

GREENVILLE REDEVELOPMENT COMMISSION MINUTES

June 30, 2011
Greenville, NC

The Greenville Redevelopment Commission met on the above date for a meeting at 5:30 p.m. in the City Council Chambers of the City Hall Building located at 200 West Fifth Street.

COMMISSION MEMBERS PRESENT:

Melissa Hill	Chris Mansfield	Terri Williams, Vice-Chair
Evan Lewis	Robert Thompson, Chair	Mark Woodson

COMMISSION MEMBERS ABSENT:

Don Mills

STAFF MEMBERS PRESENT: Wayne Bowers, City Manager; Sandy Gale Edmundson, Secretary; Jonathan Edwards, Audio; Merrill Flood, Community Development Director; Niki Jones, Planner; Lynn Raynor, Civil Engineer II, Capital Projects; and Carl Rees, Senior Planner

PRESENTATION ON EVANS STREET GATEWAY PROJECT

Mr. Rees: Rivers and Associates were hired several months ago and have been working hard on the Evans Street Gateway project. Tonight a presentation will be given on the project. Mr. Mark Garner, Vice President, Project Principle in Charge will begin.

Mr. Garner: Work has taken place to look at folks who have a stake in the project and the concerns they may have. Two public meetings (June 8, 2011 and June 22, 2011) have taken place. Myriah Shewchuk, Project Manager/Landscape Architect will carry the Commission through the process.

Ms. Shewchuk: The Vision Statement:

“The Evans Street Gateway, one of Greenville’s great streets, is the backbone of the Greenville community. Located just north of the Tenth Street Connector, the Evans Street Gateway links three of Greenville’s most valuable destinations. East Carolina University, Pitt County Memorial Hospital and the Brody School of Medicine with Uptown Greenville and the Tar River.

The Evans Street Gateway design successfully blends rich architectural legacy with an emerging dynamic hub of services; creating a diverse, accessible, attractive place that is uniquely reflective of Greenville’s rich history and vision for the future.

The City of Greenville's commitment of time and savvy financing initiatives for the Evans Street Gateway project, in conjunction with associated projects including the Intermodal Transportation Center (ITC), the Tenth Street Connector, the Five Points Plaza, and the Reade and Cotanche Streetscape projects have driven a new market for private redevelopment in the area. In turn, a new class of entrepreneurs has emerged, adding additional value to the community with their time and talent. Additionally, local businesses have benefitted from the ability to attract and retain highly qualified employees based on the quality of life that Evans Street Gateway area offers."

Schedule:

Study and Report Phase (May – September 2011)
Public Workshop #1 – June 8, 2011
Public Workshop #2 – June 22, 2011
Redevelopment Commission #1 – June 30, 2011
Redevelopment Commission #2 – September 6, 2011
City Council – September 8, 2011
Preliminary Design (September – November 2011)
Final Design (December 2011 – February 2012)

Steering Committee meetings met on May 19, 2011, June 9, 2011 and June 27, 2011.

Stakeholder Focus Groups

Bicycle/Pedestrian – May 25, 2011
Greenville Utilities Commission – May 26, 2011
Intermodal Transportation Center – June 2, 2011
East Carolina University – June 2, 2011
North Carolina Department of Transportation (NCDOT)/Kimley Horn (Tenth Street Connector – June 23, 2011

Scenario A: Maintain travel lanes, work behind curb (in sidewalk).

Existing right-of-way and curb line to remain.

Assumes existing building (Marathon) to remain at right-of-way line.

2-travel lanes in each direction remain.

Streetscape enhancements focused behind existing curb.

Pros: Does not require additional right-of-way or curb/gutter realignment. Cost and time effective

Cons: Does not allow for designated bike lanes. Does not allow for median.

Minimal aesthetic impact/not in the full spirit of the Master Plan

Scenario B: Road diet (reduce travel lanes, add bike lane and median).

Existing right-of-way and curb line to remain.

Assumes existing building (Marathon) to remain at right-of) way line.

1-travel lane in each direction

Substantial median

Designated bike lanes

Streetscape enhancements behind existing curb

Pros: Allows for generous median; Does not require additional right-of-way or curb/gutter realignment; Allows for designated bike lanes; dramatic aesthetic impact; moderate cost and time

Cons: Requires lane reduction, can it be done?

Scenario C: Maintain travel lanes and add median.

