



**WINTERVILLE TOWN COUNCIL AGENDA  
MONDAY, NOVEMBER 14, 2022 - 7:00 PM  
WINTERVILLE TOWN HALL ASSEMBLY ROOM**

- I. CALL TO ORDER.**
- II. INVOCATION.**
- III. PLEDGE OF ALLEGIANCE.**
- IV. WELCOME.**
- V. APPROVAL OF AGENDA.**
- VI. RECOGNITION OF NEW EMPLOYEES:**
  1. Sidney Eubanks, School Resource Office, Police Department.
- VII. PRESENTATIONS:**
  1. Douglas A. Jackson: Resolution of the North Carolina League of Municipalities.
- VIII. PUBLIC HEARINGS:**
  1. Rezoning Request – Parcels 67224, 68790, 70655.
- IX. PUBLIC COMMENT:** *The Public Comment period of thirty minutes provides an opportunity for residents to comment on any item included in the agenda or to address the Town Council on any other matter related to the Town of Winterville. For an item included in the Public Hearing section of the agenda, residents should address the Council at the time the Mayor invites public comment on the item. No public comment may be made to the Council during the meeting, except during the Public Comment period or as part of a Public Hearing. Individual speakers are limited to a maximum of three minutes, and no more than three speakers may address the Council on a single matter. The Town Council may elect to take no action on the matter addressed by a speaker, may schedule the matter for further consideration at a future Council meeting, or may refer the matter to Town staff for disposition. Copies of the Town Public Comment Policy are available in the rear of the Assembly Room.*
  1. Brandy Daniels – Police and Community Relations.
- X. CONSENT AGENDA:** *The following items are considered routine in nature and will not be discussed by the Town Council unless a Councilman or citizen requests that an item be removed from the Consent Agenda for further discussion. The Mayor may allow citizens to address an item or ask questions.*
  1. Approval of the following sets of Council Meeting Minutes:
    - October 10, 2022 Regular Meeting Minutes.
- XI. OLD BUSINESS:**
  1. Vision Zero Resolution.
- XII. NEW BUSINESS:**
  1. Sunshine Lane – Final Plat.

**XIII. OTHER AGENDA ITEMS:**

**XIV. ITEMS FOR FUTURE AGENDAS/FUTURE WORK SESSIONS:**

**XV. ANNOUNCEMENTS:**

- Human Relations Board Meeting: Wednesday, November 16, 2022 @ 7:00 pm - Town Hall Executive Conference Room.
- 125<sup>th</sup> Anniversary Community Day: Saturday, November 19, 2022 10:00 am – 2:00 pm @ Downtown area around Town Hall.
- Planning and Zoning Board Meeting: Monday, November 21, 2022 @ 7:00 pm - Town Hall Assembly Room.
- Recreation Advisory Board: Tuesday, November 22, 2022 @ 6:30 pm – Operation Center.
- Board of Adjustment Meeting: Tuesday, November 22, 2022 @ 7:00 pm - Town Hall Assembly Room.
- Thanksgiving Holidays: Thursday, November 24, 2022 and Friday, November 25, 2022 – Town Offices Closed.
- Town Christmas Activities: Saturday, December 10, 2022: Parade @ 2:00 pm; Market 2:00 pm – 6:00 pm; and Tree Lighting @ 5:00 pm.
- Regular Town Council Meeting: Monday, December 12, 2022 @ 7:00 pm.

**XVI. REPORTS FROM THE TOWN ATTORNEY, MAYOR AND TOWN COUNCIL, AND TOWN MANAGER.**

**XVII. CLOSED SESSION:**

**NCGS § 143-318.11. (a) (5) To establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or (ii) the amount of compensation and other material terms of an employment contract or proposed employment contract.**

**XVIII. ADJOURN.**

***SPECIAL NOTICE:*** Anyone who needs an interpreter or special accommodations to participate in the meeting should notify the Town Clerk, Don Harvey at (252) 756-2221 ext. 2344 at least forty-eight (48) hours prior to the meeting. (Americans with Disabilities Act (ADA) 1991.)

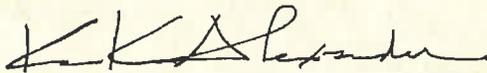
*Resolution*  
of the  
North Carolina League of Municipalities

WHEREAS, *Douglas A Jackson retired during the past year, having served the Town of Winterville faithfully and well for 24 years; and*

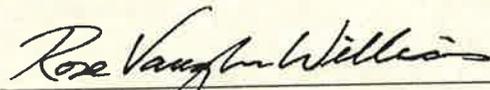
WHEREAS, *the work of Douglas A Jackson benefitted the citizens of the Town of Winterville and upheld the standards of excellence in municipal governance;*

NOW, THEREFORE, BE IT RESOLVED *by the membership of the North Carolina League of Municipalities, hereby honors Douglas A Jackson, former Mayor of Winterville, 1997-2021 of the Town of Winterville for faithful service and lasting contributions to municipal government.*

BE IT FURTHER RESOLVED *that this resolution be made a part of the permanent records of the North Carolina League of Municipalities and that copies be forwarded to Douglas A Jackson and to the Town of Winterville.*



KAREN ALEXANDER, PRESIDENT



ROSE VAUGHN WILLIAMS, EXECUTIVE DIRECTOR





**Town of Winterville  
Town Council  
Agenda Abstract**

**Item Section:** Public Hearings

**Meeting Date:** November 14, 2022

**Presenter:** Bryan Jones, Planning Director

**Item to be Considered**

**Subject:** Rezoning Request - Parcels 67224, 68790, and 70655.

**Action Requested:** Hold Public Hearing to Consider the Rezoning Request.

**Attachment:** Rezoning Application, Rezoning Map, Legal Description, Public Hearing Notice, Notification to Adjacent Property Owners, and Staff Report.

**Prepared By:** Bryan Jones, Planning Director

**Date:** 11/2/2022

**ABSTRACT ROUTING:**

**TC:** 11/8/2022

**TM:** 11/10/2022

**Final:** tlp - 11/10/2022

**Supporting Documentation**

**Applicant:** The Overton Group.

**Location:** Intersection of Old Tar Road and Vernon White Road.

**Parcel Number:** 67224, 68790, and 70655.

**Site Data:** 13.94 Acres.

**Current Zoning District:** R-15.

**Proposed Zoning District:** General Business (GB).

- ❖ Proposed Zoning District: General Business.
- ❖ Notification was posted on the site on August 31, 2022.
- ❖ The Planning and Zoning Board recommended denial of the rezoning 6-2 on September 19, 2022.
- ❖ Adjacent property owners were mailed notification of the public Hearing on October 21, 2022.
- ❖ Public Hearing Notice published in the Daily Reflector on Wednesday, November 2, 2022 and Wednesday, November 9, 2022.

**Budgetary Impact:** TBD.

**Recommendation:** Staff recommends Council approve the Rezoning Request.



**REZONING APPLICATION**  
**TOWN OF WINTERVILLE**  
2571 Railroad Steet  
P O Box 1459  
Winterville, NC 28590  
Phone: (252) 756-2221

**Staff Use Only**  
Appl. # \_\_\_\_\_

**OWNERSHIP INFORMATION:**

Applicant THE OVERTON GROUP

Address: 401 West First Street, Greenville, NC 27834

Phone #: 252 355 7006

Owner: Michael & Wendy Bridgers

Address: 2023 Doublegate Lane, Greenville, NC 27834

Phone #: 252 752 2980 Home, 252 714 1790 Cell

**PROPERTY INFORMATION**

Parcel #: 67224, 68790, 70655      Area (square feet or acres): 13.94 Acres

Current Land Use: Farming

Location of Property: Northwest corner intersection of Old Tar River Road and Vernon White Road.

**ZONING REQUEST**

Existing Zoning: R – 15      Requested Zoning: General Business District

Reason for zoning change: Desire to modify existing zoning of R – 15 to General Business District to accommodate business that serve the traveling public, residences, general business offices. Users will not have a negative impact on surrounding properties.

**This application shall be accompanied by the following items:**

- A map drawn to a scale of not less than 400 feet to the inch and not more than 20 feet to the inch showing the land covered by the proposed amendment;
- A legal description of the property;
- A list of the names and addresses of all owners of property involved in the map change and all adjoining property owners as shown on County tax records;
- A filing fee according to a regularly adopted Fee Schedule of the Town.

**OWNER/AGENT STATEMENT**

I, THE OVERTON GROUP, being the Owner or Agent (if Agent, complete section below) request that the attached rezoning request be placed on the agenda of the Planning and Zoning Board meeting scheduled for July/-/2022.

I understand that failure to address any item in the zoning amendment application requirements of the zoning ordinance my result in the rezoning request not meeting the minimum submission requirements and will be returned to me for revision and resubmission at the next regular review cycle.

Ray Ay  
Signature Member/Manager Date 6/28/22

**NOTE: AGENTS ACTING ON BEHALF OF THE PROPERTY OWNER MUST HAVE A NOTARIZED STATEMENT FROM THE PROPERTY OWNER GIVING THEM THE AUTHORITY TO ACT ON THE OWNER'S BEHALF.**

I, Michael & Wendy Bridgers, being the Owner of the property described herein, do hereby authorize THE OVERTON GROUP as agent for the purpose of this application.

Michael Bridger Wendy C. Bridger  
Signature Date 6-28-22

Sworn to and subscribed before me, this 28<sup>th</sup> day of June, 2022.

Veronica L Brownridge  
Notary Public

My Commission Expires:  
April 12, 2027





# Gaskins Land Surveying, P.A.

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PO Box 354, Vanceboro, North Carolina 28586

Phone: 252-714-0983

August 30, 2022

Bridgers Legal Description

Parcels: 67224, 68790 & 70655

Commencing at an existing iron rebar located in the western right of way of NCSR 1700-Old Tar Road, said point being the southeastern most point of the cemetery lot owned by Ronald Vincent (DB 3249 PG 465); thence along the western right of way of NCSR 1700-Old Tar Road with a curve having a radius of 361315.14', a chord bearing of  $S7^{\circ}40'33''W$  228.28', and an arc length of 228.28' to an existing rebar; thence along the western right of way of NCSR 1700-Old Tar Road  $S07^{\circ}14'22''W$  633.56' to an existing rebar in the right of way, said point being the northwestern corner of the John Radcliff property (DB 4182 PG 407); thence with the Radcliff property  $N82^{\circ}45'38''W$  201.36' to an existing iron rebar; thence  $S16^{\circ}03'38''W$  283.13' to an existing rebar in the Northern right of way of NCSR 1130-Vernon White Road; thence with said right of way  $N73^{\circ}56'22''W$  45.48' to an existing rebar; thence continuing with said right of way with a curve having a radius of 936.41', a chord bearing of  $N58^{\circ}51'40''W$ , a chord distance of 487.20' to an existing rebar located in the centerline of a canal; thence with the centerline of said canal the following courses  $N21^{\circ}17'08''E$  197.50',  $N21^{\circ}17'08''E$  72.30',  $N06^{\circ}32'08''E$  81.18' ,  $N21^{\circ}02'08''E$  118.80',  $N39^{\circ}22'08''E$  314.82',  $N51^{\circ}47'08''E$  125.06',  $N51^{\circ}47'08''E$  41.26,  $N20^{\circ}43'45''E$  159.33' to a point; thence leaving said canal  $S81^{\circ}34'01''E$  15.00' to an existing rebar on the canal bank; thence  $S70^{\circ}55'37''E$  217.75' to an existing rebar in the western line of the cemetery lot owned by Ronald Vincent (DB 3249 PG 465); thence  $S08^{\circ}25'59''W$  14.54' to an existing rebar; thence  $S81^{\circ}48'03''E$  95.00' to the point of beginning, containing a combined acreage of 13.90 acres.

