

**CITY OF SIMPSONVILLE: CITY COUNCIL BUSINESS MEETING**  
**— AGENDA —**

Council Chambers, Simpsonville City Hall | Nov. 19, 2025 | 6 p.m.



**1. CALL TO ORDER**

Presiding Officer: Paul Shewmaker, Mayor

**2. ROLL CALL**

Recorder: Ashley Clark, Clerk of Council

**3. PLEDGE OF ALLEGIANCE**

**4. PRESENTATION**

Proclamation Commemorating the 250<sup>th</sup> anniversaries of the founding of the US Army, Navy, and Marines.  
Mayor Shewmaker

**5. APPROVAL OF MINUTES:**

October 14, 2025

**6. CITIZEN COMMENTS**

(Code of Ordinances: *Chapter 2. Article II. Division 2. Sec. 2-69.b.1*) Citizens of the City or others who have standing in the City, such as business owners, shall be entitled to appear before council at regular meetings. Such persons may speak regarding matters that are within the jurisdiction of the City, except for personnel matters. At least 10 minutes prior to the time the meeting is scheduled to commence, such person wishing to appear before council must place his or her name, address, and topic to be addressed on the public comments sign-up list maintained by the City Clerk. Individual comments shall be limited to three minutes.

**7. BUSINESS**

**A. 2<sup>nd</sup> Reading of Ordinance O-2025-10, Amending the Business License Ordinance to update the Class Schedule as required by ACT 176 of 2020**

Maria Tooley, Finance Director

**B. 1<sup>st</sup> Reading of Ordinance O-2025-11, Amend Code of Ordinances Sec. 8-41 and 8-42, Technical Codes**

Jon Derby, Planning Director

**C. 1<sup>st</sup> Reading of AXZ-2025-04, Annexation of Property at 320 Tearose Lane**

Jon, Derby, Planning Director

**D. 1<sup>st</sup> Reading of AXZ-2025-04, Annexation of Property on W. Georgia Road**

Jon Derby, Planning Director

**E. 1<sup>st</sup> Reading of Amending Code of Ordinances Sec. 16-4, Wards and Boundaries**

Tim Pinkerton, Ward 5

**8. EXECUTIVE SESSION**

To discuss employee compensation (*Upon coming out Executive Session, Council may reconvene the meeting to act on matters discussed in Executive Session*)

**9. ADJOURNMENT**

PLEASE NOTE CITY COUNCIL MEETING AGENDAS ARE ACCURATE AS OF THE FRIDAY PRIOR TO THE MEETING BUT IS SUBJECT TO CHANGE UP TO TWENTY-FOUR (24) HOURS PRIOR TO THE MEETING. PLEASE CONTACT SIMPSONVILLE CITY HALL THE DAY OF THE MEETING FOR AN UP-TO-DATE AGENDA AT 864-967-9526.



***City of Simpsonville – Submission of Council Agenda Item***  
***(Due at 12 p.m. on the Wednesday prior to a Committee of the Whole meeting)***

**To:** Tee Coker, City Administrator

**Copy:** Ashley Clark, Clerk of Council; Justin Campbell, Community Relations Specialist

**From:** Mayor Shewmaker

**Department:** Council

**Date Submitted:** 10/29/2025

**Please include the following item on the agenda for (date of meeting):**

**Agenda Item Title:**

Proclamation commemorating the 250th anniversaries of the founding of the US Army, Navy, and Marines.

**Summary of Item / Purpose:**

This proclamation is to commemorate the 250th anniversaries of the United States Army, founded on June 14, 1775; the United States Navy, founded on October 13, 1775; and the United States Marine Corps, founded on November 10, 1775, by the Second Continental Congress.

**Are supporting documents attached?**



Yes



No

# City of Simpsonville

## Proclamation

### **Celebrating the 250th Anniversary of the United States Army, Navy, and Marine Corps**

**WHEREAS**, in 2025, we proudly commemorate the 250th anniversaries of the United States Army, founded on June 14, 1775; the United States Navy, founded on October 13, 1775; and the United States Marine Corps, founded on November 10, 1775, by the Second Continental Congress; and

**WHEREAS**, these esteemed branches have defended our nation's freedom, security, and values through centuries of unwavering sacrifice and courage, from the Revolutionary War to modern conflicts across the globe; and

**WHEREAS**, the Army, born before the Declaration of Independence, has safeguarded our land with valor, from Valley Forge to the multi-domain force of today's battlefields; and

**WHEREAS**, The Navy, established to protect our shores has secured our seas, from the Barbary Wars to today's unmatched projection of power and massive global presence; and

**WHEREAS**, the Marine Corps, renowned for its extraordinary spirit, has exemplified *Semper Fidelis* from the Shores of Tripoli to its role today as the most formidable forward-deployed force in the world; and

**WHEREAS**, the men and women of these armed forces, past and present, have upheld the highest standards of honor, forging a legacy of heroism that inspires us all; and

**WHEREAS**, their service strengthens our nation's resolve to uphold liberty, justice, and the American way.

**NOW, THEREFORE**, I, Paul Shewmaker, Mayor of the City of Simpsonville, do hereby proclaim 2025 as a year of commemoration and gratitude marking

**The 250th anniversaries of the United States Army, Navy, and Marine Corps**

and I call upon the citizens of Simpsonville to join in honoring their enduring legacy with gratitude and a renewed commitment to supporting our service members and veterans.

IN WITNESS WHEREOF,

I have set my hand and caused the seal of the City of  
Simpsonville to be affixed this 19th day of  
November in the year of our Lord 2025.



Paul Shewmaker, Mayor

**CITY OF SIMPSONVILLE: CITY COUNCIL BUSINESS MEETING  
MINUTES**

Council Chambers, Simpsonville City Hall | October 14, 2025 | 6 p.m.

**1. CALL TO ORDER:** Presiding Officer: Paul Shewmaker, Mayor

<b>2. ROLL CALL:</b> Councilmember _____	<u>Present</u>	<u>Absent</u>
Ward 1 – Chad O’Rear	✓	
Ward 2 – Aaron Rupe	✓	
Ward 3 – Shannon Williams	✓	
Ward 4 – Sherry Roche	✓	
Ward 5 – Tim Pinkerton	✓	
Ward 6 – Lou Hutchings	✓	
Mayor Paul Shewmaker	✓	



**3. PLEDGE OF ALLEGIANCE**

**4. APPROVAL OF MINUTES**

Minutes from the Business Meeting September 09, 2025 were approved as written with one correction.

Item E, Executive Session, the word “expand” to be corrected to “expend”.

**5. CITIZEN COMMENTS**

Citizen comments were made by:

Mandy Splawn, Becky White, Emily Mejia and Ana Miller expressing concerns about pedestrian safety and recommended installation of a crosswalk at Poinsettia and E. Curtis Street.

**6. BUSINESS ITEMS**

**A. 2<sup>nd</sup> Reading of Ordinance O-2025-08, Short-Term Rental Ordinance**

Motion by Councilmember Hutchings, with a second by Councilmember Roche to approve 2<sup>nd</sup> reading of Ordinance O-2025-08, Short-Term Rental Ordinance. Y-7 N-0. Motion carried.

**B. 2<sup>nd</sup> Reading of TX-2025-02, Misc. Refinements to the Zoning Ordinance**

Motion by Councilmember Roche with a second by Councilmember Williams to approve 2<sup>nd</sup> reading of TX-2025-02, Misc. Refinements to the Zoning Ordinance. Y-7 N-0. Motion carried.

**C. Planning Commission Appointment**

The following candidates were nominated for the planning commission:



Aidan Puzzio, Amy St. John, Dane Lytle, Stephanie Kalina-Metzger and Zoe Bender. Council proceeded to vote on the nominations.  
Voting results: Round 1 Aidan Puzzio 3, Amy St. John 3 and Zoe Bender 1; Round 2 Aidan Puzzio 4 and Amy St. John 3

Aidan Puzzio received the majority of the votes and was appointed to Planning Commission to serve until December 2026.

**D. 2nd Reading of Ordinance O-2025-09, Appropriate Funds from the sale of the Old City Hall property to a Stormwater Initiative Fund**

Motion by Councilmember Pinkerton with a second by Councilmember Rupe to approve 2<sup>nd</sup> reading of Ordinance O-2025-09, Appropriate Funds from the sale of the Old City Hall property to a Stormwater Initiative Fund. Y-7 N-0. Motion carried.

**E. 1<sup>st</sup> Reading of Ordinance O-2025-10, Amending the Business License Ordinance to update the Class Schedule as required by Act 176 of 2020**

Motion by Councilmember Williams with a second by Roche to approve 1<sup>st</sup> reading of Ordinance O-2025-10, Amending the Business License Ordinance to update the Class Schedule as required by Act 176 of 2020. Y-7 N-0. Motion carried.

**F. Executive Session**

Motion by Councilmember Roche with a second by Councilmember Rupe to enter into Executive Session to discuss employee compensation and contractual arrangements. Y-7 N-0. Motion carried.

Upon coming out of Executive Session, no action was taken.

**7. ADJOURNMENT : 7:34PM**

## **AN ORDINANCE**

### **AMENDING THE BUSINESS LICENSE ORDINANCE OF THE CITY OF SIMPSONVILLE TO UPDATE THE CLASS SCHEDULE AS REQUIRED BY ACT 176 OF 2020.**

**WHEREAS**, the City of Simpsonville of Simpsonville SC (the "Municipality") is authorized by S.C. Code Section 5-7-30 and Title 6, Chapter 1, Article 3 to impose a business license tax on gross income;

**WHEREAS**, by Act No. 176 of 2020, known as the South Carolina Business License Tax Standardization Act and codified at S.C. Code Sections 6-1-400 to -420 (the "Standardization Act"), the South Carolina General Assembly imposed additional requirements and conditions on the administration of business license taxes;

**WHEREAS**, the Standardization Act requires that by December thirty-first of every odd year, each municipality levying a business license tax must adopt, by ordinance, the latest Standardized Business License Class Schedule as recommended by the Municipal Association of South Carolina (the "Association") and adopted by the Director of the Revenue and Fiscal Affairs Office;

**WHEREAS**, following the enactment of the Standardization Act, the Municipality enacted Ordinance No. O-2021-07 on October 12, 2021 in order to comply with the requirements of the Standardization Act (the "Current Business License Ordinance");

**WHEREAS**, the City of Simpsonville Council of the Municipality (the "Council") now wishes to amend the Current Business License Ordinance to adopt the latest Standardized Business License Class Schedule, as required by the Standardization Act;

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Council of the City of Simpsonville as follows:

**SECTION 1. Amendments to Appendix B.** Appendix B to the Current Business License Ordinance, the "Business License Class Schedule," is hereby amended and restated as set forth on the attached Exhibit A.

**SECTION 2. Repealer, Effective Date.** All ordinances in conflict with this ordinance are hereby repealed. This ordinance shall be effective with respect to the business license year beginning on May 1, 2026.

**ENACTED IN REGULAR MEETING**, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

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Mayor

ATTEST:

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Clerk

First reading:  
October 14, 2025

Second reading:  
November 19, 2025

**Exhibit A: Amendment to Classes 1 – 8 in Appendix B of the  
Current Business License Ordinance**

**APPENDIX B  
Classes 1 – 8: Business License Class Schedule by NAICS Codes**

<b>NAICS Sector/Subsector</b>	<b>Industry Sector</b>	<b>Class</b>
<b>11</b>	Agriculture, forestry, hunting and fishing	1
<b>21</b>	Mining	3
<b>22</b>	Utilities	1
<b>31 - 33</b>	Manufacturing	3
<b>42</b>	Wholesale trade	1
<b>44 - 45</b>	Retail trade	1
<b>48 - 49</b>	Transportation and warehousing	2
<b>51</b>	Information	4
<b>52</b>	Finance and insurance	7
<b>53</b>	Real estate and rental and leasing	6
<b>54</b>	Professional, scientific, and technical services	4
<b>55</b>	Management of companies	7
<b>56</b>	Administrative and support and waste management and remediation services	3
<b>61</b>	Educational services	3
<b>62</b>	Health care and social assistance	3
<b>71</b>	Arts, entertainment, and recreation	3
<b>721</b>	Accommodation	1
<b>722</b>	Food services and drinking places	2
<b>81</b>	Other services	3
<b>Class 8</b>	<b>Subclasses</b>	
<b>23</b>	Construction	8.1
<b>482</b>	Rail Transportation	8.2
<b>517111</b>	Wired Telecommunications Carriers	8.3
<b>517112</b>	Wireless Telecommunications Carriers (except Satellite)	8.3
<b>517122</b>	Agents for Wireless Telecommunications Services	8.3
<b>5241</b>	Insurance Carriers	8.4
<b>5242</b>	Insurance Brokers for non-admitted Insurance Carriers	8.4
<b>713120</b>	Amusement Parks and Arcades	8.51
<b>713290</b>	Nonpayout Amusement Machines	8.52
<b>713990</b>	All Other Amusement and Recreational Industries ( pool tables)	8.6

*2025 Class Schedule is based on a three-year average (2019 - 2021) of IRS statistical data.*

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**AGENDA ITEM**

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**To:** City Council – First Reading

**Meeting Date:** 11/19/2025

**Agenda Item:** O-2025-11, Code of Ordinance, Technical Codes

**Subject:** Amendments to Article II, Section 8-41 & 8-42

**Attachments:** ☒ Proposed Code of Ordinance ☐ Proposed Zoning Ordinance ☐ Discussion from Council ☐ Locations Maps ☐ Petitions ☐ Traffic Study ☐ Renderings

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**Brief Description of Request**

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From time-to-time staff discovers areas of the City Code of Ordinance that may need some refinement. In this case, staff has requested changes to the sections listed below.

Section(s)	Amendment	Reason
8-41	To Amend the current procedure for adopting technical codes	To ensure accurate codes and to better align with the State Regulation
8-42	Violations; enforcement	To establish a penalty

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**Staff Comments**

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The current procedure for updating Chapter 8 “Buildings and Building Regulations” of the City of Simpsonville Code of Ordinance is to require two readings of an ordinance. These codes are reviewed and updated through legislative action by the State of South Carolina. The City would follow by passing an ordinance that reflected the updates from the state. The ordinance would be brought before council every 3 years to be concurrent with state action.

This proposed ordinance (O-2025-11) would allow the city to adhere to the newest, most current versions of the technical codes adopted by the State without council action.

Nothing has changed since the Committee of the Whole meeting on October 28<sup>th</sup>.

**AN ORDINANCE TO AMEND ARTICLE II (TECHNICAL CODES) OF  
CHAPTER 8 (BUILDINGS AND BUILDING REGULATIONS) OF THE  
CITY OF SIMPSONVILLE CODE OF ORDINANCE**

**WHEREAS**, the City of Simpsonville City Council reviews its Ordinances at various times to make necessary improvements and/or changes; and

**WHEREAS**, the City of Simpsonville desires to amend its existing ordinances to remove the requirement of updating our Building Codes by yearly adoptions. Rather, as allowed by S.C. Code §6-9-60, the City desires to adopt by reference the latest editions of certain nationally recognized codes and the standards referenced in those codes for regulation of construction within the City; and

**WHEREAS**, the City of Simpsonville will abide and enforce by latest adopted building codes, which the State of South Carolina has mandated by legislation and as posted by the South Carolina Labor, Licensing and Regulation Building Codes Council ([www.llr.state.sc.us/POL/BCC](http://www.llr.state.sc.us/POL/BCC).)

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Council of the City of Simpsonville as follows:

Section 1. That the code of Ordinances, Chapter 8, Buildings and Building Regulations, Article II, Technical Codes, Sec. 8-41, Adoption of International Building Codes, be amended as follows: [Additions are underlined; deletions are ~~struck through~~.]

**ARTICLE II, TECHNICAL CODES**

**Sec. 8-41 – Adoption of International Building Codes.**

(a) There is hereby adopted by reference the following technical codes:

"International Residential Code"

"International Building Code"

"International Property Maintenance Code"

"International Swimming Pool and Spa Code"

"International Plumbing Code"

"International Mechanical Code"

"National Electric Code"

"International Fuel Gas Code"

"International Fire Code"

"International Existing Building Code"

- (b) The currently adopted codes enforced in the City of Simpsonville are those, which the State of South Carolina has mandated by legislation and as posted by the South Carolina Labor, licensing and Regulation Building Codes Council ([www.llr.sc.gov/BCC/](http://www.llr.sc.gov/BCC/)). Those at a certain codes documents which is shall be on file in the office of the city clerk, and being marked and designated as the International Building Codes,—2015 is are hereby adopted as the code of the city for regulating the design, construction, quality of materials, erection, installation, alteration, repair, location, relocation, replacement, addition to, use or maintenance of one-and two family dwellings, townhouses, commercial and industrial buildings, and providing for the issuance of permits and collection of fees therefore; ~~and~~ Each and all of the regulations, provisions, conditions and terms of such International Building Codes published by the International Code Council, to include the South Carolina Modifications, on file in the office of the city are hereby referred to, adopted and made part hereof as if fully set out in this section.
- (c) The International Building Codes referred to in subsection (a) hereof ~~to~~ shall include the South Carolina Modifications, listed as follows ~~are hereby adopted:~~
- (1) Where requesting [NAME OF JURISDICTION] Insert: City of Simpsonville
  - (2) Where requesting [JURISDICTION TO INSERT HEIGHT IN INCHES] Insert 12" inches *IPMC § Weeds*
  - (3) Where requesting [DATE] to [DATE] Insert January 1 – December 31 *IPMC § Insect Screens*
  - (1) ~~International Residential Code 2015 Edition. With the following sections revised:~~
    - Section 101.1 Insert: City of Simpsonville
    - Section 108.3 Insert: See Fee Schedule
  - (2) ~~International Building Code 2015 Edition. With the following sections revised:~~
    - Section 101.1 Insert: City of Simpsonville
    - Section 109.2 Insert: See Fee Schedule
  - (3) ~~International Property Maintenance Code 2015 Edition. With the following sections revised:~~
    - Section 101.1 Insert: City of Simpsonville
    - Section 103.5 Insert: See Fee Schedule
    - Sec. 302.3 insert: 12 inches
    - Sec. 304.14 insert: January 1 to December 31



~~(4) International Swimming Pool and Spa Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville  
Section 105.6.2 Insert: See Fee Schedule  
Section 105.6.3 Insert: See Fee Schedule  
Section 107.4 Insert: Misdemeanor  
Section 107.4 Insert \$500  
Section 107.4 Insert: 30  
Section 107.5 Insert: \$200; \$500~~

~~(5) International Plumbing Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville  
Section 106.62 Insert: See Fee Schedule~~

~~(6) International Mechanical Code 2015 Edition~~

~~Section 101.1 Insert: City of Simpsonville  
Section 106.62 Insert: See Fee Schedule~~

~~(7) National Electric Code (NEC) 2014 Edition~~

~~(8) International Fuel Gas Code 2015 Edition~~

~~(9) International Fire Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville  
Section 109.4 Insert: Misdemeanor; \$500.00; 30 days  
Section 111.4 Insert: \$100.00; \$500.00  
Section 3404.2.9.5.1: Not Adopted; NFPA Standard Applies  
Section 3406.2.4.4: Not Adopted; NFPA Standard Applies  
Section 3204.3.1.1: Second paragraph is not adopted; NFPA Standard Applies  
Section 3804.2: With regard to the parenthetical information that states: "see Section 3 of the Sample Ordinance for Adoption of the International Fire Code on page v," the NFPA Standard Applies~~

~~(10) International Existing Building Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville  
Section 108.2 Insert: See Fee Schedule~~

**Sec. 8-42. – Violations; enforcement.**

It shall be unlawful for any person to fail or refuse to comply with the provisions of the codes adopted in this section and, in addition to the penalty provisions which set forth in the

codes adopted in this article, shall be deemed guilty of a misdemeanor and shall be punished as provided in Section 1-9.

