeake Decorative Pole** (Black)

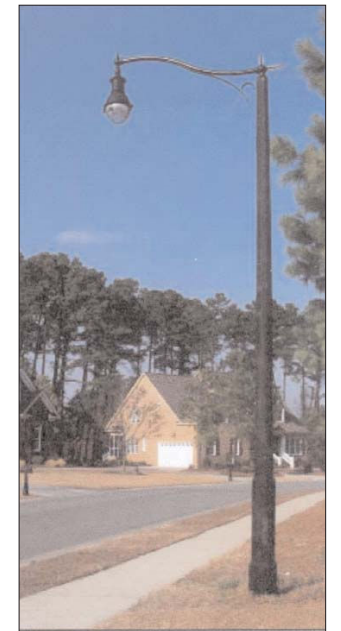
### West Greenville



**ACN Generations Series**  
Classical Cage, Classic Top,  
Modern Finial (Black)



**ASP Aspen Decorative Pole** (Black)



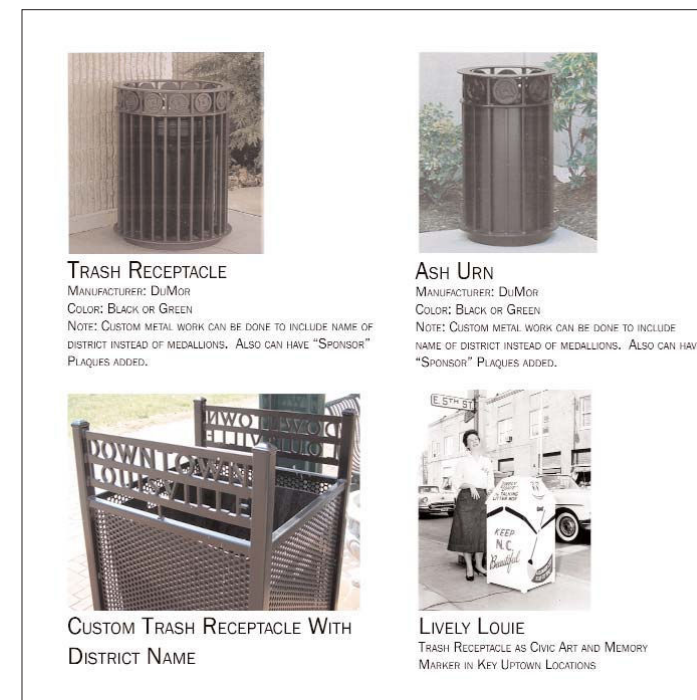
**Greenville Utilities**  
**Decorative Streetlight**  
with Acorn fixture (Black)

*Manufacturer: Cooper Lighting*

# Furnishings

The character of the pedestrian experience is built upon the types of street furnishings that are located along the street corridors. Because pedestrians experience these furnishings on a small-scale, interactive level, they should be attractive and sturdy. As stated in the Civic Art section of this report, any of these items can be created by an artist to add interest to a specific spot or district. For example, in Greenville’s history there was a time when trash receptacles called “Lively Louies” were placed around the Uptown area. Citizens were encouraged to deposit their trash in these receptacles to see if they would speak to them. Only a certain number of them actually spoke. The “speaking” trash receptacles were rotated throughout the Uptown area to keep the locations a secret. This program was a big hit with the children of Greenville. Many of these items, such as benches and game tables, also provide great opportunities for people to gather and interact, creating a street that is alive and active with people. Other items, such as ganged newspaper racks, help to create orderly distribution of printed media.

Transit shelters were reviewed as part of this project and were noted as needed only along MLK Drive by the citizens who participated. The Project Team and the City Transit Staff located new shelter locations along the MLK corridor in proximity to the existing bus stops along MLK Drive. These shelters could be customized to add to the architectural character of the West Greenville neighborhoods.






# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN






**METAL PLANTER**  
MANUFACTURER: DuMOR  
COLOR: BLACK OR GREEN  
NOTE: CUSTOM METAL WORK CAN BE DONE TO INCLUDE NAME OF DISTRICT INSTEAD OF MEDALLIONS. ALSO CAN HAVE "SPONSOR" PLAQUES ADDED.