**NOTICE OF PUBLIC HEARING  
Town of Winterville**

NOTICE IS HEREBY GIVEN that the Winterville Town Council will meet on Monday, November 14, 2022 at 7:00 pm in the Town Hall Assembly Room at 2571 Railroad Street, to consider the following request:

The Overton Group has submitted a rezoning application to rezone Parcels 67224, 68790, and 70655 (13.94 Acres) from R-15 to General Business (GB) Zoning District. The purpose of the General Business District (GB) is to accommodate those business that serve the traveling public, require large amounts of land for display and parking, and are not oriented to the pedestrian shopper.

Copies of the Zoning Ordinance and Map are on file at the Planning Department Office in the Town Hall and are available for public inspection by contacting [bryan.jones@wintervillenc.com](mailto:bryan.jones@wintervillenc.com) or the Winterville Planning Department at (252) 756-2221 or at [www.wintervillenc.com](http://www.wintervillenc.com).

Citizens are encouraged to attend the hearing. Citizens may also view the hearing on the Winterville website at [www.wintervillenc.com/videos](http://www.wintervillenc.com/videos) . If for any reason you have difficulty accessing the Town's video page, please go to the Town's YouTube channel at: [www.youtube.com/channel/UChejtVcuiD9O3\\_zzTrrBj4g](http://www.youtube.com/channel/UChejtVcuiD9O3_zzTrrBj4g) .

The public may submit written comments to the Town Clerk's office, 2571 Railroad Street, PO Box 1459, Winterville, NC 28590, or via email to [don.harvey@wintervillenc.com](mailto:don.harvey@wintervillenc.com). Please include your name and address.

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**Notes to Publisher:**

Legal Advertisements  
[legals@apgenc.com](mailto:legals@apgenc.com)  
(252) 329-9521

Subject: Winterville Public Hearing –Rezoning for Parcels 67224, 68790, 70655.

Please place the above legal advertisement in the Daily Reflector on Wednesday, November 2, 2022 and Wednesday, November 9, 2022. Should you have any questions please contact me.

**Please forward the invoice and Affidavit of Publication to me to assist with payment.**

Thanks,

Donald Harvey, NCCMC  
Town Clerk  
Town of Winterville  
2571 Railroad Street/PO Box 1459  
Winterville, NC 28590  
(252) 756-2221 ext. 2344 – Phone  
[don.harvey@wintervillenc.com](mailto:don.harvey@wintervillenc.com)



# WINTERVILLE

*A slice of the good life!*

2571 Railroad Street  
PO Box 1459  
Winterville, NC 28590

Phone (252)215-2358  
Fax (252)756-3109  
[www.wintervillenc.com](http://www.wintervillenc.com)

**Town Council  
Public Hearing  
Rezoning Request**

NOTICE IS HEREBY GIVEN that the Winterville Town Council will meet on Monday, November 14, 2022 at 7:00 pm in the Town Hall Assembly Room at 2571 Railroad Street, in order to consider the following request:

The Overton Group has submitted a rezoning application to rezone Parcels 67224, 68790, and 70655 (13.94 Acres) as shown on the attached map from R-15 to General Business (GB) Zoning District. The purpose of the General Business District (GB) is to accommodate those business that serve the traveling public, require large amounts of land for display and parking, and are not oriented to the pedestrian shopper.

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Citizens are encouraged to attend the hearing. Citizens may also view the hearing on the Winterville website at [www.wintervillenc.com/videos](http://www.wintervillenc.com/videos) . If for any reason you have difficulty accessing the Town's video page, please go to the Town's YouTube channel at: [www.youtube.com/channel/UChejtVcuiD9O3\\_zzTrrBj4g](http://www.youtube.com/channel/UChejtVcuiD9O3_zzTrrBj4g) .

The public may submit written comments to the Town Clerk's office, 2571 Railroad Street, Winterville, NC 28590, or via email to [don.harvey@wintervillenc.com](mailto:don.harvey@wintervillenc.com). Please include your name and address.

MICHAEL L BRIDGERS  
WENDY C BRIDGERS  
2023 DOUBLEGATE LN  
GREENVILLE, NC 27834

TERESA ANN PETERSON  
PO BOX 118  
WINTERVILLE NC 28590

LINDSEY TOMPKINS  
DANIEL TOMPKINS  
507 TABARD ROAD  
WINTERVILLE NC 28590

ROBERT C NICHOLSON, III  
KALI NICHOLSON  
PO BOX 329  
WINTERVILLE, NC 28590

SHERRI SLADE  
TORICO GRIFFIN  
528 STILLWATER DRIVE  
WINTERVILLE, NC 28590

WILLIAM HORNER, JUR  
CAROLYN HORNER  
506 STILLWATER DRIVE  
WINTERVILLE, NC 28590

RONAL VINCENT  
1728 CIRCLE DRIVE  
GREENVILLE, NC 27858

ROBERT SPEIGHT, JR  
ELLEN SPEIGHT  
622 MILTON DRIVE  
WINTERVILLE, NC 28590

WALTER BRYANT, JR  
FAITH BRYANT  
590 MILTON DRIVE  
WINTERVILLE, NC 28590

CONRAD KIRBY  
CAROL KIRBY  
564 MILTON DRIVE  
WINTERVILLE, NC 28590

JOHN RADCLIFF  
LINDA YVONNE ABBOT  
3303 MORTEZ CT  
APEX, NC 27502

AMY KNIGHT WASHINGTON  
EDWARD EARL WASHINGTON  
4857 OLD TAR ROAD  
WINTERVILLE, NC 28590

JUDY W MCLAWHORN  
4897 REEDY BRANCH ROAD  
WINTERVILLE, NC 28590

BONNIE B ROGERS  
DANIEL T ROGERS  
540 STILLWATER DRIVE  
WINTERVILLE, NC 28590

RUKIYAH ANDERSON  
JAMES ANDERSON  
522 STILLWATER DRIVE  
WINTERVILLE, NC 28590

CLAUDE BRYANT  
509 CEDAR RIDGE DRIVE  
WINTERVILLE, NC 28590

CHRISTELLE MORENO  
632 MILTON DRIVE  
WINTERVILLE, NC 28590

VERONICA WHITE  
608 MILTON DRIVE  
WINTERVILLE, NC 28590

MATTHEW STUMP  
KATIE STUMP  
580 MILTON DRIVE  
WINTERVILLE, NC 28590

DOUGLAS BOYD  
LEIGH BOYD  
556 MILTON DRIVE  
WINTERVILLE, NC 28590

TANYA DAVIS COATES  
856 MOHILL PLACE  
PISCATAWAY, NJ 08854

MUHAMMAD HASANIEH  
SANDRA HASANIEH  
508 TABARD ROAD  
WINTERVILLE, NC 28590

WILLIAM K WALKER  
ROASE C WALKER  
550 STILLWATER DRIVE  
WINTERVILLE, NC 28590

ELIZABETH BURKHART  
EDWARD BURKART, III  
536 STILLWATER DRIVE  
WINTERVILLE NC 28590

WILLIAM VANDIFORD  
LAURA VANDIFORD  
514 STILLWATER DRIVE  
WINTERVILLE, NC 28590

JONHSON PROPERTIES, LLC  
2235 BLACK HORSE LANE  
WINTERVILLE, NC 28590

DIANE JACOBS  
628 MILTON DRIVE  
WINTERVILLE, NC 28590

CHRISTOPHER MANNING  
596 MILTON DRIVE  
WINTERVILLE, NC 28590

DENNIS PITT  
CLARA PITT  
574 MILTON DRIVE  
WINTERVILLE, NC 28590

LEE ALLEN BLANKENSHIP  
DEBORAH BLANKENSHIP  
544 MILTON DRIVE  
WINTERVILLE, NC 28590

DEBORAH DAVIS  
538 MILTON  
WINTERVILLE, NC 28590

BRADLEY CHAPMAN  
517 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

VIRGINIA LLOYD  
512 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

DVML, LLC  
3100 ROLSTON ROAD  
GREENVILLE, NC 27858

GREENVILLE SOUTH  
CONGREGATION OF JEHOVAHS  
WITNESSES  
405 HARRELL STREET  
GREENVILLE NC 27858

MCCOY ENC, LLC  
3113 CAMILLE DRIVE  
WINTERVILLE, NC 28590

ELLITO GRUHN  
493 VERNON WHITE RD  
WINTERVILLE, NC 28590

ANDRE WESTON  
JESSICA WESTON  
530 MILTON DRIVE  
WINTERVILLE, NC 28590

DENIECE GRAY  
ADRIAN GRAY  
529 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

VICTORIA T HASKINS  
2307 BROCK AVE  
WINTERVILLE NC 28590

ERIC LEE BRANN  
548 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

MARVIN ARNOLD  
LINDA ARNOLD  
479 VERNON WHITE RD  
WINTERVILLE, NC 28590

TERRY LEE MOORE  
501 MILTON DRIVE  
WINTERVILLE, NC 28590

NICOLE GILL  
DAVID GILL  
509 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

JAMES BATTLE  
DENISE BATTLE  
506 MILTON DRIVE  
WINTERVILLE, NC 28590

TALMADGE LOCKE  
PAMELA LOCKE  
2316 BLACKSTONE DRIVE  
WINTERVILLE, NC 28590

ALEX LEE BRANN, JR  
564 VERNON WHITE ROAD  
WINTERVILLE, NC 28590

ROY ASBELL  
467 VERNON WHITE RD  
WINTERVILLE, NC 28590

JONI YVETTE MILLS  
485 VERNON WHITE RD  
WINTERVILLE, NC 28590



**Town of Winterville Planning Department  
Zoning Staff Report**

**GENERAL INFORMATION**

<b>APPLICANT</b>	The Overton Group
<b>HEARING TYPE</b>	Rezoning Request
<b>REQUEST</b>	R-15 to GB
<b>CONDITIONS</b>	n/a
<b>LOCATION</b>	Intersection of Vernon White Road and Old Tar Road
<b>PARCEL ID NUMBER(S)</b>	67224, 68790, 70655
<b>PUBLIC NOTIFICATION</b>	Adjacent property owners were mailed notification of the rezoning request on October 21, 2022. Notification was posted on site on August 30, 2022. 50 properties were mailed notification. Notification was posted on the Town's website.
<b>TRACT SIZE</b>	13.94 acres
<b>TOPOGRAPHY</b>	Flat
<b>VEGETATION</b>	Cleared / Agricultural

**SITE DATA**

<b>EXISTING USE</b>	Agricultural / Vacant
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<b>ADJACENT PROPERTY</b>	<b>ZONING</b>	<b>ADJACENT LAND USE</b>
N	AR	Lawn Care Business (Commercial)
E	R-10	Single Family Residential
W	R-15	Single Family Residential
S	AR/R-12.5	Single Family Residential / Church



**ZONING DISTRICT STANDARDS**

DISTRICT SUMMARIES	EXISTING	REQUESTED
ZONING DISTRICT DESIGNATION	<b>R-15</b>	<b>General Business (GB)</b>
MAX DENSITY	2-3 per acre	n/a
TYPICAL USES	Medium to low-density residential single family residential.	Commercial in the form of retail, business, professional and personal services.