Section 2. Authorization. The Mayor and the City Administrator, for and on behalf of the City, acting jointly or individually, are fully empowered and authorized to take such further action as may be reasonably necessary to affect the amendments authorized by this Ordinance in accordance with the conditions herein set forth.

Section 3. Severability. The provisions of this Ordinance are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared by a court of competent jurisdiction to be invalid or unenforceable, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereunder.

Section 4. Suspension of Conflicting Ordinances, Rules, Orders or Resolutions. All ordinances, rules, orders, resolutions and parts thereof in conflict herewith are, to the extent of such conflict, hereby suspended for the duration of this ordinance.

Section 5. Savings Clause: Nothing in this ordinance hereby adopted shall be construed to affect any suit or proceeding in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as stated in Section 3 of the ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this ordinance.

Section 6. Effective Date of the Ordinance. This ordinance shall be effective immediately upon passage.

DONE in meeting duly assembled this \_\_\_\_ day of \_\_\_\_\_ 2025.

SIGNATURE OF MAYOR:

\_\_\_\_\_  
Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Ashley Clark  
City Clerk

\_\_\_\_\_  
Daniel Hughes  
City Attorney

First Reading: November 19, 2025  
Second Reading: December 9, 2025

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**AGENDA ITEM**

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**To:** City Council – 1st Reading

**Meeting Date:** 11/19/2025

**Agenda Item:** Annexation & Rezone to R-LO

**Subject:** AXZ-2025-03 Proposed Annexation to property located at  
320 Tearose Ln Tax Map# 0296.00-01-088.00

**Location:** 320 Tearose Ln Tax Map# 0296.00-01-088.00

**Applicant/Owner:** John B Crawford & Jessica L Hayes

**Attachments:** ☒ Proposed Ordinance ☐ Proposed Concept Plan  
☐ Proposed Statement of Intent ☐ Applicant Material  
☒ Consent Letter ☒ Locations Maps ☒ Petitions  
☐ Traffic Study ☐ Renderings

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Existing Zoning	Requested Zoning	Surrounding Zoning	Extraterritorial Land Use	Size of Property
R-12	R-LO	R-12 – County & R-LO - City	Neighborhood	0.36 +/- Acres

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**Brief Description of request**

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The City of Simpsonville has received a signed petition requesting annexation into the City pursuant to South Carolina Code of Laws Section 5-3-150.

The applicant has requested that this parcel be annexed and rezoned from R-12 in the County to R-LO (Residential Low Density) in the City. This parcel is among three other properties within the Rosemont Subdivision that have yet to be annexed into the City. The majority of the neighborhood was annexed into the city in 2005 along with several other properties along HWY 14. The applicant is seeking city services as the reason for the request.

Nothing has changed since the Committee of the Whole meeting on October 28<sup>th</sup>.

## **AXZ-2025-03**

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### **Location & Site Description**

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This parcel lies at the end of Tearose Lane within a cul-de-sac. This parcel is currently zoned (R-12) single family, occupied by a single home.

### **Comprehensive Plan**

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The City's Comprehensive Plan identifies this parcel and the parcel abutting as "neighborhood" meaning that the City envisioned this area would be developed for residential neighborhood uses. Upon annexation, staff recommends that these tracts of land be officially designated as "Medium-Intensity Neighborhood" on the Simpsonville Future Land Use Map

### **Zoning District**

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Per Section 2.3.1 of the Simpsonville Zoning Ordinance: "The R-Lo, Residential—Low Density District is established to promote detached single-family residential development at low densities as the principal use of land within the district. The regulations of this district are intended to discourage any use that would substantially interfere with the development of detached single-family dwellings and that would be detrimental to the quiet residential nature of the district."

### **Public Hearing Proceeding**

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A public hearing regarding this petition was conducted on October 7th, 2025, before the body of the Simpsonville Planning Commission. There were no public comments.

### **Planning Commission Review**

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The Simpsonville Planning Commission reviewed the request to annex and rezone the property at their October 7th, 2025, meeting. By a vote of 6-0, the Planning Commission recommends an approval of AXZ-2025-03.

### **Site Improvements**

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No site improvements as this subdivision was completed around 1992.

## AXZ-2025-03

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### Staff Comments

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Staff finds that this requested zoning change is consistent with the continuing vision for this area. Staff is not aware of any aspect of annexing and rezoning this property that would negatively impact the public health, safety, and welfare of neighboring properties

**STAFF RECOMMENDATION:** *Staff recommends an approval of the requested annexation set forth in Ordinance AXZ-2025-03*

**ORDINANCE NO. AXZ-2025-03**

**AN ORDINANCE TO ADOPT A PETITION FOR ANNEXATION OF LAND AT 320 TEAROSE LANE (TAX MAP# 0296.00-01-088.00) OWNED BY JOHN B CRAWFORD (JTWROS) & JESSICA L HAYES (JTWROS) INTO THE CITY OF SIMPSONVILLE, SOUTH CAROLINA**

**WHEREAS**, the South Carolina Code of Laws of 1976, as amended, Chapter 23 Title 5 provides for the process for municipalities to annex and rezone property; and

**WHEREAS**, the City of Simpsonville has enacted a Zoning Ordinance which governs amendments to the Official Zoning Map; and

**WHEREAS**, the hereinafter described property was advertised on June 29, 2025, and the City of Simpsonville Planning Commission held a public hearing on October 7, 2025.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, THAT:**

1. **ANNEXATION:** The attached Petition for Annexation and Rezoning into the City pursuant to South Carolina Code of Laws Section 5-3-150, wherein the property owners have signed a petition requesting annexation into the City of Simpsonville requesting the annexation of a parcel at 320 Tearose Ln. depicted in the deed contained in Book 2545 on Page 5285, Tax Map # 0296.00-01-088.00, of the official records of the Greenville County Register of Deeds and as depicted in Exhibit “A” & “B”, attached hereto, is hereby made a part of this Ordinance and approved and the property described therein is hereby declared to be annexed into the City of Simpsonville.

2. **ZONING CLASSIFICATION:** The Official Zoning Map of the City of Simpsonville is hereby amended to assign the property, as depicted in Exhibit “A” & “B”, the zoning classification of R-Lo, Residential Low Density.

3. **FUTURE LAND USE MAP DESIGNATION:** The Future Land Use Map of the City of Simpsonville is hereby amended to assign the depicted in Exhibit “A” & “B” the future land use map designation of Medium Intensity Neighborhood.

4. **PROVISION SEVERAGE:** It is hereby declared to be the intention of the governing authority of this municipality that the sections, subsections, paragraphs, sentences, clauses and phrases are severable, and if any phrase, clause, sentence, paragraph, subsection, or section of this Ordinance shall be declared invalid or unconstitutional by the valid judgment or decree of any court or competent jurisdiction, such invalidity or unconstitutionality shall not effect any of the remaining portions of this Ordinance so held to be invalid.

5. **ORDINANCE SUPERSEDES PREVIOUS INCONSISTENT LEGISLATION:** All Ordinances or parts of Ordinances inconsistent herewith, which may have heretofore been passed by the Simpsonville City Council, are hereby repealed.

6. **DISTRICT ASSIGNMENT:** The within described property shall be assigned to City Council Ward Two (2).



7. **FLOOD RATE INSURANCE MAPS:** In accordance with the provisions of 44 CFR §64.4, in the event that the newly annexed area was previously located in a community participating in the NFIP Program, pending formal adoption of the amendment to its flood plain management regulations, the City hereby certifies that within the newly annexed area the flood plain management requirements previously applicable in the area remain in force. In the event that the newly annexed area was previously located in a community not participating in the NFIP Program, upon annexation, and pending formal adoption of the amendments to its flood plain management regulations, the City certifies that it shall enforce within the newly annexed area, existing flood insurance policies which shall remain in effect until their date of expiration may be renewed, and new policies may be issued.

8. **METROPOLITAN SEWER SUBDISTRICT:** It is the intent of City Council that the area described herein to be annexed is currently served by Metropolitan Sewer Subdistrict (hereinafter “Metropolitan”). At the time of the passage of this Ordinance, it is the intent of the City that Metropolitan shall continue to provide sewer service to the annexed area. Therefore, Greenville County shall continue to collect the millage currently assessed by Metropolitan on the annexed area and to remit the same directly to Metropolitan until notified otherwise by the City.

This Ordinance shall be effective upon second and final reading by the City Council.

SIGNATURE OF MAYOR:

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Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

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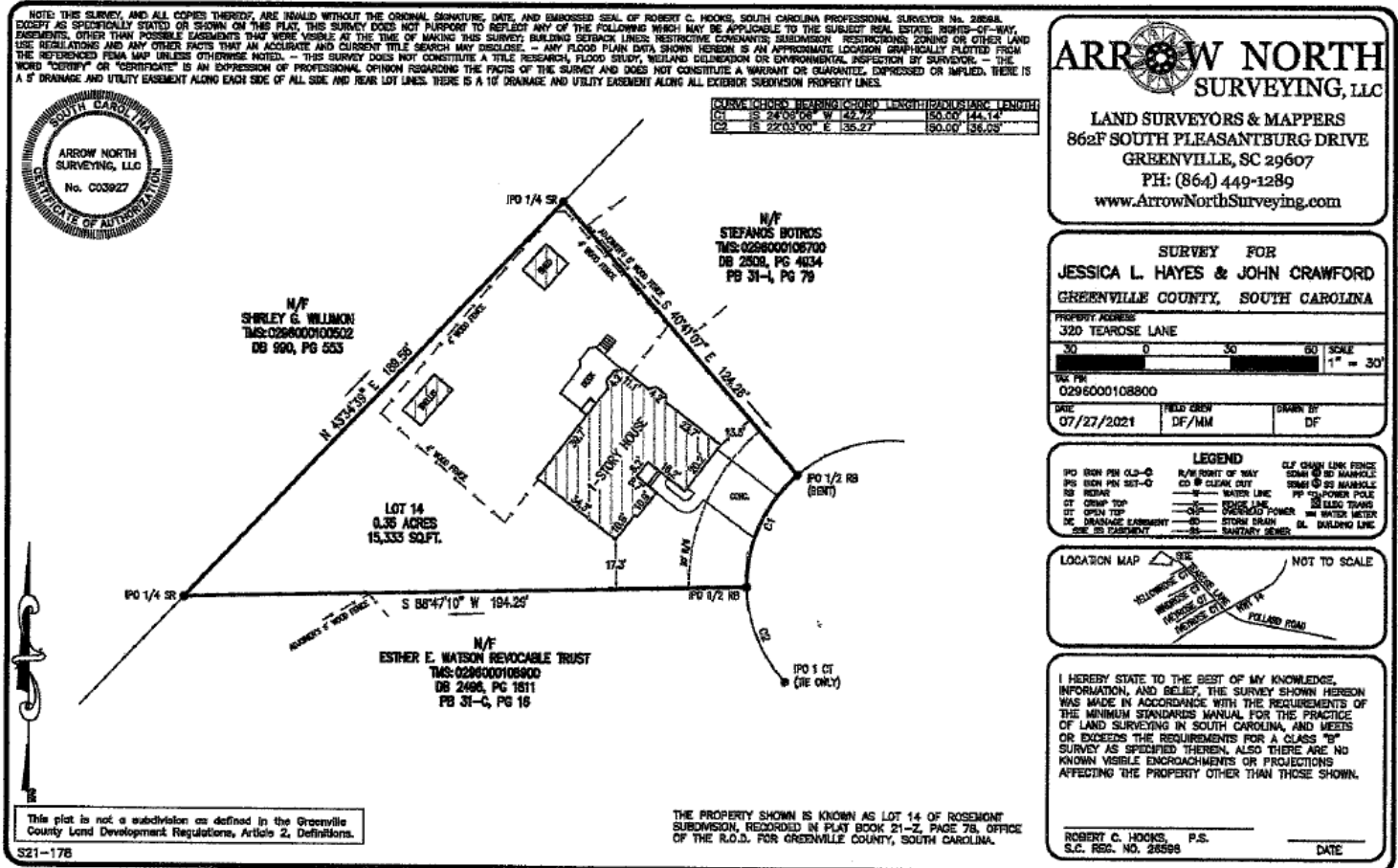
Ashley Clark  
City Clerk

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Daniel Hughes  
City Attorney

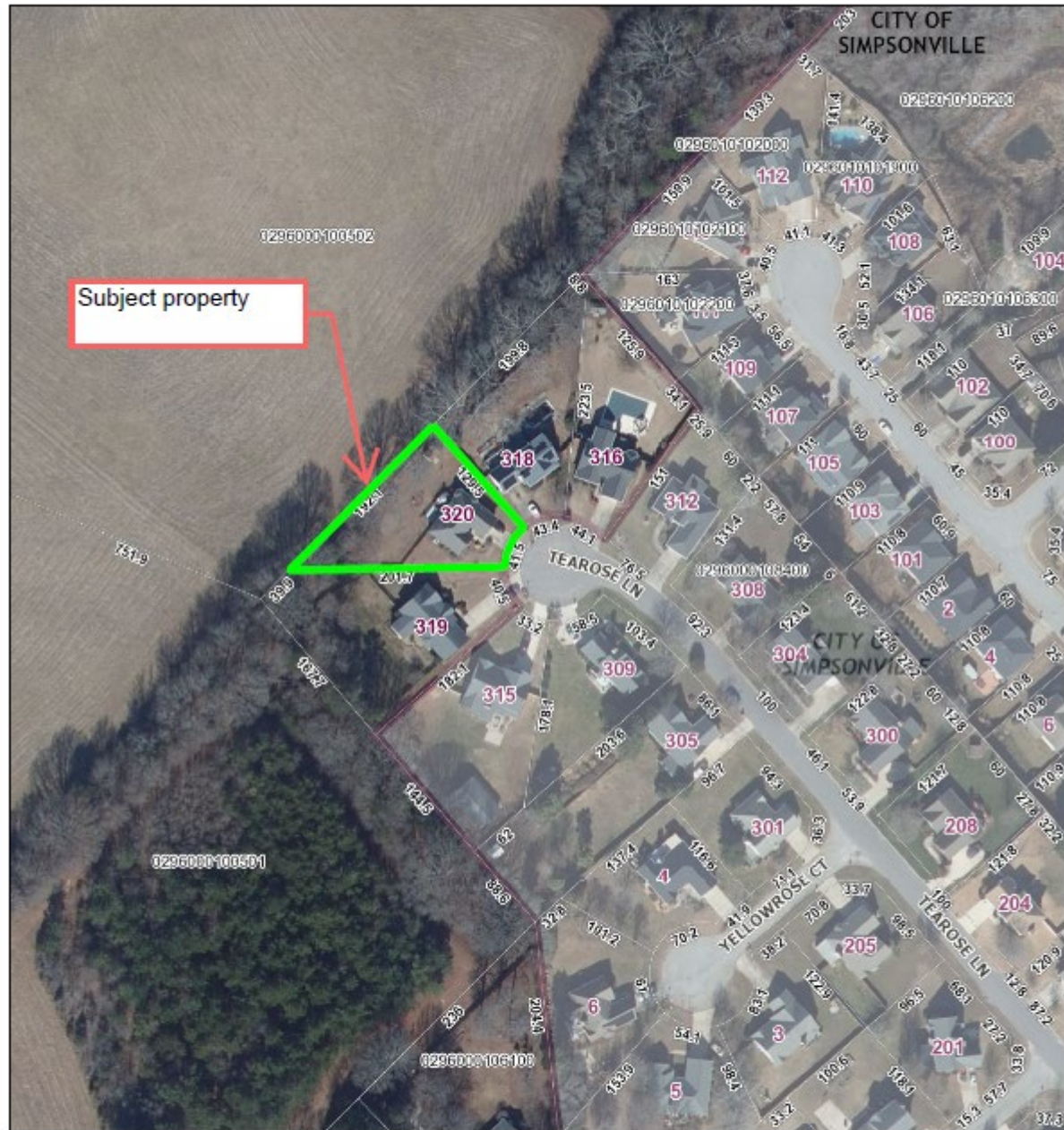
First Reading: November 19 2025  
Second Reading: December 9, 2025

## EXHIBIT "A"

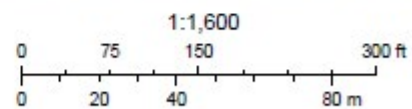
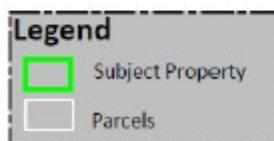


**EXHIBIT “B”**

AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO



July 8, 2025



Greenville County GIS Division, Greenville, South Carolina, Greenville  
County GIS Division, Greenville County, South Carolina GIS Division





CITY OF SIMPSONVILLE  
ANNEXATION APPLICATION

SITE/PROPERTY LOCATION:

Property Address: 320 TEAROSE LANE Tax Map Number: 0296000108800

APPLICANT: JOHN B. CRAWFORD

Mailing Address: 320 TEAROSE LANE City, State, Zip: SIMPSONVILLE, SC 29681

Phone Number: 864-498-3582 E-mail Address: BCRAWFORD@MAINCONSTRUCTION.COM

PROPERTY OWNER (if different from Applicant): \_\_\_\_\_

Mailing Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Zoning District: \_\_\_\_\_  
"Future Land Use Map" Designation: \_\_\_\_\_

Current GREENVILLE COUNTY Requested CITY OF SIMPSONVILLE

Project Description (be specific): \_\_\_\_\_

No. of Parcels: 1 Acreage of Parcel(s): 1/2

Submittal Checklist\*: ☒ Consent Letter from Property Owner (if application is not signed by property owner)  
☒ Cover Letter explaining your request in detail  
☒ Survey/Boundary Map – 1 printed copy/1 PDF copy

\*Staff reserves the right to request additional information and/or materials as necessary

The undersigned property owner/applicant does hereby petition and urge the City of Simpsonville to annex and incorporate into the City limits of the City of Simpsonville all that property of the petitioner as indicated in this application and as show on the attached survey/boundary map. The petitioner does further respectfully request that the City annex and incorporate this land into the City under the zoning classification indicated in this application.