**METAL PLANTER**  
MANUFACTURER: NERI  
COLOR: BLACK OR GREEN OR BRONZE




**RIVERSIDE PRECAST PLANTER**  
MANUFACTURER: LONGSHADOW




**SINGLE LOOP BIKE RACKS**  
MANUFACTURER: DuMOR  
COLOR: BLACK OR GREEN



**BIKE RACK AS CIVIC ART**



**MULTI LOOP BIKE RACKS**  
MANUFACTURER: DuMOR  
COLOR: BLACK OR GREEN



**PARKING LOT SCREENING**  
MANUFACTURER: MONUMENTAL IRON WORKS  
COLOR: BLACK OR GREEN



**CUSTOM BOXES FOR MULTIPLE NEWSPAPERS/FLYERS**  
COLOR: BLACK OR GREEN



**BOXES CO-LOCATED BEHIND CUSTOM URBAN FENCE WITH DISTRICT NAME**  
COLOR: BLACK OR GREEN







**BUS SHELTERS**  
MANUFACTURER: COLUMBIA EQUIPMENT COMPANY  
COLOR: BLACK OR GREEN  
OPTIONS:  
- DIFFERENT ROOF CONFIGURATIONS  
- ADD PEDESTRIAN WAYFINDING/BUS ROUTE & SCHEDULE PANEL TO WALL OF SHELTER  
- USE BENCH SELECTION FOR BENCHES IN SHELTER  
- ADD NAME OF STOP TO SHELTER ROOF OR SIDE WALL

**TREE PLANTER BORDERS**



**UPTOWN**  
MANUFACTURER: MONUMENTAL IRON WORKS  
COLOR: BLACK OR GREEN  
NOTE: CUSTOM MADE TO MATCH URBAN FENCE



**DICKINSON**  
MANUFACTURER: MONUMENTAL IRON WORKS  
COLOR: BLACK OR GREEN  
NOTE: IN COMBINATION WITH RAISED BRICK EDGE

# Paving

A variety of paving types currently exists throughout the City Center area. The vehicular surfaces are primarily asphalt with a variety of pedestrian crosswalks – painted striping, brick pavers, and “streetprint.” The pedestrian paving is primarily concrete in varying degrees of conditions. Dickinson Avenue and MLK Drive represent the worst of the sidewalk surface conditions while the Uptown area walks are in fairly good condition. Brick pavers are currently not used as a predominate pedestrian paving surface, and from historical photographs they have not been used significantly.

To maintain unity in vehicular surfaces it is recommended that all streets remain primarily asphalt. All crosswalks in the Center City area will be a NCDOT approved integrally colored hot applied synthetic asphalt wearing surface by Prismo USA. This decorative surfacing material will be stamped and colored to resemble a brick surface. This material is similar to “streetprint” as it is keyed into the surface of the asphalt with no joints for water infiltration. It is an integrally colored material that will not wear off and can be easily repaired if needed for roadway/utility work. Any other decorative street surfacing (traffic calming measures, decorative paving gateway designs) will also be of the same material as the crosswalks.

Pedestrian paving will primarily be concrete with brick paver accents and borders. The use of tree grates will be limited to the Uptown area where additional pedestrian walking surfaces are needed. The tree grates used will match the existing Evans Street streetscape in materials and construction. The use of “fund raiser” pavers will continue to be used in the Uptown area as part of the tree grate areas.

The one railroad corridor within the project area located in West Greenville was reviewed for vehicular and pedestrian crossings. It is recommended that when that section of MLK Drive is upgraded that the crossing surface be upgraded to the standard railroad rubberized crossing that minimizes gaps for pedestrians and cyclists to navigate. Pedestrian walks should then be extended to match this new crossing surface.