**SPECIAL INFORMATION**

OVERLAY DISTRICT	N/A
ENVIRONMENTAL / SOILS	N/A
FLOODPLAIN	N/A
STREAMS	N/A
OTHER	If >1 acre is disturbed, site must meet Phase 2 stormwater requirements and provide Soil Erosion and Sedimentation Control Permit
SITE PLAN REQUIREMENTS	Site Plan, Subdivision Plan required.

\*\*These regulations may not reflect all requirements for all situations. See the Town of Winterville Zoning Ordinance for all applicable regulations for site requirements for this zoning district.

**LANDSCAPING & BUFFER REQUIREMENTS**

Development must meet requirements of the Zoning Ordinance (Article X-A. Vegetation and Buffering Requirements).

**TRANSPORTATION**

STREET CLASSIFICATION	Old Tar Road– NCDOT Road Vernon White Road – NCDOT Road
SITE ACCESS	All access must be designed and constructed to meet the Town of Winterville / NCDOT standards.
TRAFFIC COUNTS (per NCDOT Annual Average Daily Traffic Map)	Old Tar Road – 12,500 Vernon White Road – 5,600
TRIP GENERATION	TBD
SIDEWALKS	Required.
TRAFFIC IMPACT STUDY (TIS)	TBD
STREET CONNECTIVITY	N/A
OTHER	N/A



## **IMPACT ANALYSIS**

### **Land Use Compatibility**

The proposed GB zoning districts would allow land uses that are complimentary to the surrounding area. The Old Tar Widening Project (4-lane, divided road) and the realignment of Vernon White Road and Tabard Road (signalized intersection), provides excellent access for the traveling public.

### **Town of Winterville Comprehensive Land Use Plan Policies**

The Future Land Use Map designates this property as a Commercial Overlay character area. The requested **General Business (GB)** zoning district is consistent with this character area as defined by the future land use designation.

## **Comprehensive Land Use Plans - Recommendations & Implementation**

### **Commercial Overlay - General Character:**

- Potential for small-scale commercial that is sensitive to existing residential development if good transportation access is possible.

### **Land Use – Policy 1: Encourage a balanced tax base while managing growth:**

- **1.1: Utilize the Future land Use Map and character areas when considering land use decisions (i.e. development approvals and rezoning decisions and infrastructure improvement priorities.**
- **1.2: Encourage non-residential growth in the form of retail, restaurants, professional offices and industrial development in areas designated as such on the Future Land Use Map.**

### **Economic Development – Policy 2: Improve self-sufficiency and reduce retail leakage:**

- **2.1: Support Winterville’s transformation from a “bedroom community” to a “neighboring community” of Greenville.** The Economic Task Force recommended that Winterville grow into its own vibrant community with its own commercial and employment sectors. This will help the Town become a self-sufficient community that recaptures retail leakage from nearby Greenville.
- **2.2: Discourage rezonings to residential zoning districts in high visibility corners with good access and parcels within Office & Employment future land use areas.**
- **Policy 4: Respond to recent and planned transportation improvements.** Capitalize on the opportunities that will arise from the Old Tar Widening Project.



## **STAFF ANALYSIS AND RECOMMENDATION**

### **Community Outreach**

Applicant is encouraged to discuss this proposed rezoning with owners of surrounding properties.

### **Staff Analysis**

The 13.94 acre property is currently vacant. The property North of the request is zoned AR and has a commercial tree service/lawn care business. West of the request is zoned R-15 and is single family residential (separated by a buffered stream feature). South of the request is zoned AR and R-12.5 with a church and single family residential (separated by Vernon White Road). East of the property is zoned R-10 and is single family residential (separated by Old Tar Road).

The General Business (GB) District rezoning request is consistent with the intent and purpose of the Zoning Ordinance, Future Land Use Plan and is generally compatible with the future development and trends in the surrounding area. The Old Tar Widening Project and realignment of Vernon White Road with Tabard Road makes this a desirable location for a commercial use. The stream feature between the subject property and the residential subdivision to the west will provide an added buffer (natural woody vegetation 50' buffer).

### **Staff Recommendation**

Planning and Zoning Board recommended denial of the request 6-2 on September 19, 2022.

Staff recommends **approval** of the rezoning request for the 13.94 acres from R-15 to General Business (GB).



# TOWN OF WINTERVILLE PUBLIC COMMENT APPLICATION

Name of Applicant: Brandy Daniels

Date: 10/13/22

Address: 2945 Fox Glove Drive, Winterville NC  
28590

Phone: 252-413-9249

Town Council Meeting Date Requesting to Provide Comment: November 14, 2022

Description of the item(s) to be presented to the Town Council Members. Please be specific.

Follow-up on action items regarding Police and community relationships. I didn't have a chance to finish comments from a previous meeting.

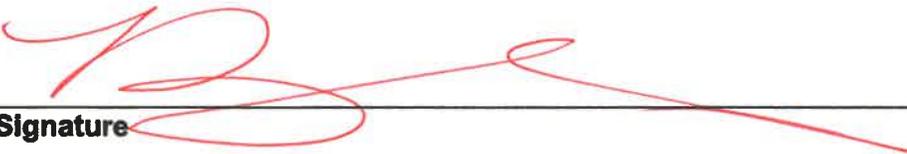
Name(s) of Speaker(s):

(1) Brandy Daniels

(2) \_\_\_\_\_

(3) \_\_\_\_\_

My signature below acknowledges that I have read the Town of Winterville Public Comment Policy. I agree that as applicant, the speaker(s) named above shall adhere to the Public Comment Policy of the Town of Winterville.

  
Signature \_\_\_\_\_



**Town of Winterville  
Town Council  
Agenda Abstract**

**Item Section:** Consent Agenda

**Meeting Date:** November 14, 2022

**Presenter:** Donald Harvey, Town Clerk

**Item to be Considered**

**Subject:** Council Meeting Minutes.

**Action Requested:** Approval of Minutes.

**Attachment:** Draft Minutes of the Council meetings listed below.

**Prepared By:** Donald Harvey, Town Clerk

**Date:** 10/3/2022

**ABSTRACT ROUTING:**

TC: 11/8/2022

TM: 11/10/2022

Final: tlp - 11/10/2022

**Supporting Documentation**

Approval of the following set of Council Meeting Minutes:

- October 10, 2022 Regular Meeting Minutes.

**Budgetary Impact:** NA.

**Recommendation:** Staff recommends Council approve the Minutes.



**WINTERVILLE TOWN COUNCIL  
MONDAY, OCTOBER 10, 2022 - 7:00 PM  
REGULAR MEETING MINUTES**

The Winterville Town Council met in a Regular Meeting on the above date at 7:00 PM in the Town Hall Assembly Room, with Mayor Richard E. Hines presiding. The following were present:

Richard E. Hines, Mayor  
Mark C. Smith, Mayor Pro Tem  
Tony P. Moore, Councilman  
Johnny Moye, Councilman  
Paul A. Rice, Councilman  
Veronica W. Roberson, Councilwoman  
Keen Lassiter, Town Attorney  
Terri L. Parker, Town Manager  
Anthony Bowers, Assistant Town Manager  
Ryan Willhite, Police Chief  
David Moore, Fire Chief  
Cliff McGuffin, Public Works Director  
Robert Sutton, Electric Director  
Jessica Manning, Finance Director  
Evan Johnston, Parks and Recreation Director  
Bryan Jones, Planning Director  
Donald Harvey, Town Clerk

**CALL TO ORDER:** Mayor Hines called the meeting to order.

**INVOCATION:** Minister Salena Hines gave the Invocation.

**PLEDGE OF ALLEGIANCE:** Mayor Hines led everyone in the Pledge of Allegiance.

**WELCOME:** Mayor Hines welcomed the public.

**APPROVAL OF AGENDA:**

**Motion made by Councilman Moore and seconded by Mayor Pro Tem Smith to approve the agenda. Motion carried unanimously, 5-0.**

**RECOGNITION OF EMPLOYEES:**

1. Larry Sutton, Equipment Operator, Public Works Department.
2. Kyle Everette, Equipment Operator, Public Works Department.
3. Alex Dixon, Meter Technician, Electric Department.
4. Robert Ricks, Meter Technician, Electric Department.

**PROCLAMATIONS:** Town Clerk Harvey summarized the following Proclamations.

1. Fire Prevention Week.



**PROCLAMATION**  
**Fire Prevention Week 2022**

**WHEREAS**, the Town of Winterville is committed to ensuring the safety and security of all those living in and visiting our town; and fire is a serious public safety concern both locally and nationally, and homes are the locations where people are at greatest risk from fire; and

**WHEREAS**, home fires killed more than 2,770 people in the United States in 2019, according to the National Fire Protection Association® (NFPA®), and fire departments in the United States responded to 339,500 home fires; and

**WHEREAS**, smoke alarms sense smoke well before you can, alerting you to danger in the event of fire in which you may have as little as 2 minutes to escape safely; and

**WHEREAS**, working smoke alarms cut the risk of dying in reported home fires in half; and

**WHEREAS**, Winterville residents should be sure everyone in the home understands the sounds of the alarms and knows how to respond; and

**WHEREAS**, Winterville residents who have planned and practiced a home fire escape plan are more prepared and will therefore be more likely to survive a fire; and Winterville residents will make sure their smoke and CO alarms meet the needs of all their family members, including those with sensory or physical disabilities; and

**WHEREAS**, Winterville firefighters are dedicated to reducing the occurrence of home fires and home fire injuries through prevention and protection education; and

**WHEREAS**, Winterville residents are responsive to public education measures are better able to take personal steps to increase their safety from fire, especially in their homes; and

**WHEREAS**, the 2022 Fire Prevention Week™ theme, "Learn the Sounds of Fire Safety™," effectively serves to remind us it is important to learn the different sounds of smoke and carbon monoxide alarms; and

**NOW THEREFORE**, I Richard E. Hines, Mayor of the Town of Winterville do hereby proclaim October 9-15, 2022, as Fire Prevention Week throughout the Town, and urge all the citizens of Winterville to "Learn the Sounds of Fire Safety" for Fire Prevention Week 2022 and to support the many public safety activities and efforts of the Town of Winterville Fire-Rescue-EMS Department.

**IN WITNESS WHEREOF**, I do set my hand, and cause the seal of Winterville to be affixed this 10<sup>th</sup> day of October 2022.

\_\_\_\_\_  
Richard E. Hines, Mayor

**Attest:**

\_\_\_\_\_  
Donald Harvey, Town Clerk

2. Veterans Day.



**PROCLAMATION**  
**Veterans Day – November 11, 2022**

**WHEREAS**, our community has a continuing sense of gratitude to those who have given so much in the defense of the freedoms which we all continue to enjoy; and

**WHEREAS**, on this patriotic occasion, let us all commit ourselves to the great need of fostering a spirit of rededication to the ideals that have served as the foundation of this great country – “One nation, under God, indivisible, with liberty and justice for all.”