Acquire additional right-of-way.

Realign curb and gutter.

Relocate existing business (Marathon).

Demolish and redevelop building (former Ham's).

2-travel lanes, each direction

Substantial median

Designated bike lanes

Streetscape enhancements behind existing curb

Pros: Allows for generous median; allows for designated bike lanes; full spirit of the Master Plan.

Cons: Requires additional right-of-way or curb/gutter realignment; requires business relocation (Marathon); requires building demolition (former Ham's); costly and time intensive

Road Diet

Typically conversion from 4 to 2 lanes with a median

Allows for multi-modal transportation without widening

Pedestrian and bike friendly without negatively impacting vehicles usage

Improved economic value to adjacent properties

Concept A: Front Porch

Median – illuminated columns, low decorative fence, low plants

Vehicle lane and bike lane beside a “front porch” of pavers, seating and street trees

Concept B: Bands of Time

Bosque of trees and median planter

Vehicle lane and bike lane beside “bands of time” of possibly engraved bricks, curbside seating and planters

Concept C: Vertical Gateway

Bosque of trees and vertical element (sculpture, illuminated column)

Vehicle lane and bike lane beside “vertical gateway” of a concrete sidewalk, illuminated paver bands and curvilinear seating

Concept D: Town Creek

Town Creek etched in pavement and planted median (low growing)
Vehicle lane and bike lane beside town creek of concrete sidewalk, town creek etched in pavement, curbside planting and seating

Ramey Kemp is doing a Traffic Impact Statement.

What we heard at the Workshop #1 and Steering Committee Meeting #2:

Combine concepts: "A": Front Porch and "B": Bands of Time
"C": Vertical Gateway and "D": Town Creek

Concept E is a combination of Concept "A": Front Porch and Concept "B": Bands of Time.

Concept F is a combination of Concept "C": Vertical Gateway and Concept "D": Town Creek

What we heard at Workshop #2 and Steering Committee Meeting #3:

Concept E and Concept F were liked.

Concept E: like public art more than columns; not green enough; no bench use; pedestrian oriented, curvilinear; concern of continuous vegetation

Concept F: bio retention area; flowing vegetation; brick band indicator; street trees

Safe, well lit and walkable area; beautiful alive safe space; like bike lanes; bicycle connection to Intermodal Transportation Center

Next meetings: September 6, 2011 @ 5:30 p.m. – Redevelopment Commission
 September 8, 2011 @ 7:00 p.m. – City Council

City has website to keep public informed of project.

Mr. Woodson: On east side of Tenth Street, buildings and uses should be along street. Where would parking decks be?

Ms. Shewchuk: Cotanche Street and Evans Street would have an academic building (College of Education and Business). North of that building would be a parking deck to get rid of surface parking lots. Programming space for parking decks would be along 9th Street side.

Mr. Mansfield: These are interesting ideas. Aesthetics are important. What uses will be on street with ITC in center of it. Will one lane be sufficient? Can there be some traffic simulation?

Ms. Hill: Traffic is a concern.

Mr. Rees: Mr. Durk Tyson of Rivers and Associates has been working with Ramey Kemp and the City's Traffic Engineer on this.

Mr. Tyson: Ramey Kemp and the City of Greenville have been doing manual counts, and the results have been encouraging. Public Works is reviewing.

Ms. Hill: Where is the entrance to the ITC?

Mr. Rees: The entrance is on Cotanche Street with an emergency off of Evans Street.

Ms. Hill: Business will be impacted.

Ms. Shewchuk: Limited impact of businesses where possible.

Ms. Williams: Any more comments?

Mr. Rees: No action is required at this time. Staff and consultant will bring the revised design forward for consideration at the Commission's September meeting.

PUBLIC COMMENT PERIOD

There was no public comment.

COMMENTS FROM COMMISSION MEMBERS

Mr. Lewis: Have a happy and safe 4th of July.

Ms. Hill thanked Rivers and Associates for a job well done on the West Fifth Street Gateway. The gateway is beautiful in the daytime and the nighttime.

Ms. Williams: Rivers and Associates did a good job on the Evans Street Gateway presentation.

ADJOURNMENT

Motion was made by Mr. Evan Lewis and seconded by Mr. Mark Woodson to adjourn the meeting. Motion carried unanimously.

Respectfully submitted,

Carl J. Rees, Urban Development Planner
The City of Greenville Community Development Department