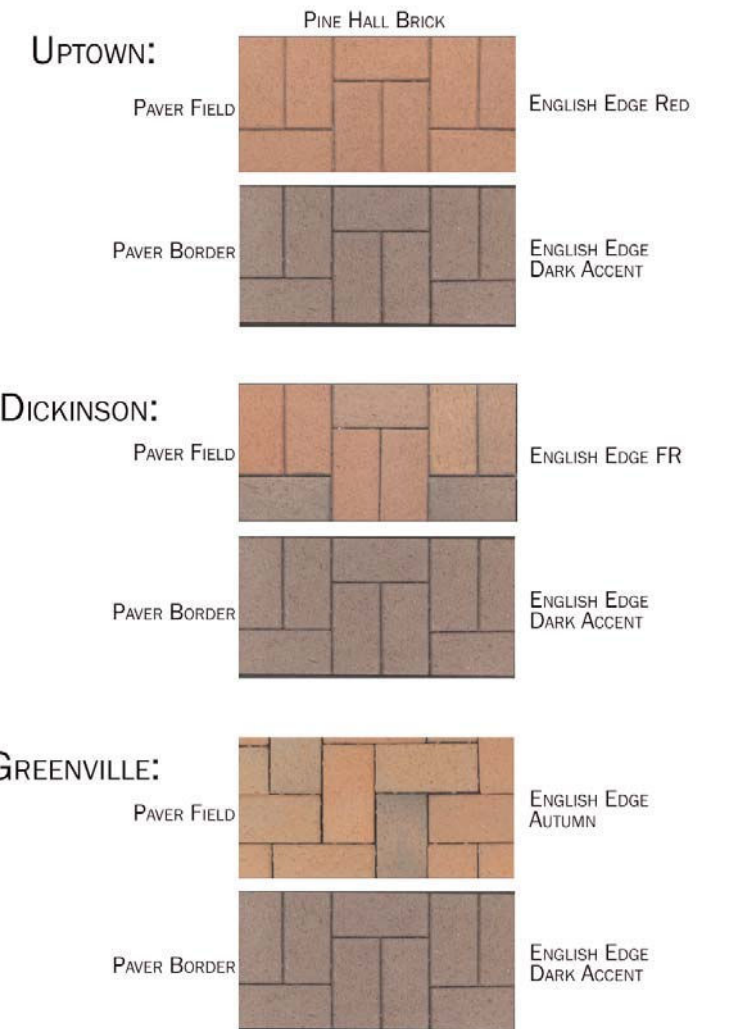
**SPECIAL CROSSWALK/INTERSECTION PAVEMENT TREATMENT**  
MANUFACTURER: PRISMO USA  
PRODUCT: IMPRINT DECORATIVE SURFACE TREATMENT



**UPTOWN**  
TO MATCH EXISTING EVANS STREET STREETSCAPE



SPONSOR BRICKS LOCATED AT KEY LOCATIONS THROUGHOUT PROJECT AREA





# Signage

Critical to any streetscape design is a proper signage component. There is, however, a balance that must be struck between proper signage and over signing a street corridor. Two types of signage were considered during the course of the project –traffic signage and wayfinding signage.

## Traffic signage

Successful traffic signage combines people’s basic use of streets and challenging aesthetic streetscape elements. Currently, a variety of installation methods exists for traffic signage in Greenville’s Center City.

- Variety of pole mountings (decorative vs. standard DOT).
- Variety of different rear sign face treatments (painted vs. galvanized).
- Special sign trim vs. no trim.

A unified style of signage will emerge from the current variety of signage treatments and will present visitors to the Center City with one image and with visual queues to their location.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>■ In the Uptown District                     <ul style="list-style-type: none"> <li>■ All traffic signage not mounted on traffic signals or light poles will be mounted on decorative poles to match the style of the current Evans Street streetscape signage.</li> <li>■ All traffic signage will have the rear face of the sign painted or coated black.</li> <li>■ All traffic signal poles will be painted black.</li> </ul> </li> <li>■ In the Tobacco Warehouse District                     <ul style="list-style-type: none"> <li>■ All traffic signage not mounted on traffic signals or light poles will be mounted on decorative poles to match the proposed street lighting poles.</li> <li>■ All traffic signage will have the rear face of the sign painted or coated black.</li> <li>■ All traffic signal poles will be painted black.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ In the West Greenville Neighborhoods                     <ul style="list-style-type: none"> <li>■ All traffic signage not mounted on traffic signals or light poles will be mounted on tubular steel poles painted black. No DOT standard galvanized “U” channel poles will be used.</li> <li>■ All traffic signage will have the rear face of the sign painted or coated black.</li> <li>■ All traffic signal poles will be painted black.</li> </ul> </li> </ul> |
|--|---|



# Wayfinding Signage

Easily getting from the fringes of the city to the City Center draws people to the downtown area; the proper design and location of wayfinding signage brings them back time and again, giving them an incomparable sense of familiarity with the area. Visitors appreciate signage that allows them to quickly find downtown public parking.