**WHEREAS**, America has called on her men and women in uniform to protect our national security, to advance our national interests and to preserve our rights and freedoms; and

**WHEREAS**, on Veterans Day we recognize the men and women of our Armed Forces who have valiantly defended these values throughout our Nation’s history; and

**WHEREAS**, on Veterans Day we also remember those whose sacrifice ended in permanent injury or death, yet their spirit remains in continued preservation of our freedoms and the promise of liberty established as an example for all oppressed persons of the world; and

**WHEREAS**, in honor of these dedicated men and women, we pledge continued defense of our nation so that their sacrifice will stand before the entire world as a tribute to the spirit and determination of people dedicated to the principals of freedom and democracy.

**NOW, THEREFORE**, the Winterville Town Council does hereby proclaim November 11, 2022 as Veterans Day in the Town of Winterville, North Carolina and calls upon our citizens to observe this day with appropriate manners in honor of veterans, both living and deceased, who have served this country so willingly to preserve the principles of justice, freedom and democracy; to fly the flag; and let our veterans know we appreciate their great sacrifice.

**IN WITNESS WHEREOF**, I do set my hand, and cause the seal of Winterville to be affixed this 10<sup>th</sup> day of October 2022.

\_\_\_\_\_  
Richard E. Hines, Mayor

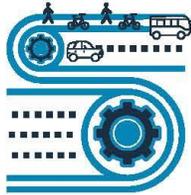
**Attest:**

\_\_\_\_\_  
Donald Harvey, Town Clerk

**PRESENTATIONS:**

- 1. Vision Zero Traffic Safety – Ellen Walston and Steven Hardy-Braz gave the following presentation.

**VISION ZERO NETWORK**



**CORE ELEMENTS  
FOR VISION ZERO COMMUNITIES**

**INTRODUCTION**

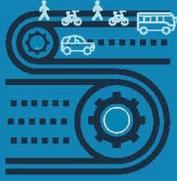
**Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.**

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

*The Vision Zero Network, with support from partners, developed this set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.*

<p><b>TRADITIONAL APPROACH</b></p> <p>Traffic deaths are <b>INEVITABLE</b></p> <p><b>PERFECT</b> human behavior</p> <p>Prevent <b>COLLISIONS</b></p> <p><b>INDIVIDUAL</b> responsibility</p> <p>Saving lives is <b>EXPENSIVE</b></p>	<p><b>VS</b></p>	<p><b>VISION ZERO</b></p> <p>Traffic deaths are <b>PREVENTABLE</b></p> <p>Integrate <b>HUMAN FAILING</b> in approach</p> <p>Prevent <b>FATAL AND SEVERE CRASHES</b></p> <p><b>SYSTEMS</b> approach</p> <p>Saving lives is <b>NOT EXPENSIVE</b></p>
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# CORE ELEMENTS FOR VISION ZERO COMMUNITIES

## Leadership and Commitment

### 1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

**2. Authentic Engagement.** Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

**3. Strategic Planning.** A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

**4. Project Delivery.** Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

### Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

## Safe Roadways and Safe Speeds

**5. Complete Streets for All.** Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

**6. Context-Appropriate Speeds.** Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

## Data-driven Approach, Transparency, and Accountability

**7. Equity-Focused Analysis and Programs.** Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

**8. Proactive, Systemic Planning.** A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

**9. Responsive, Hot Spot Planning.** A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

**10. Comprehensive Evaluation and Adjustments.** Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Read on for more information about implementing these Vision Zero Core Elements in your community.

# LEADERSHIP AND COMMITMENT

**1. Public, High-Level, and Ongoing Commitment.** The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe.

- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

High-level leadership and sustained political commitment are essential to Vision Zero success. The Mayor and other key elected officials must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in spending decisions, policies, and practices that prioritize safety (even when this means a shift from the status quo). Following from this, the leaders of the public health, police, and transportation agencies should be closely involved with the day-to-day work of Vision Zero and ensure consistent interagency coordination. In short, a Vision Zero commitment is only as strong as it is demonstrated in the **actions of the city's leadership and staff**.

Setting an explicit timeline for Vision Zero is part of this core element because it underscores the urgency of the issue, provides measurability, and incorporates the fundamental **Safe Systems** principle that these traffic tragedies are preventable.



**2. Authentic Engagement.** Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

- Engage the community in meaningful, culturally-relevant ways and support involvement by respected community leaders
- Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts

Vision Zero efforts should meaningfully engage the community and prioritize equitable processes and outcomes. This is especially true in neighborhoods that often bear the brunt of high-injury streets and where community members may be grappling with the results of historic underinvestment in safe mobility, as well as a multitude of other, interrelated systemic inequities. Community input should be valued and incorporated into Vision Zero planning and implementation.

This includes:

- » Engaging sincerely and with cultural competence, recognizing and respecting the history, culture, and expertise of local communities.

- » Collaborating with community members who are genuinely engaged in neighborhoods and who have strong connections with and respect of locals. These community leaders are likely to convey the experiences, hopes, and concerns of long-time residents in ways that traditional planning processes have not.
- » Using this collaboration to inform project design and implementation, not just as a “listening exercise”.
- » Recognizing that coordination is work, for which community groups deserve compensation to support time commitment, expertise, and long-term engagement. **Additional resources are included in Vision Zero Equity Strategies.**

**3. Strategic Planning.** A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

- The Action Plan and corresponding strategies are built on the Safe Systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury
- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

The core element for leadership and commitment recognizes that Vision Zero – starting with the Action Plan – is built on the Safe Systems approach, which recognizes that people will make mistakes and that it is the responsibility of system designers and policymakers to set practices and policies to lessen the severity of inevitable crashes.

The Action Plan should include an explicit commitment and related actions to prevent

Vision Zero efforts from resulting in unintended consequences, such as racial profiling or inequitable treatment of communities of color.

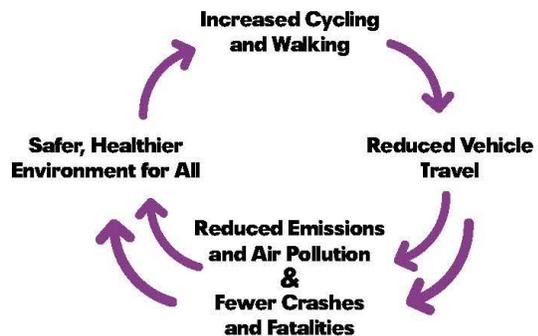
Clear ownership of Action Plan strategies is important to achieving accountability and trust for Vision Zero’s principles and outcomes. More about actionable strategies that have led to Vision Zero success in other cities are included in the [Vision Zero Action Plan Guidelines](#).

**4. Project Delivery.** Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

- Decision-makers provide leadership on policy reforms needed to prioritize safety
- System designers are supported by city leaders to advance safety projects
- System designers and decision-makers advance crosscutting measures to reduce car dependence, improve transit, and support safe walking and biking

Vision Zero requires more than incremental, individual behavior change. It requires political backbone to advance projects and policies that are proven to improve safety – particularly redesigning roadways and managing speeds – even in the face of opposition to change (e.g., removing parking spaces or reducing speeds for safety benefits).

Moving past the business-as-usual approach also means evolving beyond the cars-first attitude that has dominated transportation policies and practices in the past half-century. [Research shows](#) that encouraging multi-modal transportation reduces Vehicle Miles Traveled and Vehicles per Capita, the two strongest predictors of traffic fatalities. Cities serious about Vision Zero and livable communities are working to increase the proportion of non-auto trips by improving and incentivizing [public transit](#), walking, bicycling, and ridesharing.



This will take a carrot-and-stick approach: investing in strong public transit systems and safe, interconnected bicycling and walking networks; while disincentivizing single occupancy vehicle trips with such strategies as congestion pricing and smart parking pricing.

# SAFE ROADWAYS AND SAFE SPEEDS

**5. Complete Streets for All.** Complete Streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

- Multimodal street design and countermeasures prioritize safety over speed
- Safety improvements to roadways are prioritized for people walking and biking and in historically underserved communities

Prioritizing proven engineering countermeasures and multimodal street design is essential to safety.

Examples include:

- » Using safe design measures such as advance stop or yield lines, high visibility crosswalks, lane narrowing, pedestrian refuge islands and medians, and physically separated bikeways. More measures – and examples from cities that have implemented them – are described in [NACTO design guides](#), the [Traffic Safety Best Practices Matrix](#), and the [FHWA Achieving Multimodal Networks](#) resource.

- » Creating **Slow Zones** in areas with high volumes of children, seniors, public transit users, commercial activity, pedestrian/bicycle activity. Along with lower speeds, self-enforcing traffic calming measures help mark these areas as different and thus encourage safe behavior.

Work toward Complete Streets should prioritize the protection of physically vulnerable road users and investment in historically disadvantaged communities. Performance measures for Complete Streets should include consideration of these communities of concern. Read more on the fundamentals of [Complete Streets elements](#) from the Complete Streets Coalition.

**6. Context-Appropriate Speeds.** Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

- Roadways are designed (or redesigned) to prioritize safety over speed
- Speed limits are lowered where data and community experience show need
- Automated speed enforcement is implemented where needed, with strategies to address disproportionate impacts on low-income communities

**High speeds make crashes more likely** and more likely to be deadly. An effective Vision Zero program must manage speed in order to reduce severe and fatal traffic injuries. Efforts to influence individual behavior primarily with education and enforcement campaigns have fallen short.

Addressing speed requires changing organizational practices and reforming policies. Existing practices, such as designing roads for inappropriately high speeds and setting speed limits too high, often prioritize moving more cars over the safety of road users.

Vision Zero calls on system designers and policymakers to better align our systems and policies with goals of safe speeds, including:

- » Measure and analyze the scope of problem related to inappropriate speeds, share this data to raise awareness, and develop measurable improvement strategies with timelines for action.
- » Implement infrastructure changes to prioritize safety over speed. Examples include reducing travel lanes

and adding self-enforcing traffic calming measures to encourage safe travel speeds.

- » Change policies to align with safety goals, including setting appropriate speed limits, particularly where motor vehicle traffic is mixing with those walking and biking.
- » Implement automated speed enforcement where needed, incorporating strategies to measure and address disproportionate impacts on low-income communities and others who may be overly burdened.
- » Raise awareness about speed as a primary factor in traffic deaths and injuries, similar to increased awareness about drunk driving.

In many cases, State and Federal agencies influence speed limits either directly or indirectly. While speed management efforts may be time-consuming and politically challenging, it is critical to Vision Zero success. Cities facing barriers from other levels of government need to make the policy, legislative, or other changes required to advance proven speed management strategies.

# DATA-DRIVEN APPROACH, TRANSPARENCY, AND ACCOUNTABILITY

**7. Equity-Focused Analysis and Programs.** Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

- Explicit commitment and actions prevent Vision Zero efforts from increasing disproportionate enforcement levels in communities of color
- Any enforcement efforts within Vision Zero are focused on dangerous moving violations, as identified by quality data analysis

Data and experience reveal that low-income communities and communities of color carry a disproportionate burden of traffic-related injuries and fatalities in the U.S. This is not arbitrary; it reflects patterns of historic under-investment and racial bias in some communities, particularly black, brown and immigrant communities, as well as low-income communities. Vision Zero leaders need to recognize these disparities and to center equity in their work in clear and measurable ways to prevent traffic safety efforts from having unintended, harmful consequences.