I do hereby certify as property owner/authorized agent that the information shown on this application and any attached forms and/or plans is correct.

[Signature]  
Signature

JOHN B. CRAWFORD  
Printed Name

3-7-25  
Date

FOR CITY STAFF USE ONLY

Date Received: 3/1/25 By: \_\_\_\_\_ Docket #: \_\_\_\_\_ Zoning District: R-LO

Comments: PC PC Review: \_\_\_\_\_ CC Review: \_\_\_\_\_

☐ APPROVED ☐ with conditions ☐ DENIED

320 Tearose Lane  
Simpsonville, SC 29681  
bcrawford@mavinconstruction.com  
864-498-3582  
03/07/2024

Simpsonville City Council

**Subject: Request for Annexation into the City of Simpsonville**

Dear Simpsonville City Council Members,

My name is John Crawford, and my wife Jessica Hayes and I are a resident of Rosemont located at 320 Tearose Lane, Simpsonville, SC 29681. I am writing on behalf of my household in our 51-house neighborhood that remain outside the city limits of Simpsonville, despite the majority of our community being part of the city (47 out of 51 homes are located in the city).

Our current status as part of Greenville County rather than the City of Simpsonville has led to significant challenges and inconsistencies in accessing essential services such as trash collection, yard waste removal, and other municipal benefits that our neighbors enjoy. This fragmented situation not only causes inconvenience but also creates disparities within our close-knit community.

We respectfully request that the City Council consider annexing our properties into the City of Simpsonville. We believe that inclusion within the city limits would enhance our quality of life and allow us to fully participate in and contribute to the community. Moreover, we are eager to comply with any necessary steps or requirements to facilitate this annexation process.

We greatly appreciate your attention to this matter and look forward to the opportunity to become full members of the Simpsonville community. Please let us know if there is a formal petition process or additional information required to move forward.

Thank you for considering our request. We look forward to your response.

Sincerely,  
John Crawford and Jessica Hayes

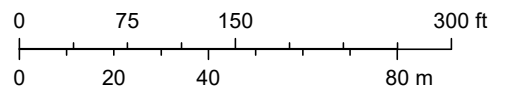
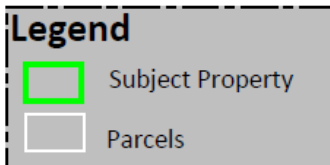


# AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO



July 8, 2025

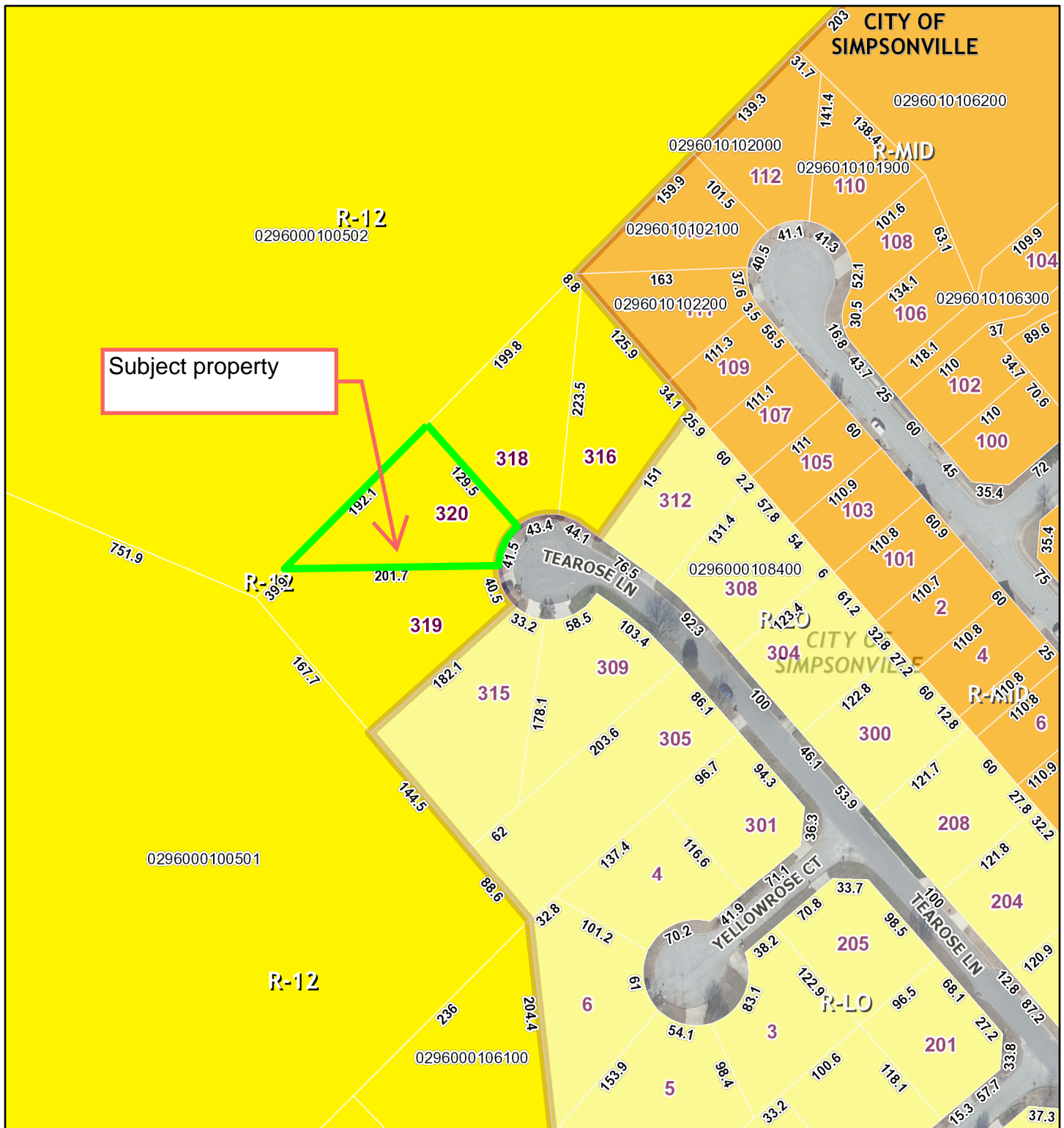
1:1,600



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

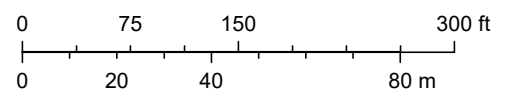
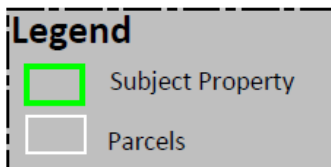


# AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO



July 8, 2025

1:1,600



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division



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**AGENDA ITEM**

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**To:** City Council – First Reading

**Meeting Date:** 11/19/2025

**Agenda Item:** Annexation & Rezone to R-Mid

**Subject:** AXZ-2025-04 Proposed Annexation to property located at W. Georgia RD, Toney Property

**Location:** W. Georgia Rd Tax Map# 0574.05-01-002.06

**Applicant/Owner:** Ron Clyde Realty, LLC & Chris Toney

**Attachments:** ☒ Proposed Ordinance ☒ Proposed Concept Plan  
☐ Proposed Statement of Intent ☒ Applicant Material  
☒ Consent Letter ☒ Locations Maps ☐ Petitions  
☒ Traffic Study ☐ Renderings

---

Existing Zoning	Requested Zoning	Surrounding Zoning	Extraterritorial Land Use	Size of Property
RS	R-Mid	R-15, R-12, R-S – County / B-G - City	Activity Area / Neighborhood	31.1 +/- Acres

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**Brief Description of request**

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The City of Simpsonville has received a signed petition requesting annexation into the City pursuant to South Carolina Code of Laws Section 5-3-150.

The applicant has requested that these tracts of land be annexed and rezoned from R-S in the County to R-Mid (Residential Medium Density) in the City. The applicant is seeking to bring this tax map parcel into the City, with the intent for the larger tract to be developed for single family use at this time.

An updated ordinance, detailing the added 20' feet of annexation strip, has been provided.

**AXZ-2025-04**

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**Location & Site Description**

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This request consist of 4 separate lots, which has been subdivided over the years, under one tax parcel number. The larger tract (Parcel A) consist of 25+/- acres of partial wooded and open farmland. Parcel A is split by a creek and surrounded on three sides by the River Shoals Subdivision. Tract B is physically contiguous with the City boundaries and is approximately 4.32 acres. The remainder 2 tracts are left over strips of land from the prior plat subdivisions consisting of 0.41 acres. The applicant has expressed development interest with Parcel A at this time for a single-family residential development.

**Comprehensive Plan**

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The City's Comprehensive Plan identifies the area south of W. Georgia Rd as "Activity Area" with the norther portion (Parcel A) as "Neighborhood". Meaning that the city envisioned this area, along the southern portion of W. Georgia Rd to be developed as commercial, with the north portion (Parcel A) being developed as residential. Upon annexation, staff recommends that these tracts of land be officially designated as "Medium Intensity Neighborhood" on the Simpsonville Future Land Use Map.

**Zoning District**

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Per Section 2.4.1 of the Simpsonville Zoning Ordinance: "The R-Mid, Residential Medium Density District is established to promote residential development at medium densities as the principal use of land within the district. Appropriate land use includes both detached and attached single-family residential dwellings. The establishment of this district is intended to meet the diverse housing needs of City residents while the regulations are intended discourage any use that would be detrimental to the quiet residential nature of the district.

**Public Hearing Proceeding**

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A public hearing regarding this petition was conducted on October 7th, 2025, before the body of the Simpsonville Planning Commission. Public comment portion brought questions and concerns regarding sewer capacity, potential for traffic impact, and inquiring if the roads should be deemed private. Other comments were discussed regarding the current and proposed amount of ROW (Rights-of-ways) along W. Georgia Rd. The

## **AXZ-2025-04**

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applicant/owner spoke regarding the request and provided the history of the property and location.

### **Planning Commission Review**

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The Simpsonville Planning Commission reviewed the request to annex and rezone the property at their October 7th, 2025, meeting. By a vote of 6-0, the Planning Commission recommends approval of AXZ-2025-04.

### **Site Improvements**

---

The applicant and their team have engaged with a traffic engineer to conduct a traffic study along W. Georgia Rd. (Attached) It is suggested that a left turn lane into the development along W. Georgia Rd. be installed for eastbound (Traffic heading towards the city) traffic.

### **Staff Comments**

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Staff is of the opinion, that the proposed layout and density is consistent with the surrounding developments. Any proposed development will adhere to SCDOT traffic improvement requirements.

**STAFF RECOMMENDATION:** *Staff recommends approval of the requested annexation set forth in Ordinance AXZ-2025-04*

**ORDINANCE NO. AXZ-2025-04**

**AN ORDINANCE TO ADOPT A PETITION FOR  
ANNEXATION OF LAND ON, AND ADJACENT TO  
W. GEORGIA RD (TAX MAP# 0574.05-01-002.06)  
OWNED BY TONEY SARAH ANN SPILLERS INTO  
THE CITY OF SIMPSONVILLE, SOUTH  
CAROLINA**

**WHEREAS**, the South Carolina Code of Laws of 1976, as amended, Chapter 23 Title 5 provides for the process for municipalities to annex and rezone property; and

**WHEREAS**, the City of Simpsonville has enacted a Zoning Ordinance which governs amendments to the Official Zoning Map; and

**WHEREAS**, the hereinafter described property was advertised on September 7, 2025, and the City of Simpsonville Planning Commission held a public hearing on October 7, 2025.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, THAT:**

1. **ANNEXATION:** The attached Petition for Annexation and Rezoning into the City pursuant to South Carolina Code of Laws Section 5-3-150, wherein the property owners have signed a petition requesting annexation into the City of Simpsonville requesting the annexation of a parcel at w. Georgia Rd. depicted in the deed contained in Book 1705 on Page 121, Tax Map # 0574.05-01-002.06, of the official records of the Greenville County Register of Deeds and as depicted in Exhibit “A”, attached hereto, is hereby made a part of this Ordinance and approved and the property described therein is hereby declared to be annexed into the City of Simpsonville.

Furthermore, the attached Petition, wherein the property owner has signed a petition requesting annexation of only a 20-foot wide strip of their land along the adjacent rights-of-way of the parcel depicted in the deeds contained in Book 647 on Page 46, and Book 1796 on Page 882 of the official records of the Greenville County Register of Deeds, is hereby made part of this Ordinance and approved and the 20-foot wide strip of land depicted in Exhibit “A” & “B”

2. **ZONING CLASSIFICATION:** The Official Zoning Map of the City of Simpsonville is hereby amended to assign the property, as depicted in Exhibit “A” & “B”, the zoning classification of R-Mid, Residential Medium Density, & R-E, Residential Estate Density.

3. **FUTURE LAND USE MAP DESIGNATION:** The Future Land Use Map of the City of Simpsonville is hereby amended to assign the depicted in Exhibit “A” & “B” the future land use map designation of Medium Intensity Neighborhood.

4. **PROVISION SEVERAGE:** It is hereby declared to be the intention of the governing authority of this municipality that the sections, subsections, paragraphs, sentences, clauses and phrases are severable, and if any phrase, clause, sentence, paragraph, subsection, or section of this Ordinance shall be declared invalid or unconstitutional by the valid judgment or decree of any court or competent jurisdiction, such invalidity or unconstitutionality shall not effect any of the remaining portions of this Ordinance so held to be invalid.

5. **ORDINANCE SUPERSEDES PREVIOUS INCONSISTENT LEGISLATION:** All Ordinances or parts of Ordinances inconsistent herewith, which may have heretofore been passed by the Simpsonville City Council, are hereby repealed.

6. **DISTRICT ASSIGNMENT:** The within described property shall be assigned to City Council Ward Three (3).

7. **FLOOD RATE INSURANCE MAPS:** In accordance with the provisions of 44 CFR §64.4, in the event that the newly annexed area was previously located in a community participating in the NFIP Program, pending formal adoption of the amendment to its flood plain management regulations, the City hereby certifies that within the newly annexed area the flood plain management requirements previously applicable in the area remain in force. In the event that the newly annexed area was previously located in a community not participating in the NFIP Program, upon annexation, and pending formal adoption of the amendments to its flood plain management regulations, the City certifies that it shall enforce within the newly annexed area, existing flood insurance policies which shall remain in effect until their date of expiration may be renewed, and new policies may be issued.

8. **METROPOLITAN SEWER SUBDISTRICT:** It is the intent of City Council that the area described herein to be annexed is currently served by Metropolitan Sewer Subdistrict (hereinafter “Metropolitan”). At the time of the passage of this Ordinance, it is the intent of the City that Metropolitan shall continue to provide sewer service to the annexed area. Therefore, Greenville County shall continue to collect the millage currently assessed by Metropolitan on the annexed area and to remit the same directly to Metropolitan until notified otherwise by the City.

This Ordinance shall be effective upon second and final reading by the City Council.