## Purpose of a Wayfinding System

- Provide a system of information that enables users to successfully navigate through the City to public areas by showing them their location in relation to their surrounding environment and possible destinations.

## Components of a Wayfinding System

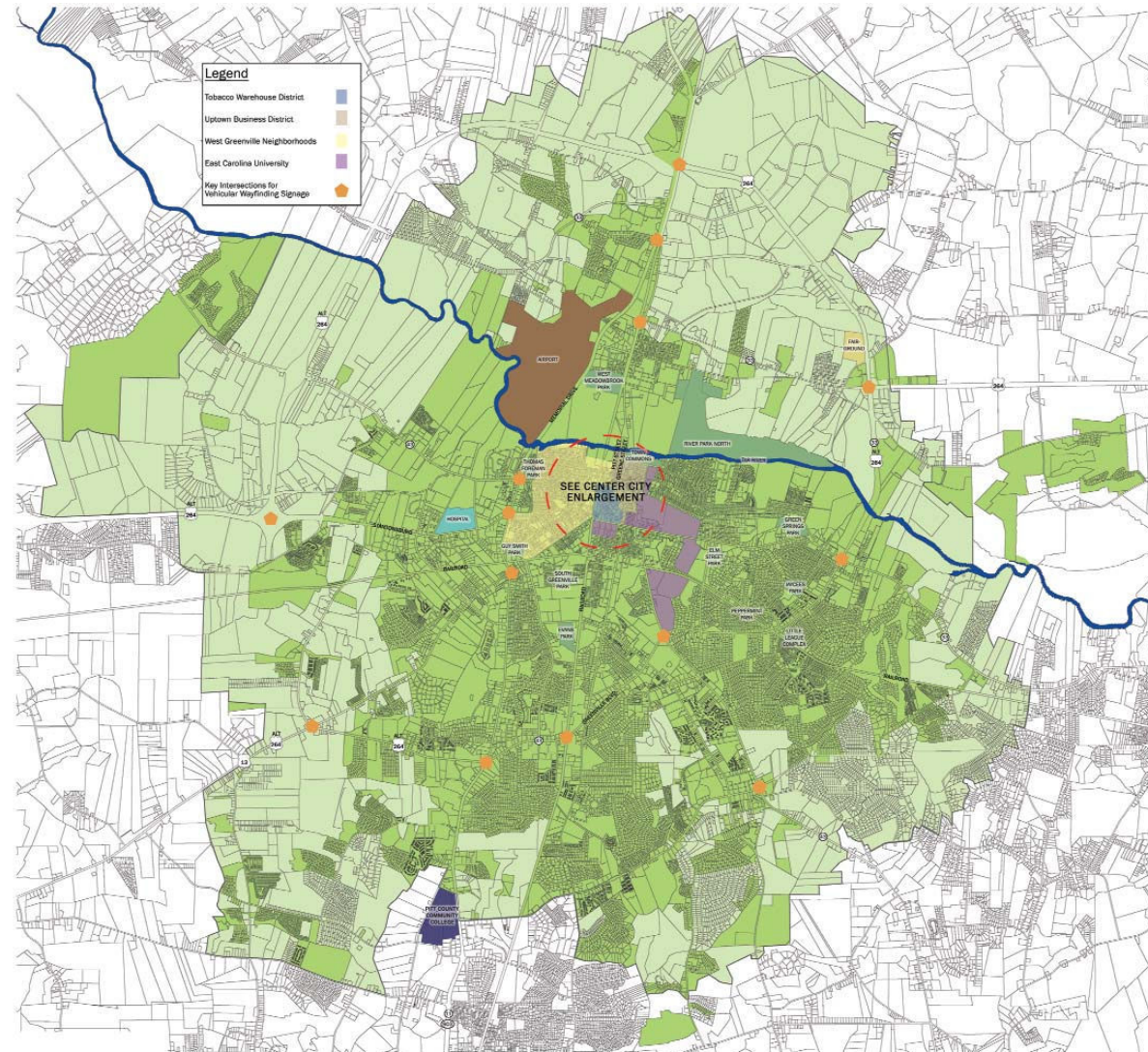
- It clearly defines primary routes to these public destinations (both vehicular and pedestrian).
- It enables users to locate public parking facilities adjacent to or in proximity to their intended destination.
- It enhances the overall image of the City of Greenville by helping to better define its unique Center City districts and destinations within the overall City.
- It creates a hierarchy of directional information:
  - Citywide level.
    - Individual citywide destinations (hospital, ECU, fairgrounds).
  - District levels (Uptown, Tobacco Warehouse District).
    - District destinations (Sheppard Memorial Library, Town Commons).
      - Directs vehicles to parking.
      - Directs pedestrians to destination.
- It creates District identity with color coding for better user recognition. Some possible color options are:
  - Greenville (citywide).....**City of Greenville Green**
  - Uptown Business District.....**Crimson**
  - Tobacco Warehouse District.....**Olive**
  - West Greenville Historic Neighborhoods.....**Dark Brown**
  - ECU .....**Purple**
  - Pitt Community College .....**Navy**
  - Hospital .....**Light Blue**
  - Fairgrounds .....**Yellow**
  - Airport.....**Light Brown**
  - City Parks .....**Light Green**
  - Others? .....**To Be Determined**