The realm of traffic enforcement is a particularly timely and urgent area of attention. It is important that promoters of Vision Zero acknowledge that officer-initiated traffic stops allow for higher levels of individual discretion and unintended gateways to racial bias and even aggressive police action. The broader Vision Zero community has a role and responsibility in improving, not exacerbating, these problems.

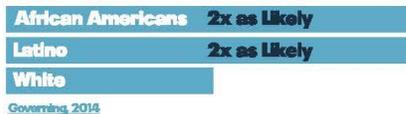
Vision Zero focuses on Safe Systems, not more traffic stops. Cities such as Portland, Oregon are working to prevent over-policing or racial bias from becoming unintended byproducts of their Vision Zero efforts. Portland limits enforcement actions in order to reduce the possibility of racial profiling and disparate economic impacts. [Portland's Vision Zero Action Plan](#) explicitly excludes increased enforcement by police officers. It also offers education classes as alternatives to increased penalties for first time offenders.

Similarly, any enforcement efforts included in Vision Zero strategies should focus on the most dangerous violations. An example is San Francisco's [Focus on the Five](#) program, which commits officers to focus on the five top roadway dangers, such as speeding and violating pedestrians' right of way, rather than on "nuisance" issues such as broken taillights or tinted windows.

Other examples of focusing on equity concerns within Vision Zero efforts include:

- » Requiring transparency, including analyzing and sharing data on how traffic funding is spent and how traffic stops are conducted and citations issued, including disaggregating stop and citation data by race.

## People Killed While Walking:



## People Killed While Walking:



## Communities With Sidewalks:



## Chance of Being Stopped and Searched:



- » Encouraging accountability by requiring regular discussions amongst policymakers and the public to address equity disparities in efforts and results.
- » Requiring equity-based trainings of Vision Zero staff, including law enforcement officials, and including equity-based measurements of their efforts.
- » Investing in automated speed enforcement's proven safety effectiveness and lower risk of racial profiling. Efforts should be made to avoid disproportionate impacts of fines on low-income communities, such as setting up alternative fee structures.
- » Recognizing that we cannot enforce (nor educate) our way out of today's traffic safety problems, so we need to better design roadways and manage speeds for safety. [Additional resources are included in Vision Zero Equity Strategies.](#)

**8. Systemic, Proactive Planning.** A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

- Data is used to identify trends of problems, which are addressed systematically rather than as isolated incidents

Vision Zero’s Safe Systems approach means moving from purely rearward crash map reviews to more forward-facing identification of problem areas and working to prevent severe crashes before they happen. This means determining, analyzing, and addressing the underlying risk factors that influence dangerous actions: the where, how, and why serious crashes happen.

For example, based on analysis showing a trend of left-turn vehicle movements being particularly dangerous on certain types of streets, New York City’s Department of Transportation is proactively addressing areas with proven countermeasures, rather than reacting to each individual problem after serious crashes occur. More examples of proactive approaches to addressing top risk factors are shared in this [summary and webinar](#).

**9. Responsive, Hot Spot Planning.** A map of the community’s fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

- Top risk factors and locations of serious traffic crashes are identified, mapped, and utilized
- Quality data on traffic deaths and serious injuries are posted publicly and updated regularly

The community should develop a High Injury Network (HIN) derived from quantitative (“hot spot” problem locations) and qualitative data (based on community input) to inform its prioritization and implementation.

Recommendations include:

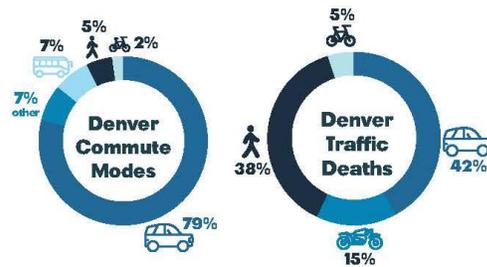
- » Identify top risk factors and locations of serious traffic crashes.
- » Include equity-driven data (such as locations of low-income communities and communities of color) and commit to prioritizing actions and funding in areas of overlap with the HIN.
- » Include speed as a data layer. A large proportion of serious crashes occur on roads with higher speed limits – often arterials and state-owned roads – which require the aforementioned work on speed.
- » Collaborate within and between city agencies. Work to address problems on the HIN is an important place to involve the Vision Zero Taskforce.
- » Utilize this information and coordination to prioritize and implement strategies.
- » Post and regularly update data on traffic deaths and serious injuries – beyond police reports.

For more information, see this [Vision Zero Network case study](#) and [webinar](#).

**Data analysis** and public input should highlight unsafe locations, and this should be overlaid with locations

of physically vulnerable populations and communities traditionally underserved by traffic safety efforts. Police-collected data should be supplemented with information gathered by hospitals and emergency medical services. Analysis shows that people involved in traffic crashes who are part of systemically marginalized communities are less likely to report traffic crashes and that, when they do, their reports are less likely to be treated adequately. Increasingly, communities are supplementing their police crash records with public health data for a fuller picture, as described [here](#).

**Data can help identify disproportionate safety impacts**



**50% of Denver’s traffic fatalities occur on just 5% of their streets**

**10. Comprehensive Evaluation and Adjustments.** Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

- Regular progress reports are produced and shared publicly
- Use of pilot implementation and community feedback shape safety efforts

Monitoring efforts and impacts, updating and sharing data regularly, and institutionalizing Vision Zero in the city's systems will help build trust and set expectations for accountability between key stakeholders.

This includes:

- » Proactively monitor, evaluate, and share progress, including regular public progress reports, such as these from [New York City](#) and [Seattle](#).

- » Use comparative data to link social and environmental factors with traffic injury data to better understand connections and strategies for improvements.

- » Use temporary pilot programs or projects to test strategies within shorter timeframes and for less cost investment.

## NEXT STEPS

We share these Core Elements recognizing the urgency of the issue before us: an average of 100 people lose their lives each day in this nation in traffic crashes. This loss and suffering is preventable, and we have a responsibility to prevent these tragedies.

We also recognize that resources, time, and political will are all limited. What we do matters. Vision Zero is not just a tagline, not even just a program, but rather a fundamental shift in how our communities approach the issue of safe mobility. To make a real difference, it will take a firm commitment to change.

Implementing Vision Zero requires 1) leadership and commitment to safety, 2) implementing safe roadways and safe speeds, 3) ongoing transparent use of data, and 4) centering equity and community engagement throughout.

Committing to and meaningfully incorporating these Core Elements can help Vision Zero communities prioritize efforts, benchmark progress, set expectations, and ensure accountability. Each Core Element is important to advance the ultimate goal of safe mobility for all.

## ACKNOWLEDGEMENTS

We are honored to support the work of public sector staff and community-based leaders and advocates around the country to reduce traffic deaths and severe injuries. We appreciate valuable input from many partners, including Clay Veka, Dana Weissman, Jeff Lindley, Jeff Paniati, Lainie Motamedi, Megan Wier, Meghan Mitman, Nicole Ferrara, Richard Retting, Stacy Thompson, and Veronica Vanterpool. This report's primary authors are Jenn Fox and Leah Shahum. Graphic design is by Rachel Krause of Banjo Creative.

The Vision Zero Network is a nonprofit project committed to advancing Vision Zero in the U.S. We are proud to support the life-saving efforts of the dedicated policymakers, implementers, and community leaders working toward safe mobility for all.

[Learn more at VisionZeroNetwork.org](http://VisionZeroNetwork.org)

## How does Vision Zero differ from the traditional traffic safety approach in U.S. communities?

American cities are adopting Vision Zero, drawn to its departure from traditional approaches to traffic safety. But what makes Vision Zero an innovative road safety policy with the potential to make our streets safe? In this case study we identify the key elements that distinguish Vision Zero.

1. Reframing traffic deaths as preventable
2. Focusing on system failure
3. Reducing the impact of collisions
4. Adopting a Safe System approach
5. Data-driven decision-making
6. Road safety as a social equity issue

### Traffic Deaths are Preventable

Names provide shape and meaning, which is why the “zero” in Vision Zero is so important and represents a key means to shift away from the traditional traffic safety approach.

The Swedish architects of Vision Zero set zero as the “only justifiable fatality target for road traffic.” Calling out a vision of zero deaths (and, in some places, serious injuries) sends a strong message: traffic-related fatalities and injuries are not an inevitable and acceptable side-effect of the transportation system. With its name alone, Vision Zero fundamentally re-conceptualizes how we understand injuries and deaths on our streets as **preventable**.

As with other preventable public hazards (think measles, small pox and other diseases prevented through vaccines), Vision Zero calls us to be proactive; to identify risk and take steps to prevent injuries by designing the transportation system in a way that collisions won't result in fatal or serious injury.

### Focusing on System Failure

Solutions are responses to problems. Tired? Drink coffee! Need a break? Go on a walk! Traffic deaths and injuries? In the United States, individual road users—bad drivers, careless bicyclists, distracted pedestrians—have historically been presented as the problem, the cause of collisions. Consequently, solutions have focused on perfecting human behaviors through strategies like licensing, testing, education, training and media campaigns.

But in the Vision Zero framework, the road safety problem isn't the individual, but rather the flaws in the transportation system—flaws that mean, for example, that cars can move at excessive speeds on city streets and incompatible road users (for instance, bicyclists and drivers) have to share the road.

In redefining the problem, we're required to develop solutions that will impact the true culprit: an unforgiving street network that doesn't take into

account that people make mistakes. The focus thus shifts from solutions focused on perfecting individual behavior to solutions focused on perfecting a transportation system that failed to protect people who made predictable errors. As the Swedish architects of Vision Zero state: ***“In every situation a person might fail. The road system should not.”*** We have to design a system for people, instead of asking people to adjust to an imperfect system.

Who perfects the flawed system? As Juan Martinez from the New York City Department of Transportation articulated in 2016: Engineers, public health professionals, policy and law enforcement must take responsibility for every death. His words serve as a moving call to action; a reminder that not only do system designers have the **ability** to create a system in which crashes do not result in fatal or serious injury, it is also their **responsibility**.

Individuals also have a responsibility in Vision Zero: road users are expected to be competent, alert, in compliance with the rules of the road and unimpaired by alcohol, drugs, distraction or fatigue—and they have the responsibility to demand and expect safety improvements from civil servants and elected officials.

Vision Zero means individuals should expect safe streets from their government, just as they do clean water or trash pick-up. This implies not only that public participation in transportation decision-making is central to Vision Zero, but also that cities must use communication and education to help generate collective action around the need for safer streets.

**Washington D.C.** engaged in a robust public process to draft their Vision Zero Action Plan. They hosted 10 community events, where nearly 2,700 people completed surveys to identify top safety concerns, and developed an online, crowdsourced **Safety Map** on which residents could identify hazardous locations and the conditions and behaviors they experienced there. The District's **Vision Zero Action Plan** reflects a strong commitment to meaningful engagement and developing a plan that is grounded in the needs and experiences of D.C. residents.

**From Engineering to a Public Health Perspective**

While traditional approaches to transportation safety have prioritized reducing or preventing collisions, Vision Zero instead advocates for the focus to be **preventing injuries**.

