

A N O R D I N A N C E

TO AMEND SECTION 19-6.10, TRAFFIC IMPACT ANALYSIS, OF THE CODE OF ORDINANCES OF THE CITY OF GREENVILLE TO AMEND THE REQUIREMENTS FOR A TRAFFIC IMPACT ANALYSIS (Z-22-2021)

WHEREAS, Chapter 19 of the Code of Ordinances of the City of Greenville, commonly referred to as the Land Management Ordinance (the “LMO”), contains regulations for the establishment of commercial uses, service and industrial uses, and multiple-family dwelling uses; and

WHEREAS, the city of Greenville (the “City”) provides municipal planning and land use services including, but not limited to, land development regulation, zoning, land use planning, permitting, and licensing of businesses and properties, which are vital to the public health, safety, welfare, and quality of life in the City; and

WHEREAS, the City recently adopted its decennial comprehensive plan, entitled GVL2040 (the “GVL2040”); and

WHEREAS, GVL2040 envisions Greenville’s future growth will be directed into higher density nodes or centers located throughout the City and connected by major corridors; and

WHEREAS, City Council desires to protect the character of existing single-family neighborhoods and quality of life for neighborhood residents; and

WHEREAS, GVL2040 recognizes the LMO required substantial revision in response to the rapid growth the City has experienced since the LMO was last revised almost 14 years ago; and

WHEREAS, GVL2040 calls for an immediate update to the City’s land management regulations and states this as the most critical step to take on the path toward implementation of the node and corridor growth framework; and

WHEREAS, the City has been faced with pressures created by multifamily and commercial development along the City’s major corridors that abut neighborhoods, as well as development of properties within existing neighborhoods; and

WHEREAS, the current LMO does not adequately protect neighborhoods from the impacts associated with concentrated development, including issues related to construction impact, noise, lighting, traffic, design, neighborhood character, height, massing, and form; and

WHEREAS, the City desires to modify Section 19-6.10, Traffic impact analysis, of the Code of Ordinances of the City of Greenville (the “City Code”), as shown in the attached Exhibit A; and

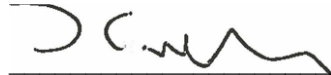
WHEREAS, the City Planning Commission, pursuant to public notice, held a public hearing on June 17, 2021, to consider the proposed text amendments, and

WHEREAS, the Planning Commission voted unanimously to recommend approval of the proposed text amendments as proposed; and

WHEREAS, City Council finds the text amendments to be compatible with the City’s Comprehensive Development Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GREENVILLE, SOUTH CAROLINA, Section 19-6.10, Traffic impact analysis, of the City Code is hereby amended as set forth in Exhibit A, which is attached hereto and incorporated herein by reference. This Ordinance shall be effective upon second and final reading.

DONE, RATIFIED AND PASSED THIS THE 12 DAY OF JULY, 2021.




MAYOR

ATTEST:



CITY CLERK

APPROVED AS TO FORM:



CITY ATTORNEY

REVIEWED:



CITY MANAGER

EXHIBIT A

Sec. 19-6.10. *Traffic impact analysis.*

19-6.10.1. *Purpose.* A traffic impact analysis assesses the effects of the projected traffic generation from a proposed development on the surrounding transportation network. These studies range in detail and complexity depending upon the type, size and location of the development. These studies are used to evaluate whether a development is appropriate for a site given its projected impact and the type of transportation improvements required to accommodate the development.

19-6.10.2. *Requirement for analysis.* A traffic impact analysis shall be submitted by a developer in support of an application if the administrator determines that a proposed development will generate new trips as shown below, based on the classification of the street that the site fronts. For sites that front more than one street, the lower threshold shall govern.

- Arterial: 100 new trips
- Collector: 75 new trips
- Local residential: 50 new trips
- Local low volume: 25 new trips

A traffic impact analysis shall also be submitted by a developer in support of any application for re-zoning to PD or FRD, unless waived by the administrator. The completed traffic impact analysis shall be a component of the application to the Planning Commission. In instances where the administrator does not waive the traffic impact study, the applicant may petition the Planning Commission for a waiver due to undue hardship.

~~involving new construction or addition will generate 100 or more traffic trips during the peak hour or if the administrator determines that a proposed development involving substantial improvement or change of use will generate 125 or more traffic trips during the peak hour (see also design and specifications manual).~~ The administrator's determination shall be based upon reasonable expectations of time-of-day usage of similar developments; when developments are projected to have an intensity of usage which varies from day-to-day, week-to-week, or month-to-month, the administrator shall base the determination of peak hour upon maximum utilization. The analysis shall be prepared by a registered engineer licensed in the state; it shall utilize trip generation data reflected in the current edition of Trip Generation published by the Institute of Transportation Engineers provided (see also design and specifications manual); however, the administrator may approve the use of alternative data resulting from analysis deemed to be more consistent with the subject development.

19-6.10.3. *Required improvements.* Improvements to the existing transportation infrastructure by a developer will be required as a condition of permit issuance if the projected overall intersection delay level of service for the build-out year of the development increases by more than 10 percent of the overall intersection existing delay. ~~descends below level "D" for any intersection within the study area as a result of the proposed development. Improvements may also be required by a developer as a condition of permit issuance for any intersection within the study area already experiencing level of service "D" or less, which level of service is projected to worsen with the traffic impact projected to occur as a result of the development.~~