\*Color Selection to be finalized during design development

# CENTER CITY-WEST GREENVILLE STREETScape MASTER PLAN



## City Level Wayfinding System



## Center City Wayfinding System



from the City....

....to the Center City





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |  |
|-------------------------------|--|
| <b><u>Title of Item:</u></b>  | Resolution authorizing the conveyance of property located at 614 Ford Street to Habitat for Humanity of Pitt County, Inc.  |
| <b><u>Explanation:</u></b>    | Habitat for Humanity of Pitt County, Inc. submitted a request to acquire Pitt County Parcel #07125 addressed as 614 Ford Street. This lot was acquired by the City of Greenville in 2003 and was one of the properties owned by the Evans Company. Habitat currently owns adjacent lots and is in the process of constructing a single-family home on one of the lots. Habitat would seek to combine the City's vacant lot with the Habitat-owned lots, then subdivide all three lots into two large lots in order to build another house for a low to moderate income homebuyer. The City-owned lot has less than the required minimum square footage and is a non-conforming lot of record. It is unlikely that the City would purchase Habitat's adjacent properties. The sale of the lots to Habitat will help in providing additional affordable housing and aid in the revitalization efforts. Value of the lot has been established at \$2,790 by the Pitt County Tax Assessor. |
| <b><u>Fiscal Note:</u></b>    | The proceeds of the sale (\$2,790) would be used for City housing programs.  |
| <b><u>Recommendation:</u></b> | Approve resolution authorizing conveyance of parcel #07125, 614 Ford Street, for \$2,790 to Habitat for Humanity of Pitt County, Inc. to construct an owner-occupied house for a low to moderate income homebuyer.   |

---

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

Attachments / click to download

[Resolution Authorizing the Conveyance of Certain Real Property to Habitat for Humanity of Pitt Count](#)

---

RESOLUTION NO. 07-  
RESOLUTION AUTHORIZING THE CONVEYANCE OF CERTAIN REAL  
PROPERTY TO HABITAT FOR HUMANITY OF PITT COUNTY, INC.