Instead of asking "Why did that person crash?" the Vision Zero framework examines "Why was that person so seriously injured in the crash?" This change in thinking, from collision reduction to injury prevention, represents a significant shift from an **engineering to a public health perspective**.

Instead of preventing collisions, engineers work to ensure that no one is exposed to so much crash force (the force being what actually causes injury or death, not the collision itself) that they are seriously injured. So the vulnerability of the human body—not the collision itself—forms the basic parameter in the design of the transportation system.

This brings a moral imperative to the work. When we think in terms of people and injuries instead of collisions, it changes the question from "what can we do?" to "what must we do?"

**A Systems Approach to Safety**

Vision Zero takes a Safe System approach to road safety—a holistic view that requires people to think about the road system **in its entirety**, from infrastructure projects to institutions like government. It means understanding how "upstream factors" such as design guidelines, public participation, policy, and vehicle regulations all influence injuries and deaths. One of the ways cities are doing just this is by creating steering committees and task forces with representation from all the different actors involved.

The Safe System approach also examines how these different parts interact. To create a safe transportation system, street users, vehicles, and the transportation network have to be addressed in an integrated manner, through a wide range of interventions. We won't achieve a safe system by just focusing on redesigning roads, unless we also manage the speeds on the roads and consider how policies, like automated enforcement, can assist in this effort.

**Data-driven Decisions**

Vision Zero is also different in its emphasis on data and data-driven decision-making. Approaching road safety from a Safe System perspective, we need to not only collect data on where and how crashes happen, but we need to also examine a wide range of additional inputs, such as the demographics of impacted communities, enforcement citations and hospital injury reports.

But it's not enough to just collect the data. It's imperative that the data be made available to the public in order to facilitate transparency and accountability and assist the public in monitoring progress toward zero.

The crowdsourced map created by **Washington D.C.** is a great example of increased data access and transparency. Additional examples include, **[New York City's Crash & Interventions Map](#)**, which shows detailed information on traffic injury and fatality crashes in New York City and how the city is responding, and **[San Francisco's online project delivery tracking tool](#)**, which allows anyone to track the City's progress on its engineering commitments.

Note: Future case studies will explore how cities are using data to guide Vision Zero implementation.

**Road Safety as a Social Equity Issue**

Social equity is at the core of Vision Zero. Traffic collisions disproportionately impact vulnerable communities, including people of color, lower income individuals, seniors, children and people who walk, bike and use transit. Vision Zero addresses these inequities by prioritizing interventions in areas most in need of safety improvements.

Equity also means meaningfully engaging with these communities to empower them to be involved in the effort, and actively creating institutions and processes that incorporate vulnerable populations into decision-making processes.

**Top Take-Away**

While Vision Zero in American communities will surely look different than other countries that have adopted the Safe System approach, it is imperative to its success that it build on and be anchored in these core principles. Vision Zero is not just a catchy or hopeful campaign phrase. It is, indeed, a notably different way of ensuring people have the right to move about their communities safely.

**Learn more and find additional case studies at [www.visionzeronetwork.org](http://www.visionzeronetwork.org)**

2. National Manufacturing Month – Jason Rowe, ECU College of Business made comments on National Manufacturing Month. He emphasized the month concerning the importance of manufacturing, ECU’s mission to focus on the community, and that they are here to help the Town in any way.

**PUBLIC COMMENT:** Mayor Hines read the Public Comment Policy.

1. Brandy Daniels – Police Discussion comments.
2. Tony Greene – Speed Bumps in his neighborhood comments.

**CONSENT AGENDA:**

Items included in the Consent Agenda:

1. Approval of the following sets of Council Meeting Minutes:
  - August 23, 2022 Electric System Strategies Workshop Meeting Minutes; and
  - September 12, 2022 Regular Meeting Minutes.
2. Budget Amendment 2022-2023-2.
3. Railroad Street Stormwater Capital Project Budget Ordinance.
4. Schedule Public Hearing.- Rezoning Request - Parcels 67224, 68790, and 70655.

**Motion made by Councilman Moye and seconded by Mayor Pro Tem Smith to approve the consent agenda. Motion carried unanimously, 5-0.**

**OLD BUSINESS:**

1. Cemetery Regulations and Update.

Town Manager Parker provided an update on the status of the cemetery expansion. As we continue to make preparations for the next phase of the Winterville Cemetery, there are some rules and regulations that need to be reviewed to make sure we are as up-to-date as we need to be. We have discussed issues of residing in town, buy up to 4 lots per year. In 2012 added that if you had someone in cemetery. Final discussions concluded to sell cemetery plots to only residents of the Town, not resell to someone outside the Town, and no headstones (flat stone with flower receptacle) will be allowed. Attorney Lassiter added that purchasing a plot is not a registered deed.

**Motion made by Councilman Moore and seconded by Councilman Rice to approve the sale of cemetery plots to only residents of the Town, not resell to someone outside the Town, and no headstones (flat stone with flower receptacle only) will be allowed.**

Councilwoman Roberson asked that we give a month for citizens to respond. Councilman Moye said he understand what she said, wait to sell, get information out to all. Town Manager Parker noted that it is a change and we are not ready to start selling plots at this point, can get information out with changes. First come first serve.

**Motion carried 4-1. Councilwoman Roberson opposed.**

Town Manager Parker noted costs of plots from surrounding cemeteries. It is a maintenance issue forever. Town Manager Parker suggested a cost of \$900 per plot. Opening and closing is a separate cost. We are presently charging \$450 per plot.

**Motion made by Mayor Pro Tem Smith and seconded by Councilman Moore to approve a cost of \$900 per plot. Motion carried unanimously, 5-0.**

Town Manager Parker noted the expansion, corners and work is progressing, hopefully will be ready by spring. Councilman Moye asked about the status of raising the Firetower cemetery sign. Town Manager Parker said we are working to get it raised but noted that the sign is not damaged.

2. Revision of Agreement for Services with Winterville Rescue & EMS, Inc.

Fire Chief Moore commented that The Town of Winterville has had an agreement in place with Winterville Rescue and EMS, Inc. (EMS), since 2009 that includes use of Fire Station facilities. The agreement includes the payment of rent made by EMS to the TOWN in the amount of \$5,145.00 per quarter. The agreement had the TOWN set said rent payments aside for use by EMS as needed and requested for EMS operations. Historically, these funds have been used primarily for capital purchases such as cardiac monitors, stretchers and vehicles. In recent months, EMS has joined the County's Fleet Management Program and secured County ARP funding for the purchase of this capital equipment. EMS has also experienced budget shortfalls in recent years due to the rising cost of personnel and equipment costs. Therefore, EMS makes the following requests: (1) Revise the long-standing rental agreement with the Town so that rent is no longer paid by EMS to the Town. The change in this required outlay of money will assist EMS in helping balance their annual Budget; and (2) Allow EMS to "draw down" the remaining monies held in escrow by the Town, as needed, for EMS operation and maintenance costs.

Town Manager Parker reiterated the information and supported the request. EMS Chief Britt echoed his support of the proposal and this will help to bridge the gap.

**Motion made by Councilman Moore and seconded by Mayor Pro Tem Smith to approve Revisions of the Agreement for Services with Winterville Rescue & EMS. Motion carried unanimously, 5-0.**

**NEW BUSINESS:**

1. Christ Covenant Cost Sharing Agreement

Assistant Town Manager Bowers commented that the Town has the need to increase the size of the sewer line from an 8-inch line to a 15-inch line. This will allow the Town to use gravity to feed sewer flow from the Winterville Crossing sewer lift station to the new regional lift station. The plan is to shut down the Winterville Crossing lift station in the near future. By shutting down the lift station, we will be saving the Town the cost of operating that station, and reduce the risk associated with sewer spills. The cost to the town is \$132,563 and is already in the current 2022-2023 budget. This agreement will allow Christ Covenant to construct the new line to the Town's standards. This agreement also sets forth the terms of payment and acceptance by the Town. The contract is a one-year contact to allow for the construction of the new line. Christ Covenant needs the new line to construct the new high school wing of the school. Attorney Lassiter said the agreement is similar to the cost share agreement with the Eli's Ridge document. Presently, their folks are reviewing the document.

**Motion made by Councilman Moore and seconded by Mayor Pro Tem Smith to approve the Christ Covenant Cost Sharing Agreement. Motion carried unanimously, 5-0.**

Attorney Lassiter noted that due to the bidding process utilized, a motion should be made utilizing the NCGS 160A-320 bidding provisions.

**Motion made by Councilman Moore and seconded by Councilman Rice to approve utilizing NCGS 160A-320 that allows the use a private bidding process so long as the Town's cost on the**

**project does not exceed \$250,000 and we determine that either (1) the Town's cost will not exceed the estimated cost of providing for our part of the improvements by either Town forces or through a contract using the statutory public competitive bidding procedure; OR (2) the coordination of separately constructed improvements would be impracticable. Motion carried unanimously, 5-0.**

Attorney Lassiter noted that he will be assisting Christ Covenant with the process and would like Council to approve his participation.

**Motion made by Councilman Moore and seconded by Mayor Pro Tem Smith to approve Attorney Lassiter assisting Christ Covenant. Motion carried unanimously, 5-0.**

2. ARP Funding to Supplant Salaries and Wages.

Assistant Town Manager Bowers commented that the US Treasury amended their Final Rule on July 27, 2022 to allow municipalities who received less than 10 million to take the "Standard Allowance" for lost revenue. The Town of Winterville received \$3,164,984 in ARP funding. The Council Adopted a resolution on June 14, 2021 to accept the ARP Funds. The Council then approved a budget ordinance on September 13, 2021 for use the funds for Storm Water infrastructure. We will need to amend the ordinance to use the funds for Salaries, Wages, and Fringe. The funds will then be transferred to the General Fund to cover \$3,164,984 worth of salaries, wages and fringe. The General Fund will then pay the Stormwater Fund \$3,164,984 to be used for the Railroad Street stormwater project. This will greatly reduce the amount of federal reporting, laws with regarding to bidding, reporting requirements, and most importantly it eliminates the requirement to use the funds and completion of the project by 2026. Staff feels strongly that this project may take every bit of four years. The budget ordinance amendment is included in this month's agenda. Most importantly this process will allow for the stormwater projects to move forward without all the regulations that are associated with using grant funding for construction projects. We are also applying for grant funding to assist with the project through the NC Department of Water Infrastructure. This process will save the Town a tremendous amount of money in man-hours

**Motion made by Mayor Pro Tem Smith and seconded by Councilwoman Roberson to approve ARP Funding to Supplant Salaries and Wages. Motion carried unanimously, 5-0.**

3. Appointment of Council Member to the Pitt County Human Relations Commission.

A representative from Town Council is required for the Pitt County Human Relations Commission. Mayor Hines' term has expired, and it is time to fill the vacancy.

**Motion made by Mayor Pro Tem Smith and seconded by Councilman Moye to appoint Councilwoman Roberson to serve on the Pitt County Human Relations Commission. Motion carried unanimously, 5-0.**

**OTHER AGENDA ITEMS:**

1. Housing Repair Program (Councilman Moore).

Councilman Moore noted that nothing been done on our homes recently. Town Manager Parker said Covid came and volunteers stopped working. Also, the Town did not fund the organization this year. Mayor Hines said Koinonia Resources is interested. Town Manager Parker said we have \$5,400 per home, including the application. Councilwoman Roberson noted that administration is not included, we need to include some costs. Town Manager Parker said we will get the amount in the fund to Council. Councilman Moore asked Mid-East if they are interested.