SIGNATURE OF MAYOR:

---

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

---

Ashley Clark  
City Clerk

---

Daniel Hughes  
City Attorney

First Reading: November 19 2025  
Second Reading: December 9, 2025



EXHIBIT "A"

AXZ-2025-04 Proposed Annexation/Rezone. W. Georgia Rd

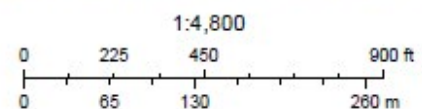
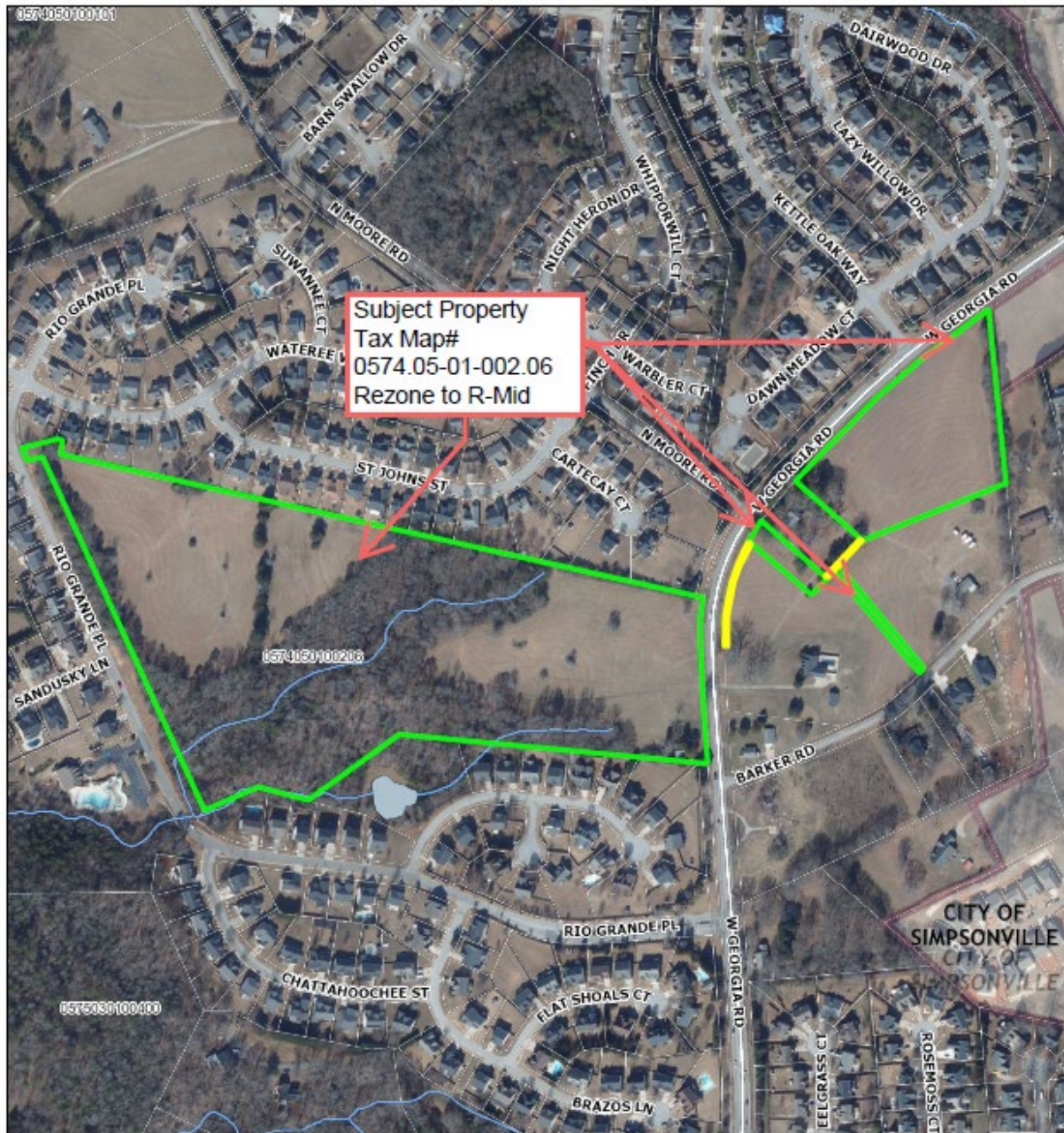


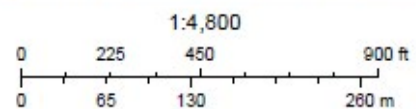
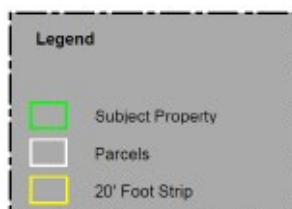


EXHIBIT "B"

AXZ-2025-04 Proposed Annexation/Rezone. W. Georgia Rd



October 27, 2025

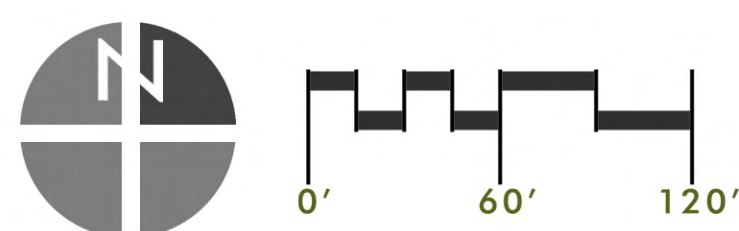


Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division





**SITE DATA:**  
TMS: 0574050100206  
CURRENT ZONING: GREENVILLE COUNRTY R-S  
PROPOSED ZONING: CITY OF SIMPSONVILLE R-MID  
ACREAGE: 25.2 ACRES  
MAX DENSITY: 6 UNITS / ACRE  
PROPOSED DENSITY: 2.26 UNITS / ACRE  
PROPOSED LOTS: (57) 65' x 140' DETACHED SINGLE FAMILY LOTS  
SETBACKS:  
FRONT: 20'  
SIDE: 5'  
REAR: 10'  
STREET: 40' (W GEORGIA ROAD)



NOTE: THIS PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.



# TONEY FARMS | CONCEPT LAYOUT

TOLL BROTHERS  
CITY OF SIMPSONVILLE, SOUTH CAROLINA  
2025.09.30





Ron Clyde, GRI BIC  
[www.ClydeRealty.com](http://www.ClydeRealty.com)  
Clyde Realty, LLC  
PO Box 1171  
700 NE Main Street  
Simpsonville, SC 29681  
&  
100 North Main Street, Suite B  
Woodruff, SC 29388  
(864) 979-8852  
(864) 517-5577 Cell  
1-866-418-8519 toll free fax  
e-mail: [RonClyde@ClydeRealty.com](mailto:RonClyde@ClydeRealty.com)

Cover Letter

28 Jul 2025

RE: Annexing and Rezone - West Georgia Rd Site

GEORGIA ROAD – TONEY PROPERTY  
5 +/- Acres on the East Side & Adjacent to 1453 GEORGIA RD &  
25+/- Acres on the West Side of Georgia Road,  
All Together Shown as  
Greenville County, SC TMS 0574050100206  
SIMPSONVILLE, SOUTH CAROLINA 29680

Owner respectfully requests annexation into the City of Simpsonville and Rezoning the property from Greenville County R/S to City of Simpsonville R-Mid District.

Owner intends to offer a portion of the site for sale as two separate parcels, either together or as separate parcels as illustrated in the following pages, but the entire site will be rezoned as City of Simpsonville R-Mid District. Parcel #1 may be purchased as a “stand alone” parcel and bought for as few as one single family residential unit but will be rezoned into the City of Simpsonville as R-Mid District so that the entire parcel shown as TMS 0574050100206 may be brought into the city. Parcel #2 has generated substantial interest from various developers and home builders as a single-family residential development. Note that it is not the intent of the owner to offer the entire 31.1 acre site, instead to offer for sale only the portions of that site illustrated as “Parcel #1” and “Parcel #2” and to retain the small triangles located beside TMS 0574050100600.

## Tax Map of the Site as a Whole



## “Parcel #1” Sketch with Estimated Area



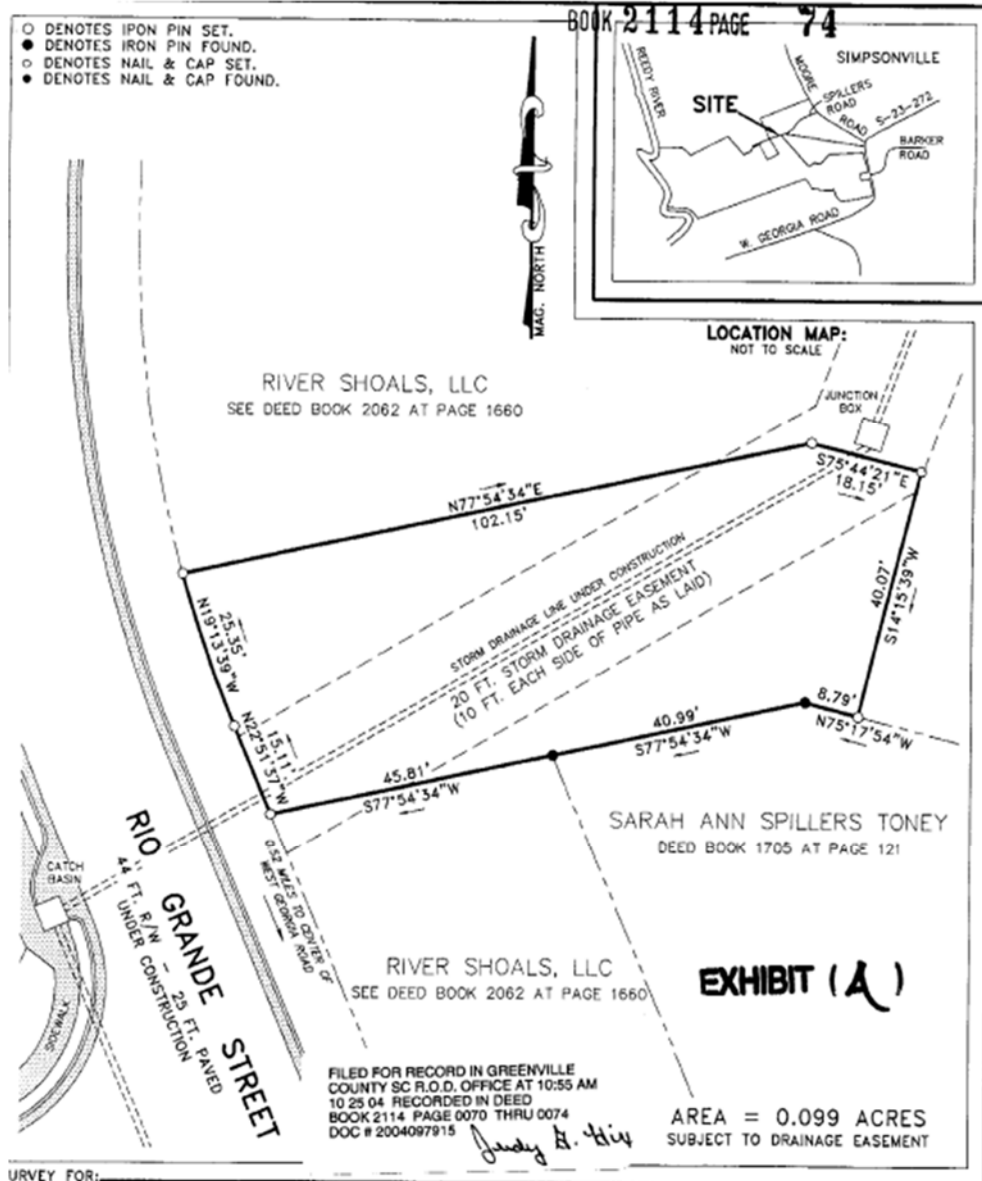


“Parcel #2” Sketch with Estimated Area



[illegible]

Part Of  
 "Parcel #2" Boundary Survey from Plat Book 2114 @ 74



SURVEY FOR:

# Sarah Ann Spillers Toney

SHOWING A PORTION OF THE PROPERTY AS SHOWN ON A PLAT BY FANT ENGINEERING AND SURVEYING COMPANY FOR RIVER SHOALS DATED 04/08/02. ALSO SEE DEED BOOK 2062 AT PAGE 1660.

I hereby certify to: SARAH ANN SPILLERS TONEY

that to the best of my knowledge, information and belief, the survey shown hereon was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets or exceeds the requirements of a Class 'B' survey as specified therein.

at this property ☐ is ☒ is not within the 100 year flood hazard zone as defined on immunity Panel 450089-0478-D of the Flood Insurance Rate Maps for Greenville County.

*Tyler E. Hudson*  
 TYLER E. HUDSON, SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR

CERTIFICATE(S) ABOVE SHALL ONLY APPLY IF THIS SHEET CONTAINS AN ORIGINAL SIGNATURE BY THE SURVEYOR & THE SURVEYOR'S SEAL HAS BEEN EMBOSSED.

JUNTY: GREENVILLE	LOCATION: SIMPSONVILLE AREA	STATE: SOUTH CAROLINA
DATE: 16 SEPT. 2004	BLOCK MAP: PORTION OF 0574050100207	FIELD CHIEF: JAKE BLACK
SCALE: 1" = 20'		DRAWN BY: JOE WHISENANT

NEIL R. PHILLIPS & COMPANY, INC.

1118 BLACKSTOCK ROAD  
 MOORE, SOUTH CAROLINA 29369

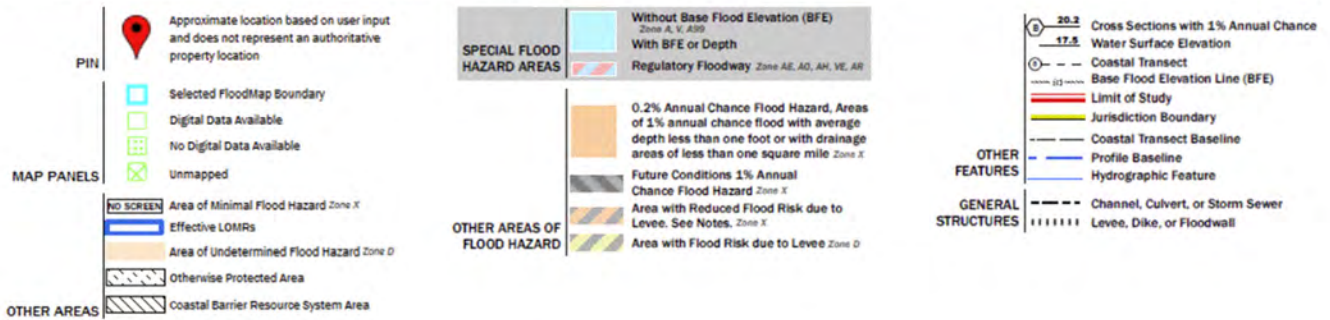
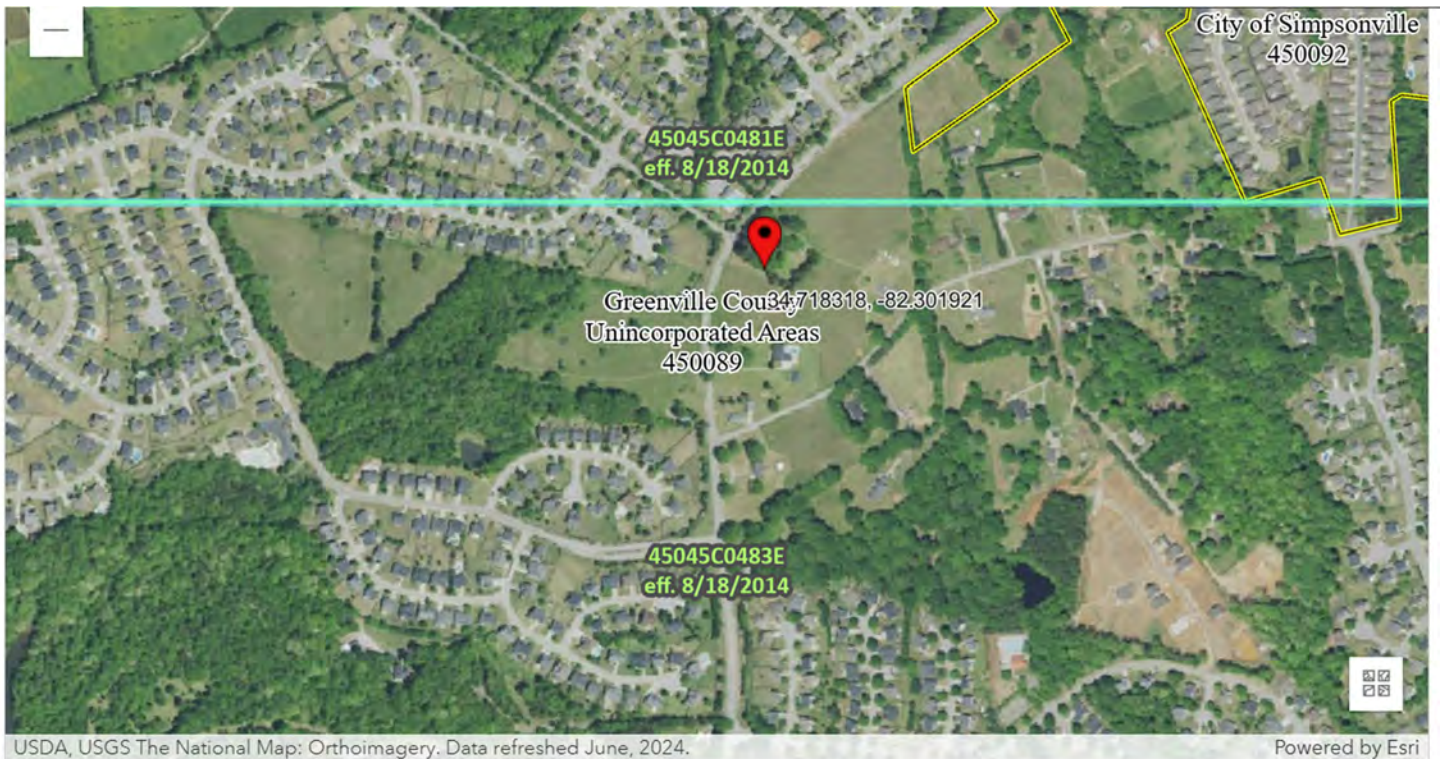
PHONE: (864) 576-9665  
 FAX: (864) 576-9424  
 E-MAIL: joe@phillips-easter.com

SEAL:





## Floodplain Map

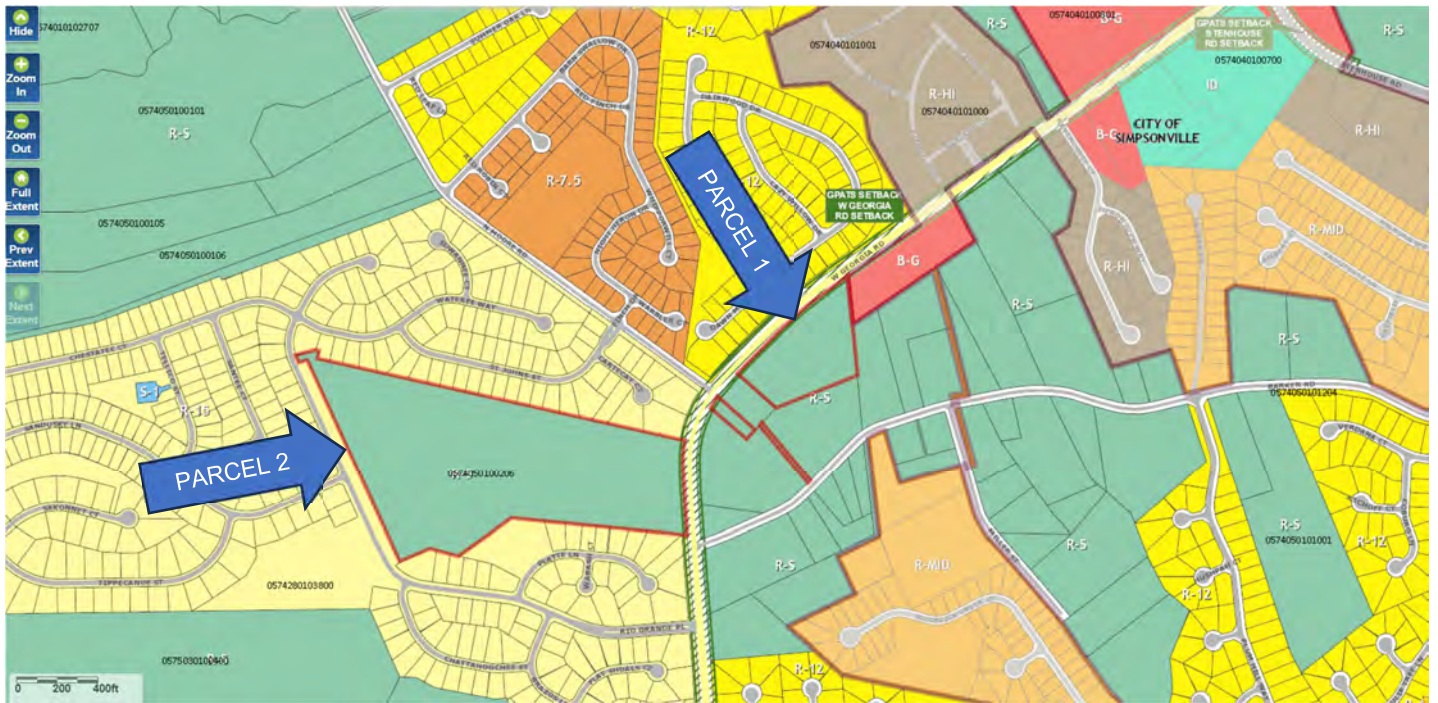


The flood map number for Parcel #1 is **45045C0481E** and for Parcel #2 is **45045C0483E** effective on **8/18/2014**

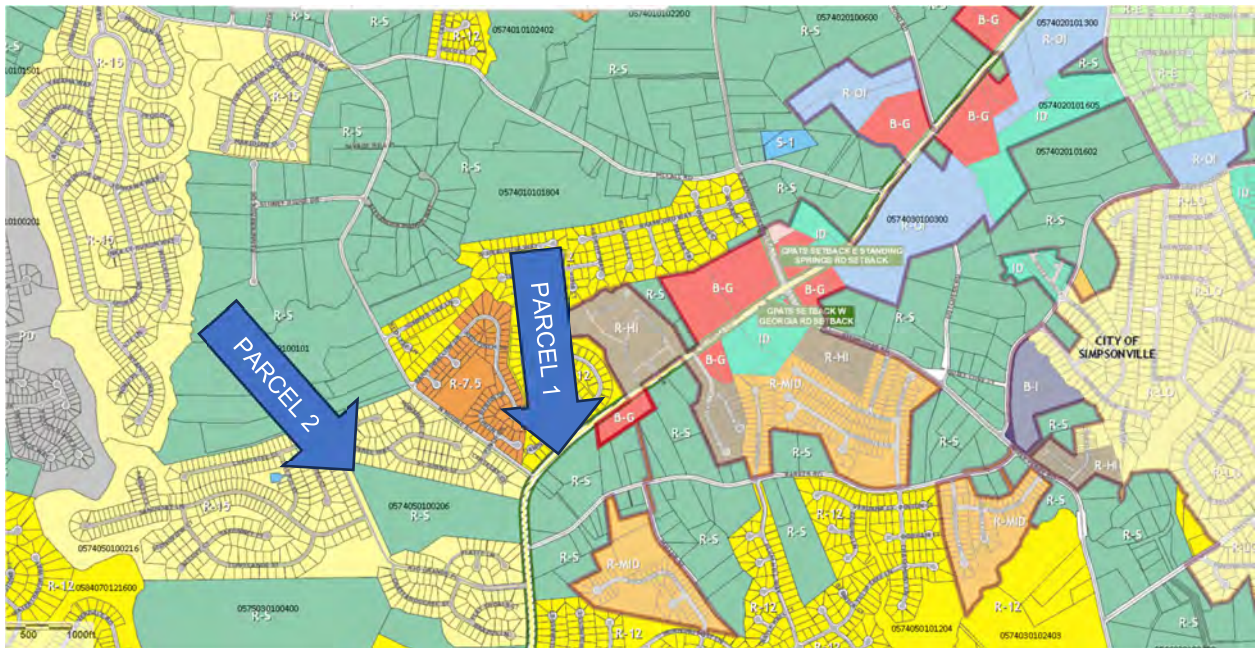
NOTE: No Floodplain Areas Shown



## Area Zoning Map Closeup



## Area Zoning Map Distant View



Link to Simpsonville City Zoning Ordinance;

[https://www.simpsonville.com/wp-content/uploads/2025/01/Zoning-Ord\\_2024.pdf](https://www.simpsonville.com/wp-content/uploads/2025/01/Zoning-Ord_2024.pdf)

Link to Greenville County Zoning Ordinance:

<https://www.greenvillecounty.org/Zoning/pdf/OfficialZoningOrdinance.pdf>



## MetroConnects Provided Sewer Map





Ron Clyde, GRI BIC  
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e-mail: [RonClyde@ClydeRealty.com](mailto:RonClyde@ClydeRealty.com)

29 May 2025

#### PROPERTY OWNER CONSENT LETTER

Regarding the property below, Mr. Ron Clyde has my permission to act on my behalf as my agent.

WEST GEORGIA ROAD – TONEY PROPERTY  
5 +/- Acres on the East Side & Adjacent to 1453 GEORGIA RD &  
25 +/- Acres on the West Side of Georgia Road,  
31.1 +/- Acres All Together Shown as  
TMS 0574050100206

Chris Toney

Chris Toney (Jun 2, 2025 18:11 EDT)

Christopher Toney, as POA for Sarah Ann Spillers Toney


# Consent Letter As Agent

Final Audit Report

2025-06-02

Created:	2025-06-02
By:	Ron Clyde (RonClyde@ClydeRealty.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAc5t5L_TniTQbOKpgfnOwb6qdwzPqymj

## "Consent Letter As Agent" History

-  Document created by Ron Clyde (RonClyde@ClydeRealty.com)  
2025-06-02 - 2:40:38 PM GMT
-  Document emailed to Chris Toney (christoney100@gmail.com) for signature  
2025-06-02 - 2:40:42 PM GMT
-  Email viewed by Chris Toney (christoney100@gmail.com)  
2025-06-02 - 8:13:02 PM GMT
-  Document e-signed by Chris Toney (christoney100@gmail.com)  
Signature Date: 2025-06-02 - 8:13:48 PM GMT - Time Source: server
-  Agreement completed.  
2025-06-02 - 8:13:48 PM GMT





## CITY OF SIMPSONVILLE ANNEXATION APPLICATION

### SITE/PROPERTY LOCATION:

Property Address: West Georgia Rd. Tax Map Number: 0574.05-01-002.06

### APPLICANT: Ron Clyde - Clyde Realty, LLC

Mailing Address: 100 N. Main St, Ste B City, State, Zip: ~~Woodruff, SC 29388~~ Simpsonville, SC 29381  
Phone Number: (864) 979-8852 E-mail Address: RonClyde@ClydeRealty.com

### PROPERTY OWNER (if different from Applicant): Chris Toney

Mailing Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_  
Phone Number: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

	<i>Current</i>	<i>Requested</i>
Zoning District:	<u>R-S</u>	<u>R-Mid</u>
"Future Land Use Map" Designation:	<u>Neighborhood</u>	<u>Medium Intensity Neighborhood</u>

Project Description (be specific): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

No. of Parcels: \_\_\_\_\_ Acreage of Parcel(s): 31.1 +/-

Submittal Checklist\*: ☒ Consent Letter from Property Owner (if application is not signed by property owner)  
☒ Cover Letter explaining your request in detail  
☒ Survey/Boundary Map – 1 printed copy/1 PDF copy

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The undersigned property owner/applicant does hereby petition and urge the City of Simpsonville to annex and incorporate into the City limits of the City of Simpsonville all that property of the petitioner as indicated in this application and as show on the attached survey/boundary map. The petitioner does further respectfully request that the City annex and incorporate this land into the City under the zoning classification indicated in this application.

I do hereby certify as property owner/authorized agent that the information shown on this application and any attached forms and/or plans is correct

Signature: [Signature] Printed Name: Ronald G. Clyde Date: 30 July 2025

### FOR CITY STAFF USE ONLY

Date Received: 7-30-25 By: Jon Derby Docket #: AXZ-2025-04 Zoning District: RS → R-mid  
Comments: \_\_\_\_\_ PC Review: \_\_\_\_\_ CC Review: \_\_\_\_\_  
☐ APPROVED ☐ with conditions ☐ DENIED



Ron Clyde, GRI BIC  
[www.ClydeRealty.com](http://www.ClydeRealty.com)  
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29 May 2025

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25 +/- Acres on the West Side of Georgia Road,  
31.1 +/- Acres All Together Shown as  
TMS 0574050100206

*Chris Toney*

Chris Toney (Jun 2, 2025 16:13 EDT)

Christopher Toney, as POA for Sarah Ann Spillers Toney






# Consent Letter As Agent

Final Audit Report

2025-06-02

Created:	2025-06-02
By:	Ron Clyde (RonClyde@ClydeRealty.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAo5t5iL_TniTQbOKpgfnOwb6qdwzPqymj

## "Consent Letter As Agent" History

-  Document created by Ron Clyde (RonClyde@ClydeRealty.com)  
2025-06-02 - 2:40:38 PM GMT
-  Document emailed to Chris Toney (christoney100@gmail.com) for signature  
2025-06-02 - 2:40:42 PM GMT
-  Email viewed by Chris Toney (christoney100@gmail.com)  
2025-06-02 - 8:13:02 PM GMT
-  Document e-signed by Chris Toney (christoney100@gmail.com)  
Signature Date: 2025-06-02 - 8:13:48 PM GMT - Time Source: server
-  Agreement completed.  
2025-06-02 - 8:13:48 PM GMT



Adobe Acrobat Sign





## CITY OF SIMPSONVILLE ANNEXATION APPLICATION

### SITE/PROPERTY LOCATION:

Property Address: 1453 W. Georgia Rd & 1509 W. Georgia RD Tax Map Number: 0574050100600 & 0574050100212

APPLICANT: Christopher Toney

Mailing Address: P.O. Box 1171

Phone Number: 864 517 5577

RON CLYDE AS AGENT

City, State, Zip: SIMPSONVILLE, SC 29681

E-mail Address: RONCLYDE@CLYDEREALTY.COM

PROPERTY OWNER (if different from Applicant): CHRISTOPHER TONEY, P.O.A.

Mailing Address: 1509 W. GA. RD

Phone Number: 864 561-0830

City, State, Zip: SIMPSONVILLE, SC 29680

E-mail Address: CHRISTONEY100@GMAIL.COM

	<b>Current</b>	<b>Requested</b>
Zoning District:	<u>R-S</u>	<u>R-E</u>
"Future Land Use Map" Designation:	<u>Neighborhood</u>	<u>Medium Intensity</u>
Project Description (be specific):	<u>Request to annex 20' feet of property (Shown on attached exhibit) to allow for continuity of individual tracts</u>	

No. of Parcels: \_\_\_\_\_ Acreage of Parcel(s): \_\_\_\_\_

Submittal Checklist\*: ☐ Consent Letter from Property Owner (if application is not signed by property owner)  
☐ Cover Letter explaining your request in detail  
☐ Survey/Boundary Map – 1 printed copy/1 PDF copy

\*Staff reserves the right to request additional information and/or materials as necessary

The undersigned property owner/applicant does hereby petition and urge the City of Simpsonville to annex and incorporate into the City limits of the City of Simpsonville all that property of the petitioner as indicated in this application and as show on the attached survey/boundary map. The petitioner does further respectfully request that the City annex and incorporate this land into the City under the zoning classification indicated in this application.

I do hereby certify as property owner/authorized agent that the information shown on this application and any attached forms and/or plans is correct

[Signature]  
Signature

RONALD G. CLYDE  
Printed Name

27 NOV 2025  
Date

### FOR CITY STAFF USE ONLY

Date Received: \_\_\_\_\_ By: \_\_\_\_\_ Docket #: \_\_\_\_\_ Zoning District: \_\_\_\_\_

Comments: \_\_\_\_\_ PC Review: \_\_\_\_\_ CC Review: \_\_\_\_\_

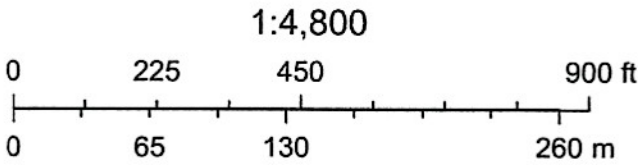
☐ APPROVED ☐ with conditions ☐ DENIED



# Greenville County, SC



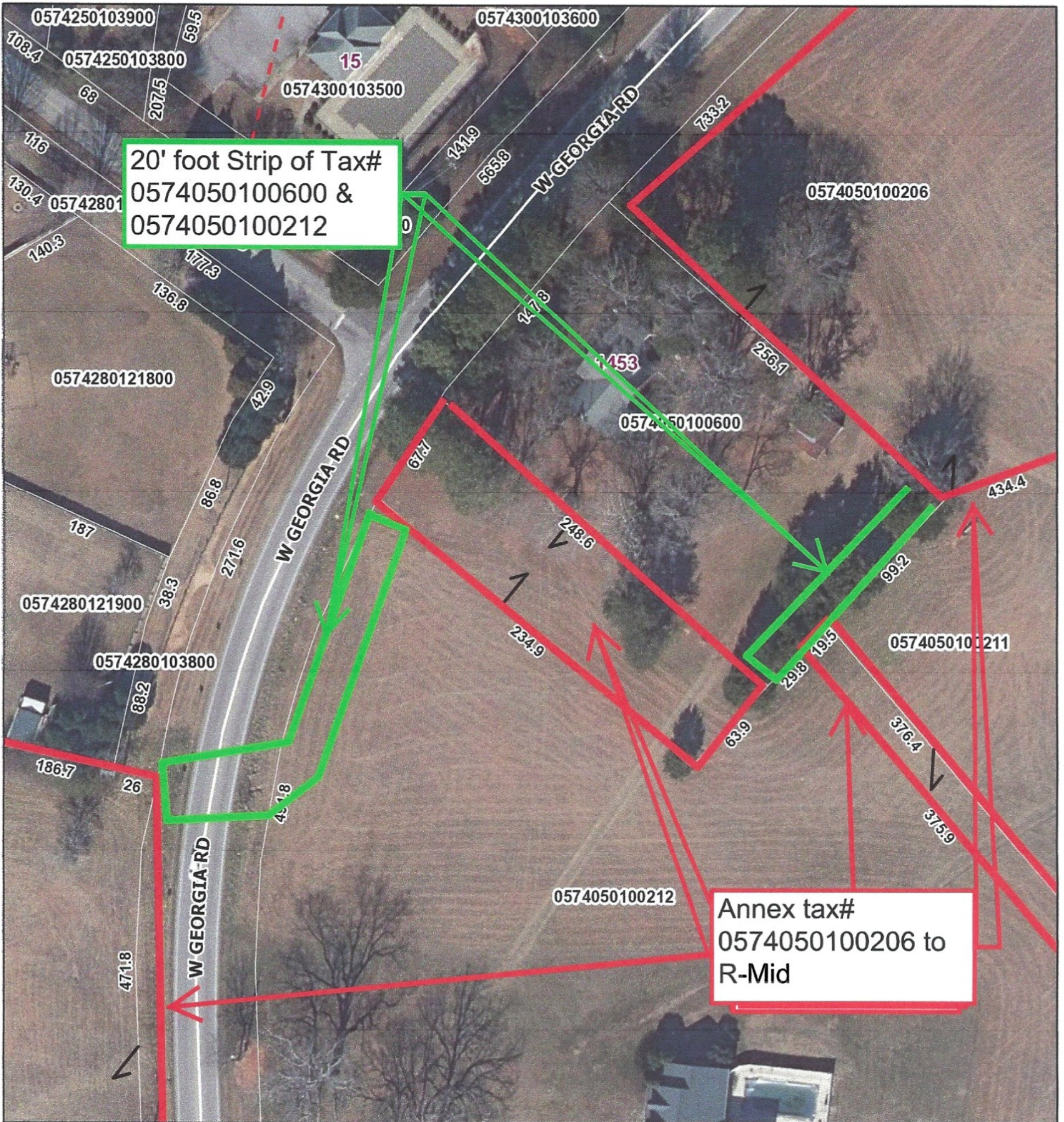
October 27, 2025



Greenville County GIS Division, Greenville, South Carolina, Greenville  
County GIS Division, Greenville County, South Carolina GIS Division