WHEREAS, Habitat for Humanity of Pitt County, Inc., has offered to acquire a parcel owned by the City of Greenville in order to combine it with another lot for the purpose of construction of an owner-occupied house for persons of low or moderate income;

WHEREAS, North Carolina General Statute 160A-456 authorizes the City of Greenville to engage in affordable housing projects involving owner-occupied houses for persons of low or moderate income and North Carolina General Statute 160A-20.1 authorizes the City of Greenville to appropriate funds to a private organization to carry out any activity that a city may carry out directly; and

WHEREAS, North Carolina General Statute 160A-279 permits City Council to authorize the conveyance of real or personal property to a non-profit corporation for the purpose of carrying out a public purpose.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Greenville as follows:

1) That the hereinafter described property shall be conveyed to Habitat for Humanity of Pitt County, Inc., for Two Thousand Seven Hundred Ninety and No/100ths Dollars (\$2,790) for the use by Habitat for Humanity of Pitt County, Inc., in constructing an owner-occupied house for persons of low or moderate income, said property being described as follows:

614 Ford Street – Tax Parcel Number 007125

2) That the deed to be given by the City of Greenville to Habitat for Humanity of Pitt County, Inc., shall convey a title in fee simple determinable. The fee simple interest of Habitat for Humanity of Pitt County, Inc., shall terminate if within a five (5) year period the property is not used for the purpose of constructing upon it an owner-occupied house for persons of low or moderate income.

3) The City Clerk shall publish a notice summarizing the contents of this resolution and the property may be conveyed at any time after ten (10) days after publication of the notice.

This the 11th day of January, 2007.

---

Robert D. Parrott, Mayor

ATTEST:

---

Wanda T. Elks, City Clerk





# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

---

|                               |   |
|-------------------------------|---|
| <b><u>Title of Item:</u></b>  | Resolutions Establishing State Legislative Initiatives  |
| <b><u>Explanation:</u></b>    | Based upon the direction of City Council at its January 8, 2007, meeting, resolutions which establish the City's legislative initiatives for the 2007 Session of the North Carolina General Assembly will be prepared for City Council's consideration. |
| <b><u>Fiscal Note:</u></b>    | The development of the Legislative Initiatives will not have a fiscal impact.   |
| <b><u>Recommendation:</u></b> | Approval of the resolutions which establish the City's legislative initiatives.   |

---

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

Attachments / click to download

---



# City of Greenville, North Carolina

Meeting Date: 1/11/2007  
Time: 7:00 PM

**Title of Item:**

Budget ordinance amendment #5 to the 2006-2007 City of Greenville budget

**Explanation:**

Attached is an amendment to the 2006-2007 budget ordinance for consideration at the January 11, 2007, City Council meeting. For ease of reference, a footnote has been added to each line item of the budget ordinance amendment, which corresponds to the explanation below:

**A** To appropriate Federal Forfeiture funds to purchase a desk and return, on state contract, for the volunteer office that will replace two 25-year-old desks that can no longer be used.

**B** To appropriate Controlled Substance tax funds to purchase a confiscated 2005 GMC Yukon Denali for the Police Department.

**C** To appropriate funds transferred from the Capital Reserve Fund (Renovation of old Pepsi Plant Project) to the General Fund for the demolition of the Keel Warehouse Building.

**D** To allocate contingency funds to pay for additional costs incurred by The Ferguson Group contract based on the revised contract dated November 1, 2006 through October 31, 2007. The additional funds needed for this fiscal year have been prorated for an eight-month period.

**E** To appropriate additional funds to be transferred into the Vehicle Replacement Fund for future vehicle replacement purchases. This request was approved along with the Capital Reserve Transfer at the December 14, 2006 City Council Meeting.

**F** To appropriate funds granted from the Bill and Melinda Gates Foundation to purchase public access computers for the library system. This proposed amendment was approved by the Sheppard Memorial Library Board of Trustees at the July 19, 2006 meeting.

**G** To recognize reimbursement funds to be received from the U.S. Department of Justice as part of the Bulletproof Vest

Agenda Briefing

Item # 19

Partnership. Expenditures will be reimbursed at a rate of 50% of total purchase cost.

**Fiscal Note:**

These amendments affect the following funds: General Fund: increase \$224,769; Capital Reserve Fund: increase \$35,806; Vehicle Replacement Fund: increase \$158,999; Sheppard Memorial Library Fund: increase \$20,776.