## **ITEMS FOR FUTURE AGENDA/FUTURE WORK SESSIONS:**

Councilman Moye suggested a workshop on information from the presentation given by Brandy Daniels. Councilman Moore said the Town is the safest because of what we have. Councilman Moye said we need to stay up with growth. Mayor Hines noted that Town Manager Parker has a program. Town Manager Parker said she had reached out to co-workers for training to come here for the entire staff and officials and will report in the near future. We are working internally for how things are disseminated and ready to improve communication and change as needed to undertake as soon as possible. Mayor Hines said everyone is onboard to improve things and get things done and Council will be a part of the sessions. Councilwoman Roberson said not everyone knew about the issue, communication broke down. Emergency situations need to be communicated. Mayor Hines noted that an email was sent to Council.

## **REPORTS FROM DEPARTMENT HEADS:**

- Planning Director Jones: Aces for Autism groundbreaking tomorrow; UNC property information sessions upcoming; NCDOT paving plan upcoming.
- Parks and Recreation Director Johnston: Parks maintenance shop underway; Traffic Safety Garden moving forward; Final movie this Friday; Fright Fest October 30<sup>th</sup>; Christmas activities December 10<sup>th</sup>.
- Public Works Director McGuffin: CDL school/training underway; Trucks important and needed for growth; Water plan completed; Flushing upcoming.
- Police Chief Willhite: All sworn positions filled; Since Covid the holiday outreach will be back this year; New electronic sign that posts speed.
- Electric Director Sutton: Eleven and Main development; Aces for Autism construction; No impact from hurricane; Transformer delivery forthcoming; MetroNet progressing; Increased cost of electric (natural gas); Greene Lamp and others to administer assistance.
- Finance Director Manning: Rate change started September 15<sup>th</sup>; Letters will go out with information; Audit field work complete.
- Assistant Town Manager Bowers: CSX forcemain project behind due to material supply chain; Ange Street project moving forward; Bids in November; Four grants written last month; Powell Bill project moving forward.
- Fire Chief Moore: None

## **ANNOUNCEMENTS:** Town Clerk Harvey gave the following announcements:

- Planning and Zoning Board Meeting: Monday, October 17, 2022 @ 7:00 pm - Town Hall Assembly Room.
- Board of Adjustment Meeting: Tuesday, October 18, 2022 @ 7:00 pm - Town Hall Assembly Room.
- Early Voting: October 20<sup>th</sup> through November 5<sup>th</sup> – Community Room.
- Recreation Advisory Board: Tuesday, October 25, 2022 @ 6:30 pm – Operation Center.
- Human Relations Board Meeting: Thursday, October 27, 2022 @ 7:00 pm - Town Hall Executive Conference Room.
- Hillcrest Traffic Garden Dedication: Saturday, October 29, 2022 @2:15 pm – Hillcrest Park.
- Halloween Fright Fest: Sunday, October 30, 2022 from 4 pm to 7 pm – Downtown Winterville.
- Daylight Savings Time Ends: Sunday, November 6, 2022.
- General Election Day: Tuesday, November 8, 2022 – Community Room and Operation Center.
- Veteran's Day Holiday: Friday, November 11, 2022 - Town Offices Closed.
- Veteran's Day Ceremony: Friday, November 11, 2022 @ 11:00 am.
- Regular Town Council Meeting: Monday, November 14, 2022 @ 7:00 pm.

**REPORTS FROM THE TOWN ATTORNEY, MAYOR, AND TOWN COUNCIL, AND TOWN MANAGER:**

**Attorney Lassiter:** None.

**Councilman Moyo:** Welcome everyone, keep the war in our prayers.

**Mayor Pro Tem Smith:** None.

**Councilman Rice:** Glad to see everyone.

**Councilwoman Roberson:** Reported on the Mid-East Commission, Sheppard Library, and the Human Relations Commission.

**Councilman Moore:** Prayers to Robert. Veterans Day Celebration on Nov 11. Not critical of staff, people that protect us are important to us all. All jobs important.

**Manager Parker:** None.

**Mayor Hines:** Breast Cancer Awareness Month, get yourself checked. Aces for Autism is important to Town.

**ADJOURN:**

**Motion made by Councilman Moore and seconded by Councilwoman Roberson to adjourn the meeting. Motion carried unanimously, 5-0. Meeting adjourned at 8:58 pm.**

Adopted this the 14<sup>th</sup> day of November 2022.

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Richard E. Hines, Mayor

ATTEST:

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Donald Harvey, Town Clerk

**RESOLUTION**

**Resolution establishing a Vision Zero Policy, Task Force, and Action Plan in Winterville  
Vision Zero Town**

**WHEREAS**, the Town of Winterville and its residents have a strong interest in historic preservation, including significant contributions to our local economy and our tax base; and

**WHEREAS**, roadway fatalities and serious injuries cause unacceptable levels of human and economic loss, with 40,698 reported deaths nationally in 2020; and

**WHEREAS**, Vision Zero provides a practical framework through which roadway deaths and serious injuries may be substantially reduced and eliminated over time; and

**WHEREAS**, the Town of Winterville aspires to be the safest and most accessible town in the state for people of all ages and abilities; and

**WHEREAS**, Winterville is committed to building a transportation network that encourages safe and accessible walking, biking, and driving behaviors; and

**WHEREAS**, speeding is the leading cause of fatalities on Winterville roadways and reducing speeds through engineering, education, and enforcement strategies is imperative to saving lives; and

**WHEREAS**, the town and community must work together for safer streets; and

**WHEREAS**, Vision Zero distinguishes itself from traditional road safety approaches by focusing on solutions to eliminate fatalities and serious injuries on our streets; and

**WHEREAS**, a Vision Zero Action Plan is to be created to build on Winterville’s long-standing commitment to traffic safety with the established policy to make transportation safe and accessible by striving for complete streets and zero fatal and serious crashes by 2035;

**NOW, THEREFORE, BE IT RESOLVED**, by adopting a Vision Zero guiding policy and establishing a Task Force with town and community members from concerned organizations (e.g. WPD, NCDOT, State Highway Patrol, ECU Health, and others) from a breadth of safety professions and advocates empowered to develop a Winterville Action Plan.

**BE IT FURTHER RESOLVED**, I, Ricky Hines, Mayor of Winterville and the Town Council of the Town of Winterville resolve that the Town of Winterville as a “VISION ZERO TOWN”.

Adopted this the 14<sup>th</sup> day of November 2022.

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Richard E. Hines, Mayor

ATTEST:

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Donald Harvey, Town Clerk



**Town of Winterville  
Town Council  
Agenda Abstract**

**Item Section:** New Business

**Meeting Date:** November 14, 2022

**Presenter:** Bryan Jones, Planning Director

**Item to be Considered**

**Subject:** Sunshine Lane – Final Plat

**Action Requested:** Approval of Final Plat.

**Attachment:** Final Plat, and Variance.

**Prepared By:** Bryan Jones, Planning Director

**Date:** 11/2/2022

**ABSTRACT ROUTING:**

TC: 11/8/2022

TM: 11/10/2022

Final: tlp - 11/10/2022

**Supporting Documentation**

**Sunshine Lane – Final Plat:**

**Location:** NC 903 S west of its intersection with Reedy Branch Road.

**Parcel Number:** 12689.

**Site Data:** 1 Lot, 1.65 Acres (Minor Subdivision).

**Zoning District:** AR.

- The Board of Adjustment granted a variance from “Section 3.3: Street Access” for the purpose of subdividing the property without meeting the requirement of a minimum of thirty-five (35) feet of frontage on a public street on July 19, 2022.
- The variance was granted with the condition that an ingress/egress easement be recorded and noted on the Final Plat.

**Budgetary Impact:** TBD.

**Recommendation:** Staff recommends Council approve the Final Plat.

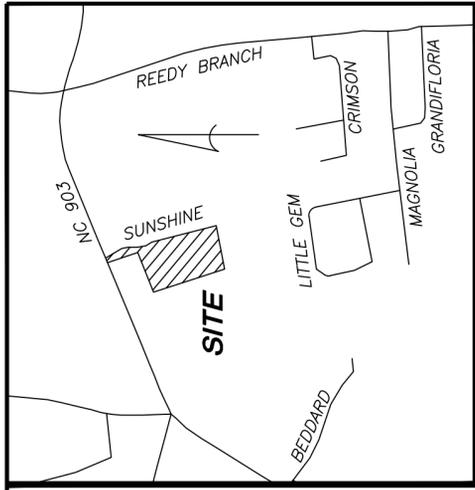
**NOTES**

1. THE DESIGNATION NOTED OVER WATER, SANITARY SEWER, GAS, OR ELECTRIC LINES IS FOR THE PURPOSE OF ESTABLISHING THE WIDTH OF THE SIDE EASEMENT. THE EASEMENTS ARE NOT EXCLUSIVE AND WILL PERMIT THE INSTALLATION OF WATER, SANITARY SEWER, GAS AND ELECTRIC LINES WITHIN THOSE DESIGNATED WIDTHS.
2. NO BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS, MATERIALS AND SURFACES, INCLUDING BUT NOT LIMITED TO PRINCIPLE AND ACCESSORY STRUCTURES, AND ADDITIONS AND APPURTENANCES THERE TO, SIGNAGE, FENCES, WALLS, MECHANICAL EQUIPMENT CANOPIES, ANTENNAS, MASTS, AERIALS, MONUMENTS, LANDSCAPE PLANTINGS, FILL MATERIALS, DEBRIS, SOLID WASTE COLLECTION CONTAINERS, MAIL RECEPTACLES AND IMPERVIOUS SURFACES SHALL ENROACH WITHIN ANY DEDICATED EASEMENT WITHOUT PRIOR APPROVAL OF THE TOWN OF WINTERVILLE OR GREENVILLE UTILITIES COMMISSION.
3. THIS SURVEY PERFORMED WITHOUT BENEFIT OF A TITLE REPORT.
4. ALL DISTANCES ARE GRID DISTANCES.
5. IRON STAKES LOCATED AT ALL CORNERS, EXCEPT AS NOTED OTHERWISE.
6. ALL DISTANCES ARE HORIZONTAL GROUND MEASUREMENTS.
7. ALL BEARINGS ARE BASED ON N.C. GRID SYSTEM.
8. AREA CALCULATED BY COORDINATES.
9. THIS PROPERTY DOES NOT APPEAR TO BE LOCATED IN A SPECIAL FLOOD HAZARD AREA.
11. AREAS EXCLUDE RIGHT OF WAY.
12. ALL IMPROVEMENTS NOT SHOWN.
13. CURRENTLY ZONED AR.