**Recommendation:**

Approval of budget ordinance amendment #5 to the 2006-2007 City of Greenville budget

---

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

Attachments / click to download

 [2007](#)

---

ORDINANCE NO. 07-\_\_\_\_\_  
CITY OF GREENVILLE, NORTH CAROLINA  
ORDINANCE (#5) AMENDING ORDINANCE NO. 06-58  
THE 2006-2007 CITY OF GREENVILLE BUDGET ORDINANCE

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

Section I. Estimated Revenues. General Fund, of Ordinance 06-58, is hereby amended by increasing estimated revenues in the amount indicated:

|                    |  |         |
|--------------------|--|---------|
| 010-0000-321.28-00 | Federal Forfeiture <sup>A</sup>                            | 1,245   |
| 010-0000-321.31-00 | Controlled Substance <sup>B</sup>                          | 24,719  |
| 010-0000-321.32-09 | Police Department Grants <sup>G</sup>                      | 4,000   |
| 010-0000-370.04-00 | Transfer from Capital Reserve-Pepsi Warehouse <sup>C</sup> | 35,806  |
| 010-0000-371.01-00 | Appropriated Fund Balance <sup>E</sup>                     | 158,999 |

Section II. Appropriations. General Fund, of Ordinance 06-58, is hereby amended by increasing appropriations in the amount indicated:

|                    |   |         |
|--------------------|---|---------|
| 010-0500-402.08-01 | Contracted Services <sup>D</sup>                  | 18,000  |
| 010-5051-413.74-05 | Federal Forfeiture-Justice <sup>A</sup>           | 1,245   |
| 010-5051-413.74-06 | Controlled Substance <sup>B</sup>                 | 24,719  |
| 010-5054-412.22-00 | Uniforms <sup>G</sup>                             | 4,000   |
| 010-9500-403.78-30 | Keel Warehouse <sup>C</sup>                       | 35,806  |
| 010-9600-492.99-00 | Transfer to Vehicle Replacement Plan <sup>E</sup> | 158,999 |

Section III. Appropriations. General Fund, of Ordinance 06-58, is hereby amended by decreasing appropriations in the amount indicated:

|                    |                          |        |
|--------------------|--------------------------|--------|
| 010-4500-402.50-09 | Contingency <sup>D</sup> | 18,000 |
|--------------------|--------------------------|--------|

Section IV. Estimated Revenues. Capital Reserve Fund, of Ordinance 06-58, is hereby amended by increasing estimated revenues in the amount indicated:

|                    |  |        |
|--------------------|--|--------|
| 070-0000-371.01-00 | Appropriated Fund Balance <sup>C</sup> | 35,806 |
|--------------------|--|--------|

Section V. Appropriations. Capital Reserve Fund, of Ordinance 06-58, is hereby amended by increasing appropriations in the amount indicated:

|                    |                                       |        |
|--------------------|---------------------------------------|--------|
| 070-9600-492.08-00 | Transfer to General Fund <sup>C</sup> | 35,806 |
|--------------------|---------------------------------------|--------|

Section VI. Estimated Revenues. Vehicle Replacement Fund, of Ordinance 06-58, is hereby amended by increasing estimated revenues in the amount indicated:

|                    |   |         |
|--------------------|---|---------|
| 200-0000-370.05-00 | Transfer from General Fund <sup>E</sup> | 158,999 |
|--------------------|---|---------|

638961-v5

Section VII. Appropriations. Vehicle Replacement Fund, of Ordinance 06-58, is hereby amended by increasing appropriations in the amount indicated:

200-1400-492.09-00 Increase in Reserve<sup>E</sup> 158,999

Section VIII. Estimated Revenues. Sheppard Memorial Library Fund, of Ordinance 06-58, is hereby amended by increasing estimated revenues in the amount indicated

Gates Grant<sup>F</sup> 20,776

Section IX. Appropriations. Sheppard Memorial Library Fund, of Ordinance 06-58, is hereby amended by increasing appropriations in the amount indicated:

Gates Grant<sup>F</sup> 20,776

Section X. All ordinances and clauses of ordinances in conflict with this ordinance are hereby repealed.

Section XI. This ordinance will become effective upon its adoption.

Adopted this 11th day of January, 2007.

\_\_\_\_\_  
Robert D. Parrott, Mayor

ATTEST:

\_\_\_\_\_  
Wanda T. Elks, City Clerk