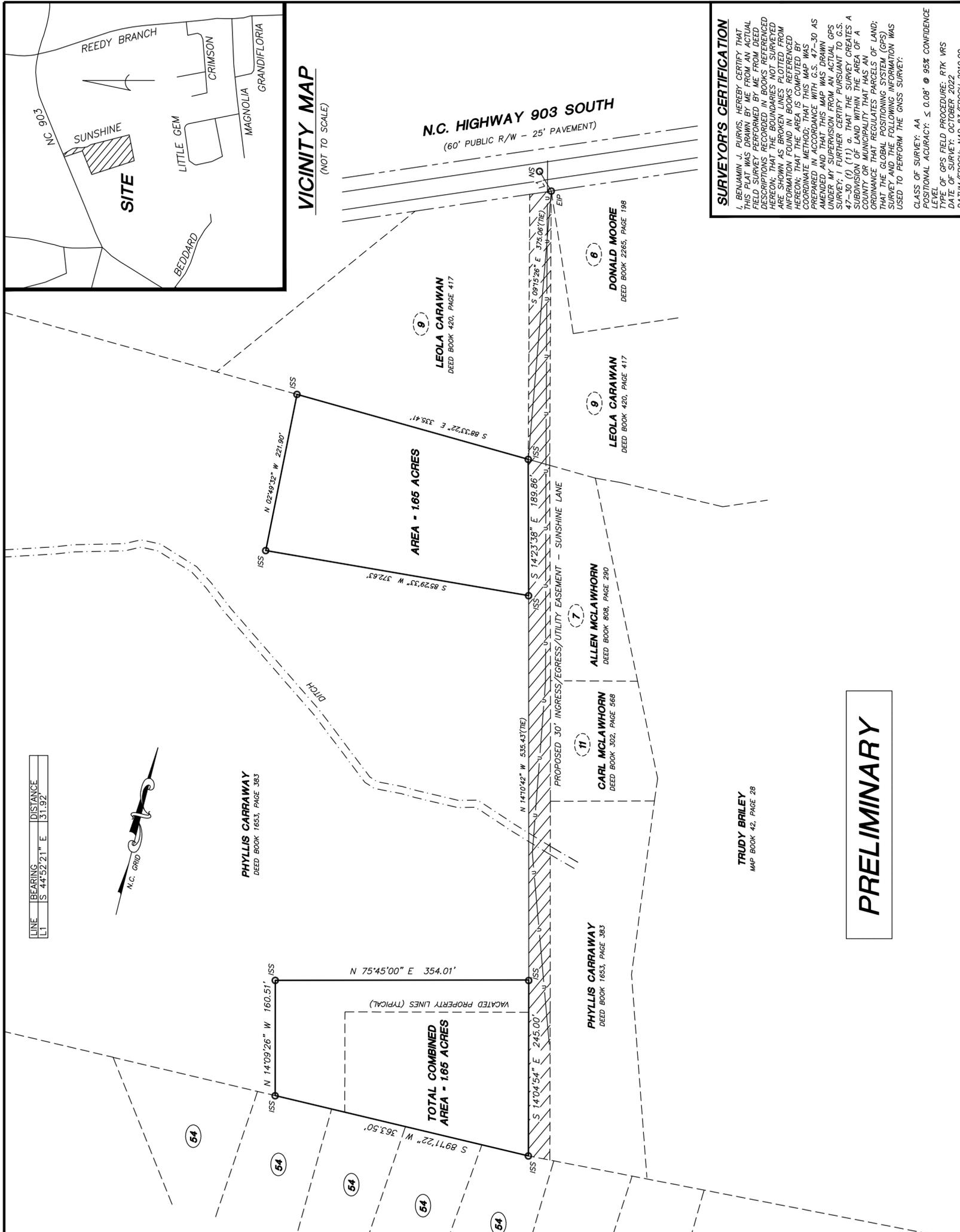
LINE	BEARING	DISTANCE
L1	S 44°52'21" E	31.92'



**VICINITY MAP**  
(NOT TO SCALE)



**N.C. HIGHWAY 903 SOUTH**  
(60' PUBLIC R/W - 25' PAVEMENT)



**PRELIMINARY**



**REFERENCES**

- DEED BOOK 1653, PAGE 383
- DEED BOOK 819, PAGE 248
- MAP BOOK 42, PAGE 28

**SURVEYOR'S CERTIFICATION**  
I, BENJAMIN J. PURVIS, HEREBY CERTIFY THAT THIS PLAT WAS DRAWN BY ME FROM AN ACTUAL FIELD SURVEY PERFORMED BY ME FROM DEED DESCRIPTIONS RECORDED IN BOOKS REFERENCED HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM HIGH QUALITY SURVEY DATA OBTAINED HEREON; THAT THE AREA IS COMPLIED BY COORDINATE METHOD; THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED AND THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL GPS SURVEY; I FURTHER CERTIFY PURSUANT TO G.S. 47-30 (f), (1) g, THAT THE SURVEY CREATES A CONTIGUOUS OR UNCONTIGUOUS AREA OF A CERTAIN OR UNCERTAIN SIZE THAT HAS AN ORIGINANCE THAT REGULATES PARCELS OF LAND; THAT THE GLOBAL POSITIONING SYSTEM (GPS) SURVEY AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE GNSS SURVEY:  
CLASS OF SURVEY: AA  
POSITIONAL ACCURACY: ≤ 0.08' @ 95% CONFIDENCE  
LEVEL OF GPS FIELD PROCEDURE: RTK VRS  
DATE OF SURVEY: OCTOBER 2022  
DATUM/EPOCH: NAD\_83/EPOCH 2010.00  
PUBLISHED/FIXED CONTROL USE: FIXED CONTROL - CORS NCW  
GEOID MODEL: GEOID 12B  
COMBINED FACTOR: 0.99990407  
UNITS: US SURVEY FEET  
WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS 10TH DAY OF OCTOBER A.D., 2022.  
BENJAMIN J. PURVIS, P.L.S.  
L-4290

**SOURCE OF TITLE**

THIS IS TO CERTIFY THAT THE LAST INSTRUMENT(S) IN THE CHAIN OF TITLE(S) OF THIS PROPERTY AS RECORDED IN THE PITT COUNTY REGISTRY AT GREENVILLE, NORTH CAROLINA IS:

DEED BOOK	1653	PAGE	383
DEED BOOK	819	PAGE	248
DEED BOOK	340	PAGE	394

N.C. LICENSE NO. L-4290

**OWNERS STATEMENT**

THIS IS EVIDENCE THAT THIS SUB-DIVISION IS MADE AT THE REQUEST OF \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016  
SWORN AND SUBSCRIBED TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016  
MY COMMISSION EXPIRES \_\_\_\_\_

**APPROVAL**

APPROVED FOR RECORDING BY THE TOWN COUNCIL BY THE TOWN OF WINTERVILLE, N.C., THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022 PURSUANT TO AUTHORITY OF SECTION 154.13 IN THE SUBDIVISION ORDINANCE. MUST BE RECORDED WITHIN THIRTY DAYS OF THIS DATE.

**DEDICATION**

THE UNDERSIGNED HEREBY ACKNOWLEDGE(S) THIS PLAT AND ALLOTMENT TO BE THEIR FREE ACT AND DEED, AND HEREBY DEDICATE(S) TO PUBLIC USE AS STREETS, PARKS, PLAYGROUNDS, OPEN SPACES AND EASEMENTS FOREVER ALL AREAS AS SHOWN OR SO INDICATED ON SAID PLAT.  
SIGNED \_\_\_\_\_ ATTEST \_\_\_\_\_

**REVIEW OFFICER**

\_\_\_\_\_, A REVIEW OFFICER OF PITT COUNTY, N.C., CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.  
BY: \_\_\_\_\_ REVIEW OFFICER  
DATE: \_\_\_\_\_

OWNER(S) PHYLIS CARRAWAY AND JOEY STRICKLAND  
ADDRESS 2782 SUNSHINE LANE, WINTERVILLE, NC 28590  
PHONE (252) 320-5126

MAP FOR RECORD  
**SUNSHINE LANE**  
BEING A DIVISION AND RECOMBINATION OF PITT COUNTY TAX PARCEL NUMBERS 16289 AND 58887 WINTERVILLE TOWNSHIP, PITT COUNTY, NORTH CAROLINA

BENJAMIN J. PURVIS, P.L.S.  
2004 B. EAST 3RD. ST.  
Greenville, N.C. 27858  
(252) 341-5588  
WWW.LANDSURVEY.WEBS.COM

SURVEYED:	BJP	APPROVED:	BJP
DRAWN:	BJP	DATE:	10/10/2022
CHECKED:	BJP	SCALE:	1" = 100'

TOWN OF WINTERVILLE  
PITT COUNTY, NORTH CAROLINA

**ORDER APPROVING A VARIANCE**

The Board of Adjustment for the Town of Winterville held a public hearing on July 19, 2022, to consider an application submitted by the applicant, Phyllis Carraway, for a variance of the Town's access requirements as specified in "Section 3.3: Street Access" for 2785 Sunshine Lane (Parcel 16289) in Winterville, North Carolina for the purpose of subdividing the property without meeting the requirement of a minimum of thirty-five (35) feet of frontage on a public street. Any subdivision of the property will require a recorded ingress/egress easement. The variance application and decision are in accordance with Chapter 155, Article XII, Section 12.5 of the Winterville Code of Ordinances.

Having heard all of the evidence and arguments presented at the public hearing, the Board of Adjustment makes the following FINDINGS OF FACT:

- (1) Conditions and Specifications. That the application filed as Variance Application for the properties listed above meets all of the required conditions and specifications of the Zoning Ordinance and policies of the Town for a submission of a Variance Application.
- (2) Notice. That those persons owning property adjacent to the proposed development or use, as listed on the current tax records, were served notice of the public hearing by mail in accordance with applicable requirements; and that notice of public hearing to consider the variance was published on July 6, 2022 and July 13, 2022 in the Daily Reflector, a newspaper having general circulation in the area, and required by law.
- (3) There are practical difficulties or unnecessary hardships in the way of carrying out the strict letter of the Ordinance.
  - (a) If he complies with the provisions of the Ordinance, the property owner can secure no reasonable return from or make no reasonable use of, his property.
  - (b) The hardship results from the application of the Ordinance.
  - (c) The hardship is suffered by the applicant's property.
  - (d) The hardship is not a result of the applicant's own actions.
  - (e) The hardship is peculiar to the applicant's property.
- (4) The variance is in harmony with the general purpose and intent of the Ordinance and preserves its spirit.
- (5) In granting the variance, the public safety and welfare have been assured and substantial justice has been done.

WHEREAS, The Board of Adjustment did find in favor of the applicant by an affirmative vote on all of the criteria listed above.

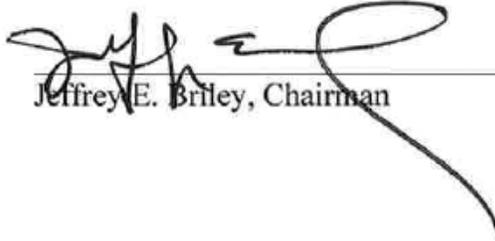
NOW, THEREFORE, based on the facts found above and in consideration of all other evidence presented at the public hearing; the Board of Adjustment did vote to approve the Variance Application with the indicated condition and thus orders that the variance with the aforementioned condition be:

      X       Approved

The decision of this Board may be appealed to the Superior Court in accordance with the provisions of North Carolina General Statute §160A-388 and §160A-393.

Ordered this the 19<sup>th</sup> day of July, 2022.

  
\_\_\_\_\_  
Bryan Jones, Planning Director

  
\_\_\_\_\_  
Jeffrey E. Briley, Chairman