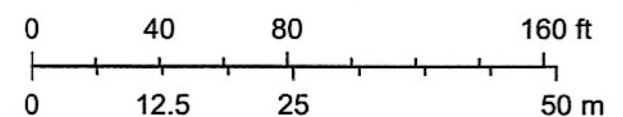


# Greenville County, SC



October 27, 2025

1:960

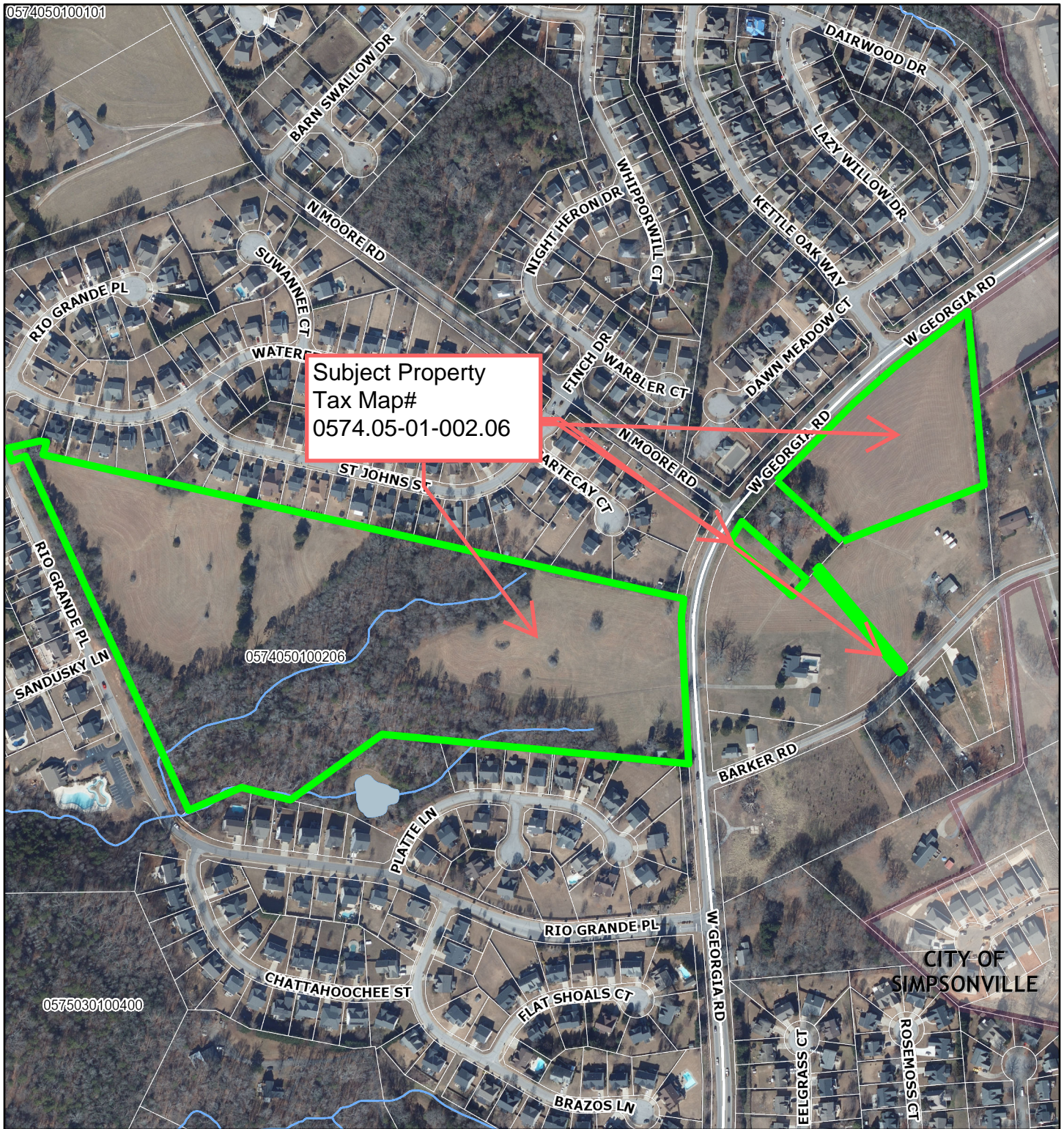


Greenville County GIS Division, Greenville, South Carolina, Greenville  
County GIS Division, Greenville County, South Carolina GIS Division

Disclaimer: This Map is not a LAND SURVEY and is for reference purposes only. Data contained in this map are prepared for the inventory of Real Property found within this jurisdiction, and are

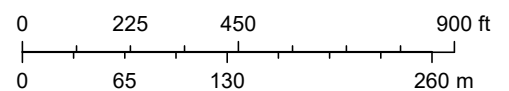
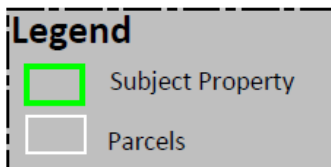


# AXZ-2025-04 Proposed Annexation/Rezone. W. Georgia Rd



September 29, 2025

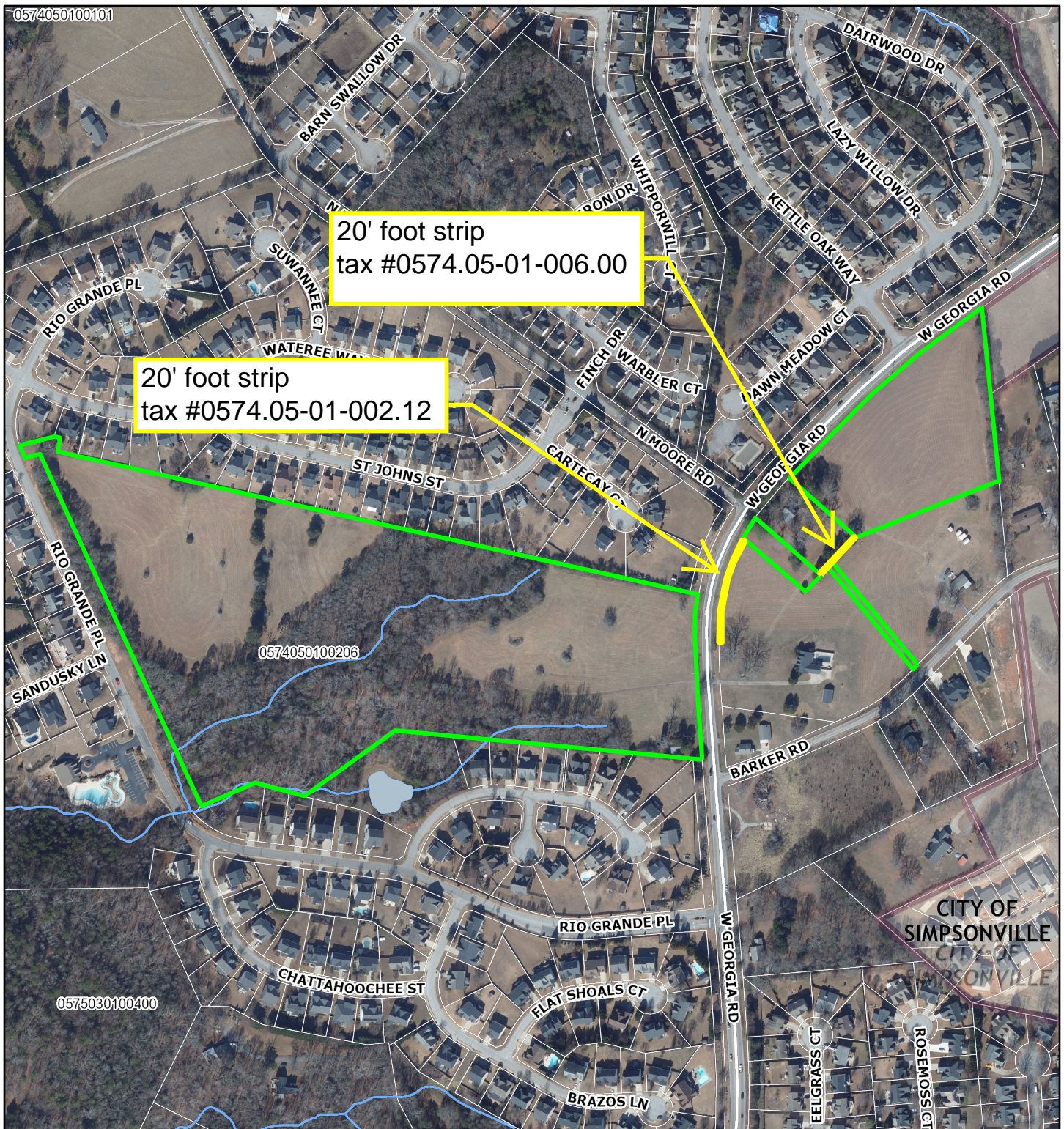
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Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

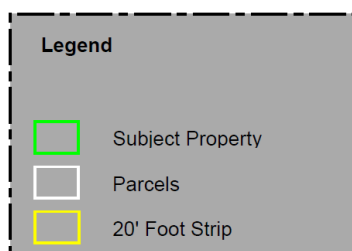
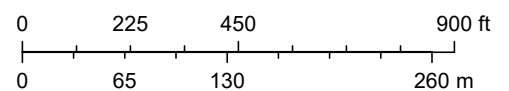


# AXZ-2025-04 Proposed Annexation/Rezone. W. Georgia Rd



October 27, 2025

1:4,800

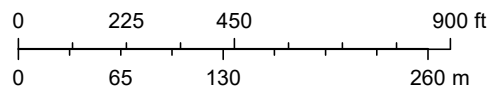


Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division



[illegible]

1:4,800



Disclaimer: This Map is not a LAND SURVEY and is for reference purposes only. Data contained in this map are prepared for the inventory of Real Property found within this jurisdiction, and are

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# **TRAFFIC IMPACT STUDY**

## **Toney Farms Residential Simpsonville, South Carolina**

**OCTOBER 22, 2025**

**IMPACT DESIGNS, INC.**

**Prepared by: Allen J. Reid, PE**



# TRAFFIC IMPACT STUDY

## *Toney Farms Residential*

*SIMPSONVILLE, SOUTH CAROLINA*



**REPORT PREPARED FOR:**

Toll Brothers  
124 Verdae Boulevard, Suite 203  
Greenville, SC 29607

**REPORT PREPARED BY**

Impact Designs Inc.  
172 Williamson Road, Unit 3728  
Mooresville, NC 28117  
Nick@impactdesignsinc.com

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- B) Turn Lane Analysis
- C) Synchro Analysis Reports
- D) SimTraffic Analysis Reports

## EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Toney Farms development in accordance with SCDOT guidelines. The proposed development is located on the west side of W Georgia Road, south of Moore Road in Simpsonville, SC. The development is expected to consist of up to 60 detached single-family homes and is anticipated to be constructed by the end of 2027. Direct access to Toney Farms development is proposed to be provided via one full movement access point on W Georgia Road.

A turn lane analysis was conducted utilizing the Build (2027) volumes. Based on build out volumes, a left turn lane is warranted on W Georgia Road into the site access.

The capacity analysis indicates high side street delays for all of the study intersections across all scenarios, including the site access. Such conditions are common for unsignalized intersections on major roads with high peak hour volumes. The volumes at these intersections would likely not warrant signalization. Therefore, no mitigation is recommended at these locations.

### Recommendations:

- Construct a left turn lane on W Georgia Road at the site access with a storage of 150 feet and appropriate taper.

# 1. INTRODUCTION

The purpose of this report is to summarize the traffic impact study that was completed for the Toney Farms development in Simpsonville, South Carolina. The study was developed in accordance with SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact study.

## 1.1. Project Summary

The proposed development is located on the west side of W Georgia Road, south of Moore Road in Simpsonville, SC. The development is expected to consist of up to 60 detached single-family homes and is anticipated to be constructed by the end of 2027. This traffic impact study analyzes the effects of the additional traffic associated with the proposed development during the weekday AM (7:00 AM - 9:00 AM) and the weekday PM (4:00 PM - 6:00 PM) peak periods. The study area for the purpose of the analysis includes:

- W Georgia Road and Moore Road
- W Georgia Road and Barker Road
- W Georgia Road and Site Access

The proposed development is expected to be built out by the end of 2027; therefore, 2027 was considered as the future year for the purpose of this analysis. Refer to Figures 1 and 2 for the site location and the conceptual site plan.

## 1.2. Existing Roadway Conditions

The primary roadways within the study area include W Georgia Road, Moore Road, and Barker Road. A summary of their existing characteristics is shown in Table 1.

**Table 1 – Study Area Summary**

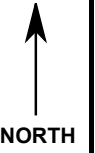
Facility Name	Typical Cross Section	Posted Speed Limit	Maintained By	2024 AADT
W Georgia Road	2-lane undivided	45 MPH	SCDOT	22,000
Moore Road	2-lane undivided	25 MPH	Local	No Data
Barker Road	2-lane undivided	30 MPH	Local	1,000

Refer to Figure 3 for an illustration of the existing geometry and traffic control at the study intersections.



## 1.3. Driveway Locations

Direct access to Toney Farms development is proposed to be provided via one full movement access point on W Georgia Road.





**LEGEND**

-  Proposed Site Location
-  Study Intersections

**IMPACT**  
Designs, Inc.

Toney Farms Residential  
Simpsonville, SC

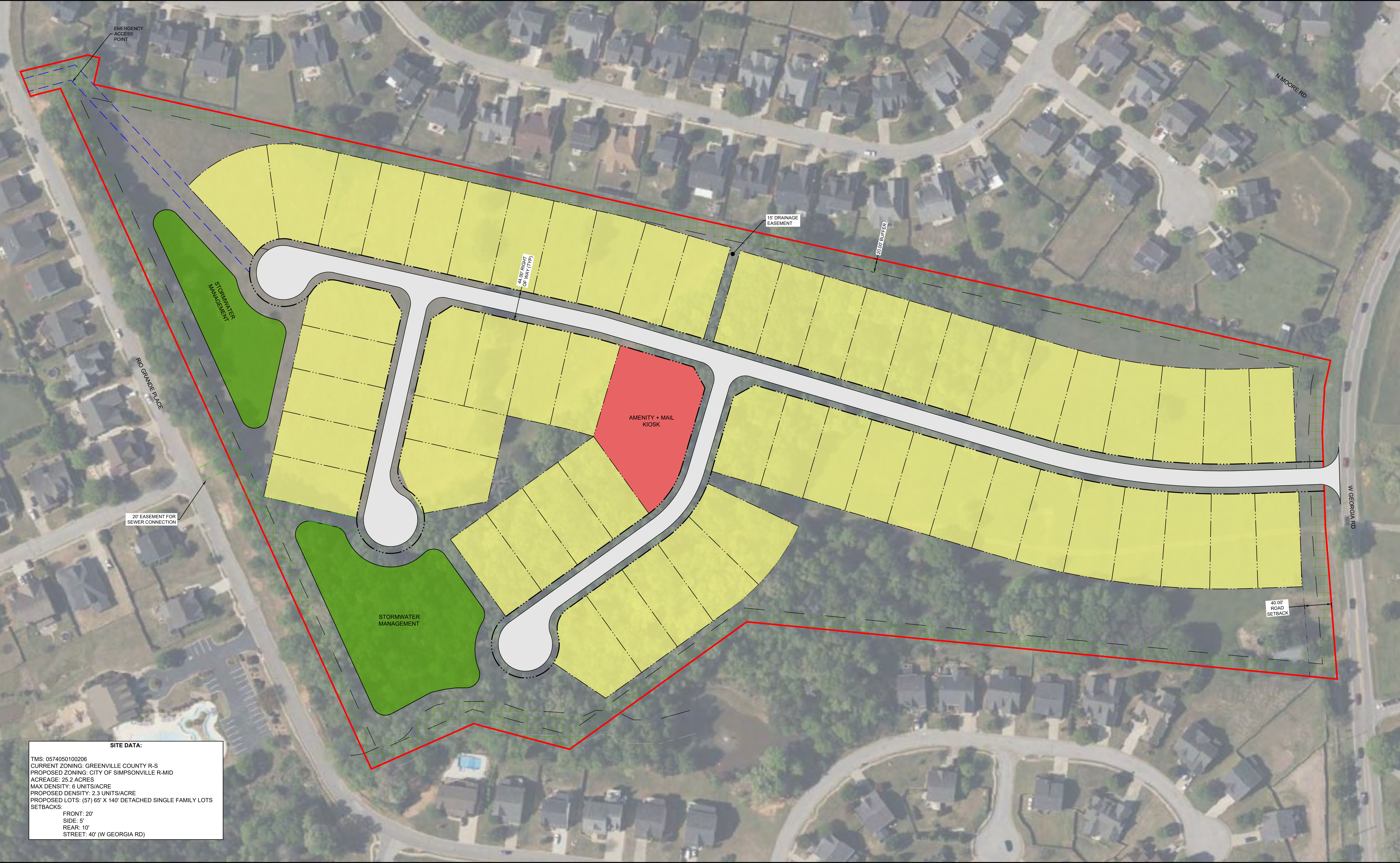
Site Location Map

Scale: Not to Scale

Figure

1

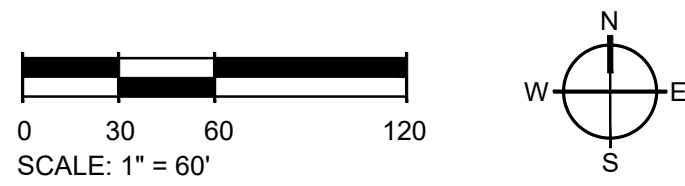




SITE DATA:

TMS: 0574050100206  
CURRENT ZONING: GREENVILLE COUNTY R-S  
PROPOSED ZONING: CITY OF SIMPSONVILLE R-MID  
ACREAGE: 25.2 ACRES  
MAX DENSITY: 6 UNITS/ACRE  
PROPOSED DENSITY: 2.3 UNITS/ACRE  
PROPOSED LOTS: (57) 65' X 140' DETACHED SINGLE FAMILY LOTS  
SETBACKS:  
FRONT: 20'  
SIDE: 5'  
REAR: 10'  
STREET: 40' (W GEORGIA RD)

NOTE: THIS PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE

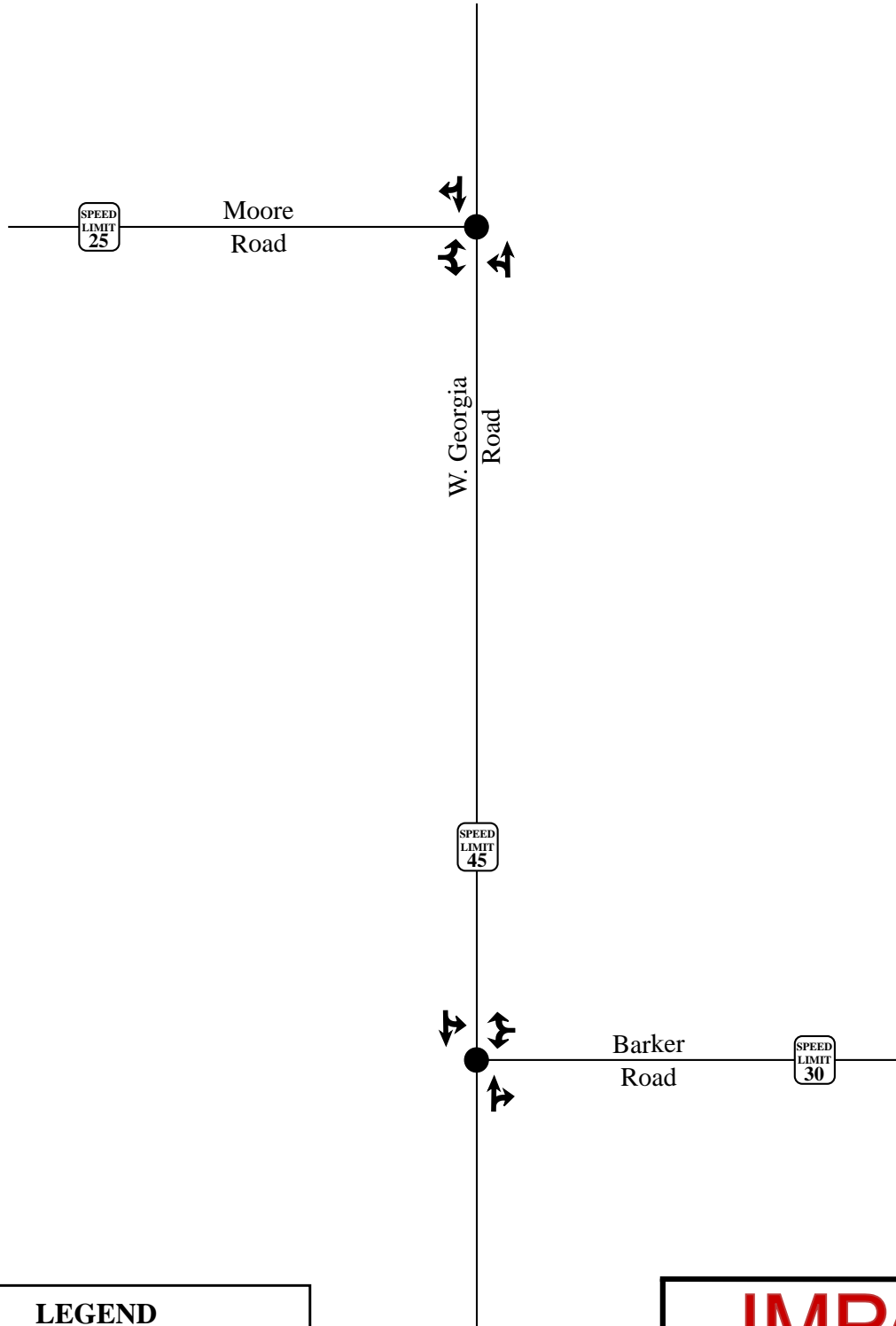


TONEY FARMS CONCEPT LAYOUT

TOLL BROTHERS | CITY OF SIMPSONVILLE, SC  
SW+ 12914 | 2025.09.17







### LEGEND



Signalized Intersection



Unsignalized Intersection



Existing Lane



Storage (In Feet)



Posted Speed Limit

**IMPACT**  
Designs, Inc.

Toney Farms Residential  
Simpsonville, SC

Existing Lane Configurations  
and Traffic Control

Scale: Not to Scale

Figure

3

## 2. TRAFFIC VOLUME DEVELOPMENT

### 2.1. Existing Traffic Volumes

Existing turning movement counts were conducted in September 2025. The counts were collected during the AM (7:00 AM to 9:00 AM) peak period and the PM (4:00 PM to 6:00 PM) peak period. The existing traffic volumes are illustrated in Figure 4.

### 2.2. Projected Traffic Volumes

Based on SCDOT Average Annual Daily Traffic (AADT) volumes, daily traffic volumes in the study area have increased at an average rate of 4% per year. To reflect continued growth, a 4% annual growth rate was applied to the 2025 counts to develop the No-Build (2027) volumes. This growth rate was applied to account for all background growth in the area without any adjacent and/or the proposed developments. Refer to Figure 5 for an illustration of the No-Build (2027) traffic volumes at the study intersections.

### 2.3. Proposed Development Traffic Volumes

As mentioned previously, the proposed development is expected to consist of up to 60 detached single-family homes. The trip generation potential for the proposed development was estimated utilizing methodology contained within the ITE's *Trip Generation Manual*, 11<sup>th</sup> Edition. Utilizing ITE data for ITE Code 210, traffic volumes were generated for the weekday daily, the weekday AM peak hour, and the weekday PM peak hour. Refer to Table 2 for a summary of the trip generation potential of the proposed development.

**Table 2 – Trip Generation**

ITE Land Use (Code)	Density	Independent Variable	Daily Traffic	AM Peak		PM Peak	
				Enter	Exit	Enter	Exit
Detached Single-Family Housing (ITE Code 210)	60	Dwelling Units	631	12	35	39	22

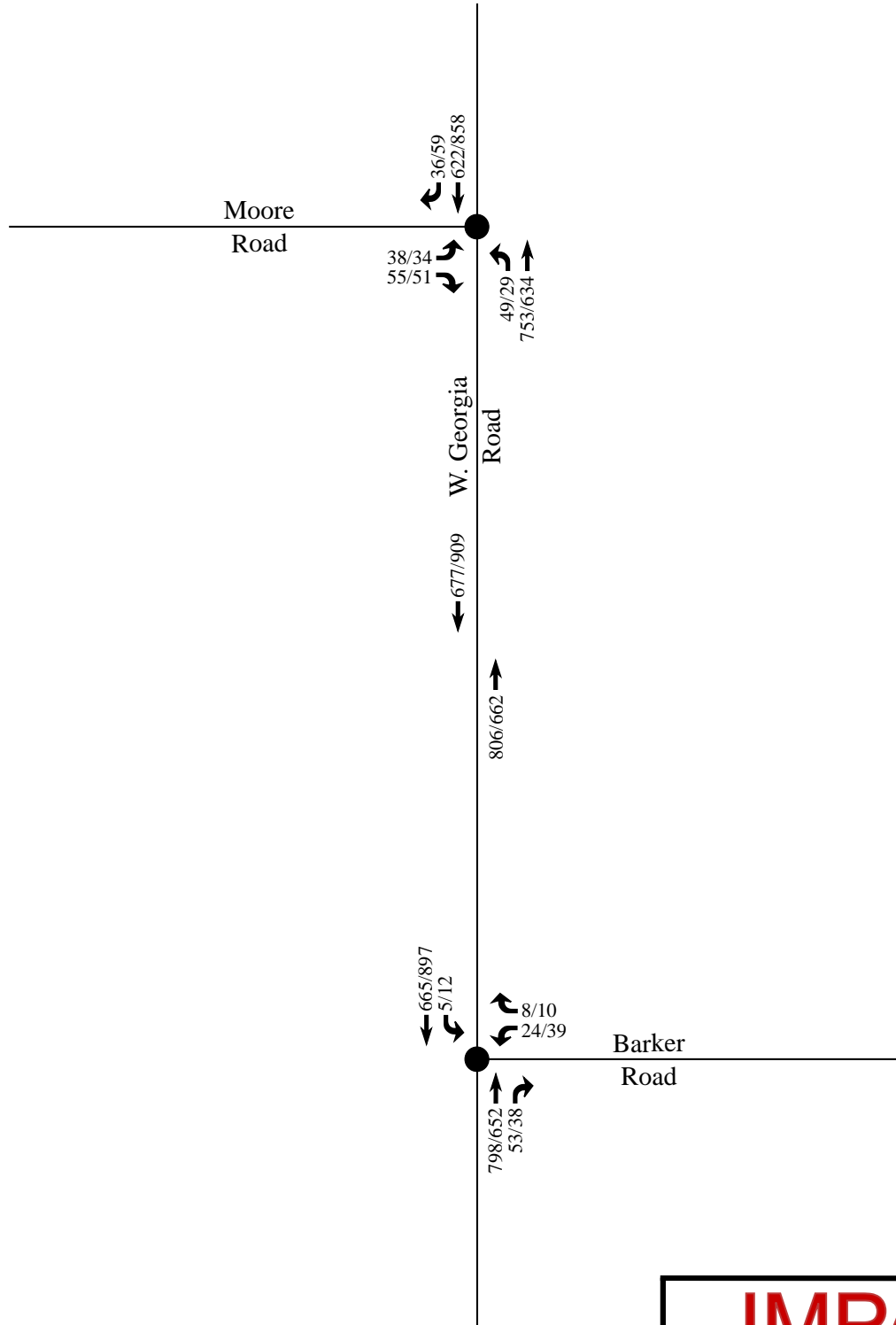
Traffic associated with the proposed development was distributed and assigned to the roadway network based upon existing travel patterns and are summarized below:

- 50% to/from the north via W Georgia Road
- 40% to/from the south via W Georgia Road
- 5% to/from the west via Moore Road
- 5% to/from the east via Barker Road

Refer to Figures 6 and 7 for the site trip distributions and assignments.

### 2.4. Future Build Traffic Volumes

The site generated traffic volumes were added to the No-Build (2027) traffic volumes to determine the Build (2027) volumes. The Build (2027) volumes are illustrated in Figure 8.



### LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

**IMPACT**  
Designs, Inc.

Toney Farms Residential  
Simpsonville, SC

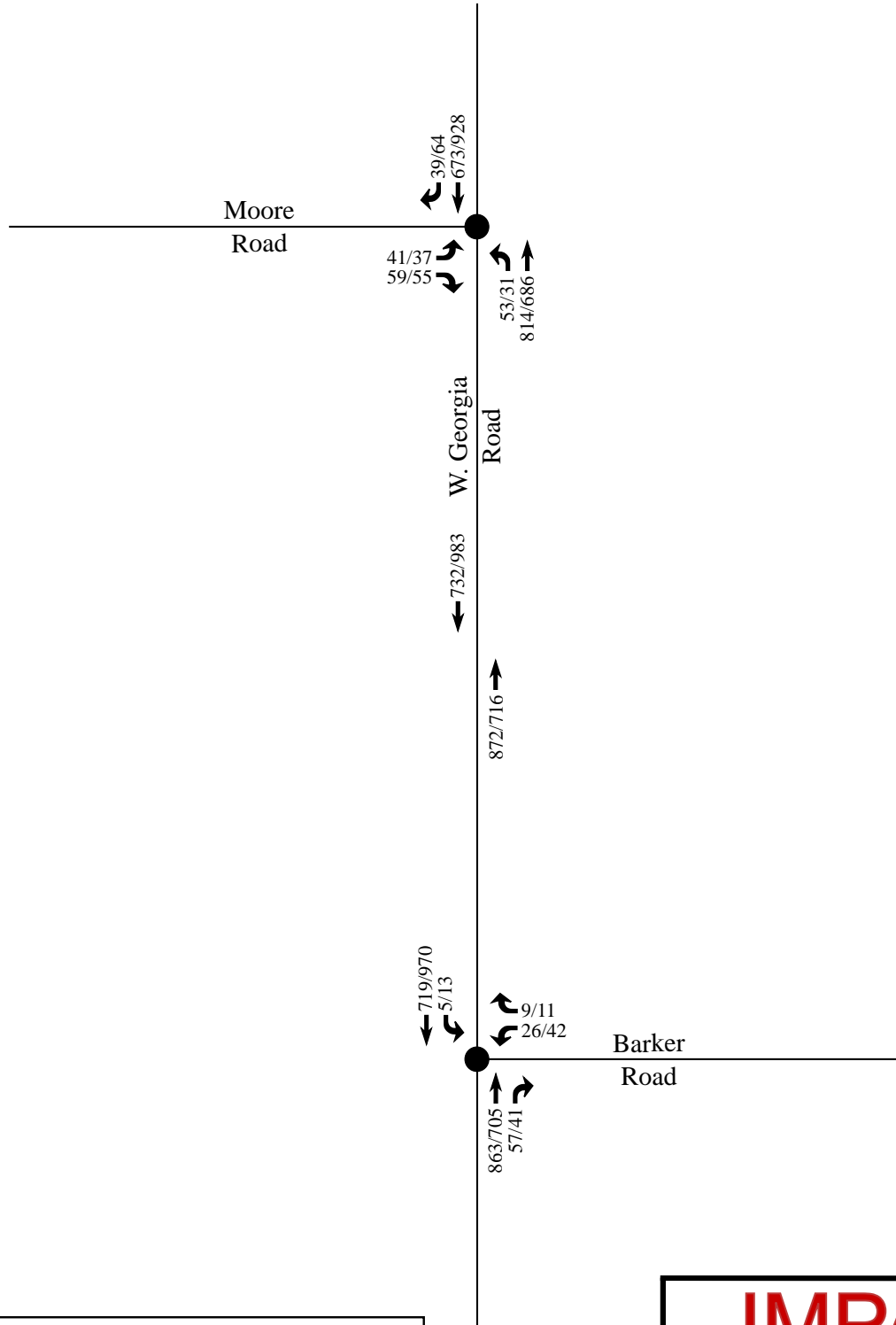
Existing (2025)  
Traffic Volumes

Scale: Not to Scale


Figure


4





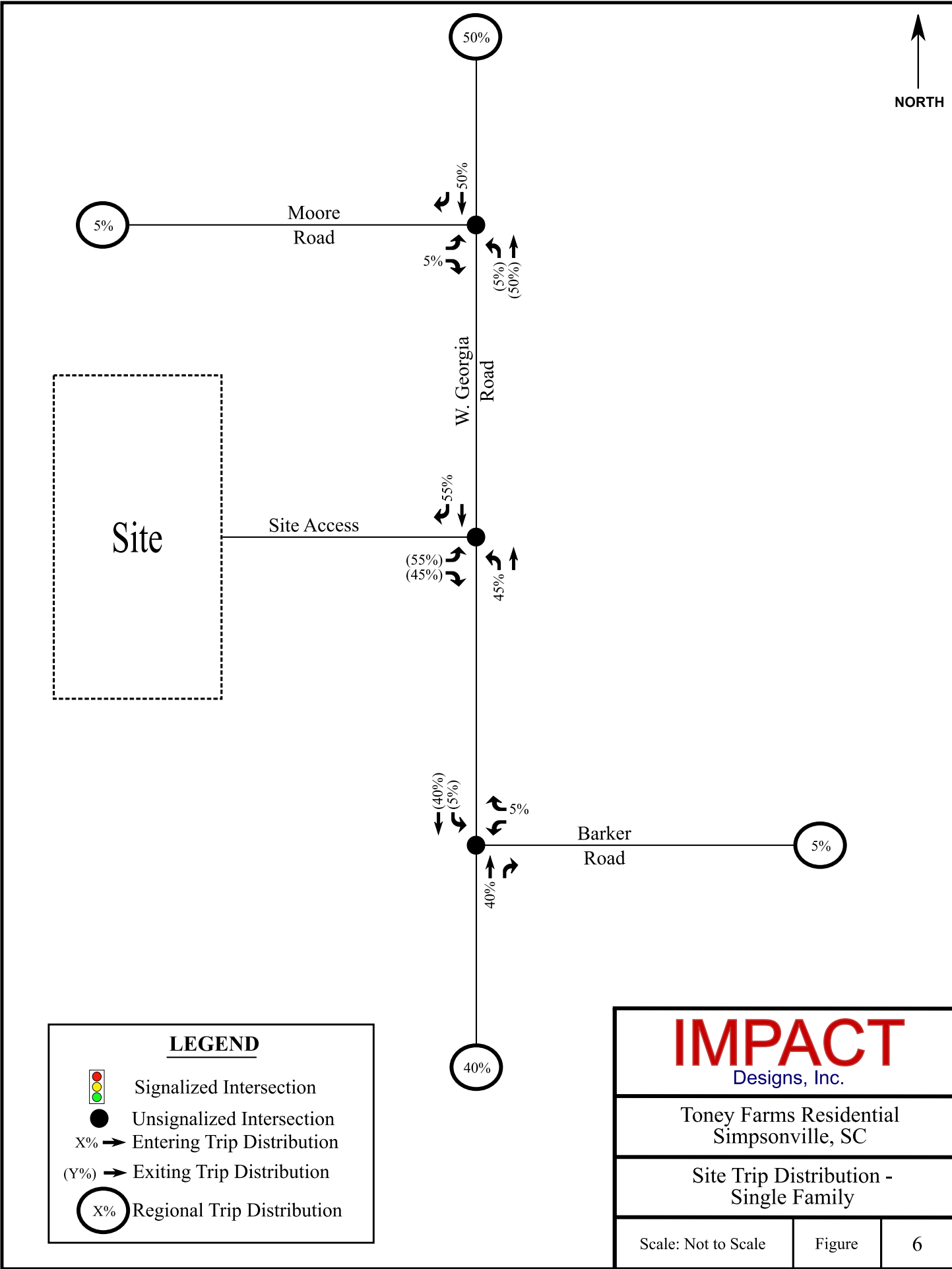
**LEGEND**

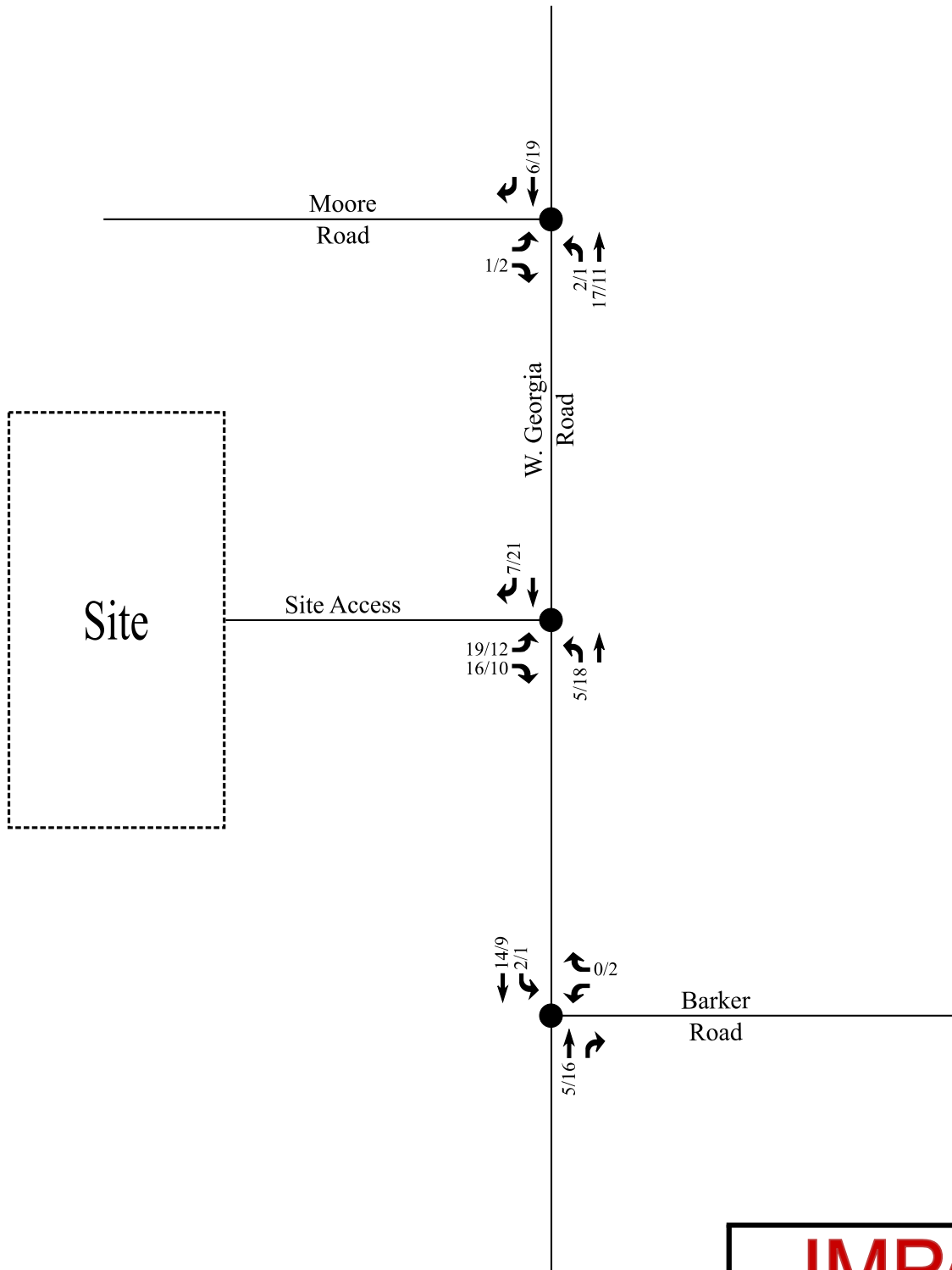
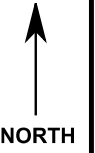
 Signalized Intersection

 Unsignalized Intersection



X / Y → AM / PM Peak Hour Traffic

IMPACT Designs, Inc.		
Toney Farms Residential Simpsonville, SC		
No-Build (2027) Traffic Volumes		
Scale: Not to Scale	Figure	5





### LEGEND

-  Signalized Intersection
-  Unsignalized Intersection
- X / Y → AM / PM Peak Hour Traffic

**IMPACT**  
Designs, Inc.

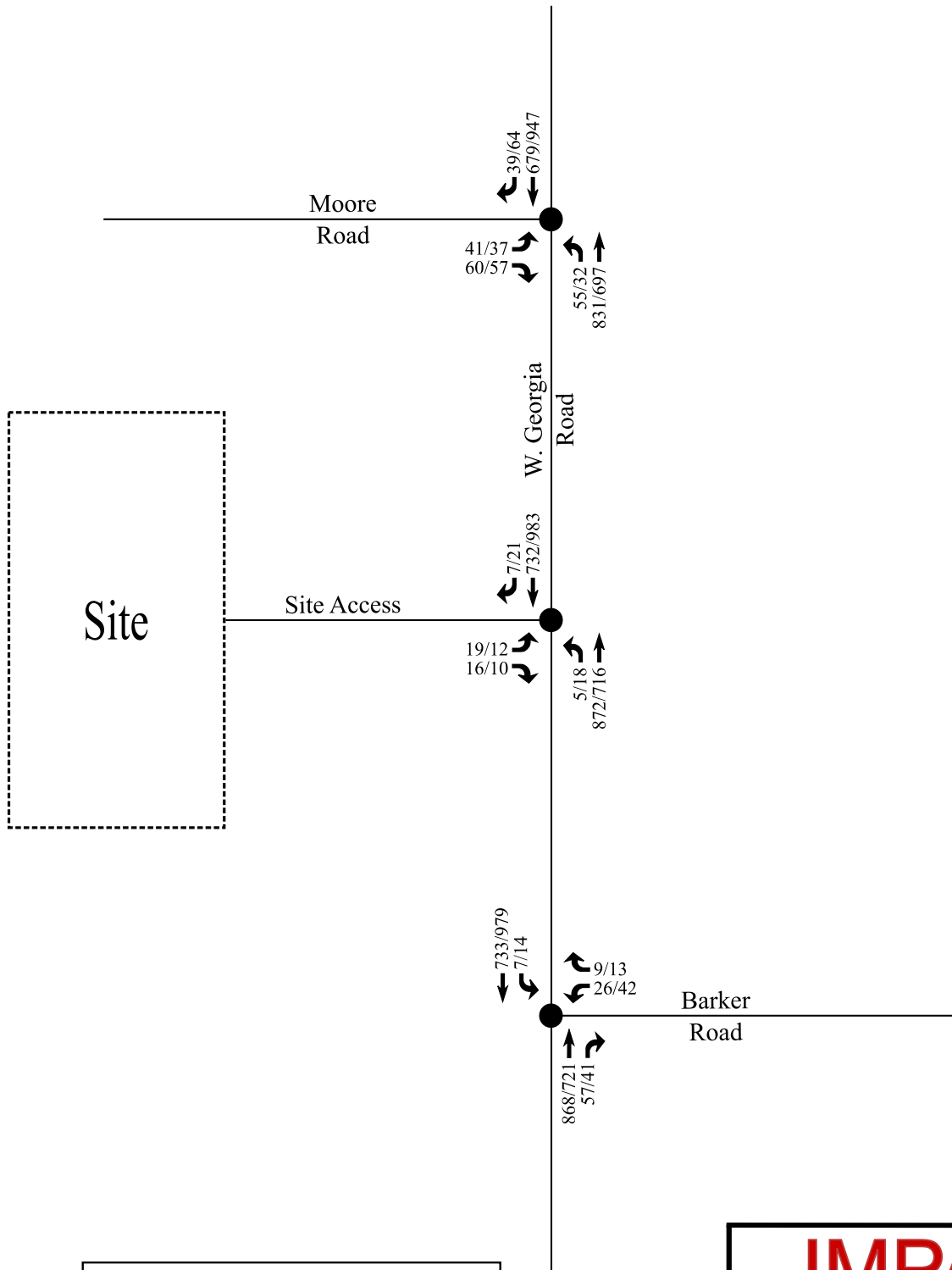
Toney Farms Residential  
Simpsonville, SC

Site Trip Assignment -  
Single Family


Scale: Not to Scale


Figure

7



**LEGEND**

 Signalized Intersection

 Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

**IMPACT**  
Designs, Inc.

Toney Farms Residential  
Simpsonville, SC

Build (2027)  
Traffic Volumes

Scale: Not to Scale

Figure

8

### 3. TRAFFIC IMPACT ANALYSIS

#### 3.1. Turn Lane Analysis

A turn lane analysis was conducted utilizing the Build (2027) volumes. Based on build out volumes, a left turn lane is warranted on W Georgia Road into the site access with a recommended storage of 150 feet and appropriate taper.

Refer to Appendix B for the turn lane warrants with volumes graphed.

#### 3.2. Intersection LOS Analysis

Using the existing, no-build, and build traffic volumes, intersection analyses were conducted for the study intersections under Existing (2025) conditions, No-Build (2027) conditions, and Build (2027) conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual (HCM 6<sup>th</sup> Edition)* methodologies of the *Synchro*, Version 11 software.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 3 summarizes the *HCM 6<sup>th</sup> Edition* control delay thresholds associated with each LOS grade for signalized and unsignalized intersections.

**Table 3 – HCM 6<sup>th</sup> Edition LOS Criteria for Signalized & Unsignalized Intersections**

Signalized Intersections		Unsignalized Intersections	
LOS	Control Delay per Vehicle (seconds)	LOS	Control Delay per Vehicle (seconds)
A	$\leq 10$	A	$\leq 10$
B	$> 10$ and $\leq 20$	B	$> 10$ and $\leq 15$
C	$> 20$ and $\leq 35$	C	$> 15$ and $\leq 25$
D	$> 35$ and $\leq 55$	D	$> 25$ and $\leq 35$
E	$> 55$ and $\leq 80$	E	$> 35$ and $\leq 50$
F	$> 85$	F	$> 50$

The results of the capacity analysis for the study intersections under existing traffic control are summarized in Table 4. Refer to Appendix C for the detailed capacity analysis reports and Appendix D for the queuing analysis results.

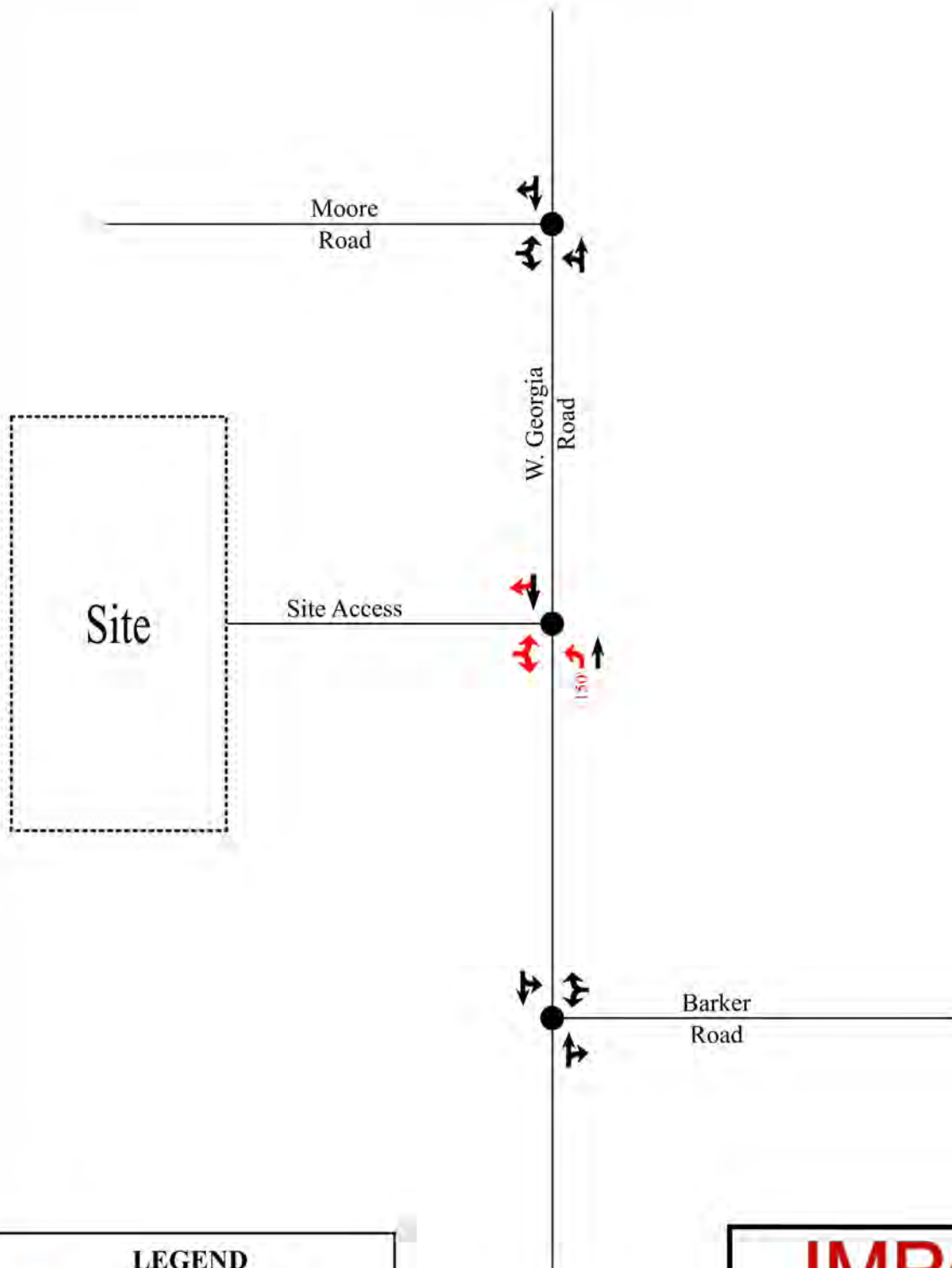


**Table 4 – Intersection Capacity Analysis Results**

Intersections	Approach	LOS (Delay in seconds per vehicle)							
		Existing (2025)		No-Build (2027)		Build (2027)		Build Improved (2027)	
		AM	PM	AM	PM	AM	PM	AM	PM
W. Georgia Rd & Moore Rd	EB	F (51.0)	F (61.3)	F (82.4)	F (105.6)	F (92.2)	F (120.5)	-	-
	NB	A (9.4)	B (10.5)	A (9.7)	B (11.0)	A (9.7)	B (11.1)	-	-
	SB	-	-	-	-	-	-	-	-
W. Georgia Rd & Barker Rd	WB	E (44.0)	F (70.3)	F (57.4)	F (107.4)	F (60.6)	F (122.8)	-	-
	NB	-	-	-	-	-	-	-	-
	SB	B (10.0)	A (9.3)	B (10.3)	A (9.6)	B (10.4)	A (9.6)	-	-
W. Georgia Rd & Site Access	EB	<i>Analyzed under Build conditions only.</i>				E (42.5)	F (51.1)	E (42.5)	E (49.4)
	NB					A (9.5)	B (10.9)	A (9.5)	B (10.9)
	SB					-	-	-	-

The capacity analysis indicates high side street delays for all of the study intersections across all scenarios, including the site access. Such conditions are common for unsignalized intersections on major roads with high peak hour volumes. The volumes at these intersections would likely not warrant signalization. Therefore, no mitigation is recommended at these locations.

Figure 9 shows the proposed lane configurations and traffic control for the Build (2027) conditions.



**LEGEND**



Signalized Intersection



Unsignalized Intersection



Existing Lane



Recommended Improvement



Storage (In Feet)

**IMPACT**  
Designs, Inc.

Toney Farms Residential  
Simpsonville, SC

Proposed Lane Configurations  
and Traffic Control

Scale: Not to Scale

Figure

9

#### 4. SUMMARY OF FINDINGS

A traffic impact study was conducted for the proposed Toney Farms development in accordance with SCDOT guidelines. The proposed development is located on the west side of W Georgia Road, south of Moore Road in Simpsonville, SC. The development is expected to consist of up to 60 detached single-family homes and is anticipated to be constructed by the end of 2027. Direct access to Toney Farms development is proposed to be provided via one full movement access point on W Georgia Road.

A turn lane analysis was conducted utilizing the Build (2027) volumes. Based on build out volumes, a left turn lane is warranted on W Georgia Road into the site access.

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##### Recommendations:

- Construct a left turn lane on W Georgia Road at the site access with a storage of 150 feet and appropriate taper.

# **TECHNICAL APPENDIX**

# **APPENDIX A**

## **TRAFFIC COUNT DATA**



**Historical Growth Calculation**

Count Station	Location			ADTs								Avg. Annual % Change
		2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	
23-0305	W. Georgia Rd.	22,000	21,200	20,200	21,500	20,700	19,000	18,700	18,000	16,100	16,100	3%
23-0390	Barker Rd.	1,000	950	950	1,000	1,050	1,250					-2%
23-0875	Stenhouse Rd.	9,400	8,500	8,600	8,100	8,300	7,300	7,500	7,000	5,300	5,300	6%
Total:		32,400	30,650	29,750	30,600	30,050	27,550	26,200	25,000	21,400	21,400	4%



TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - W. Georgia Road & N. Moore Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 1

Groups Printed- Cars + - Trucks

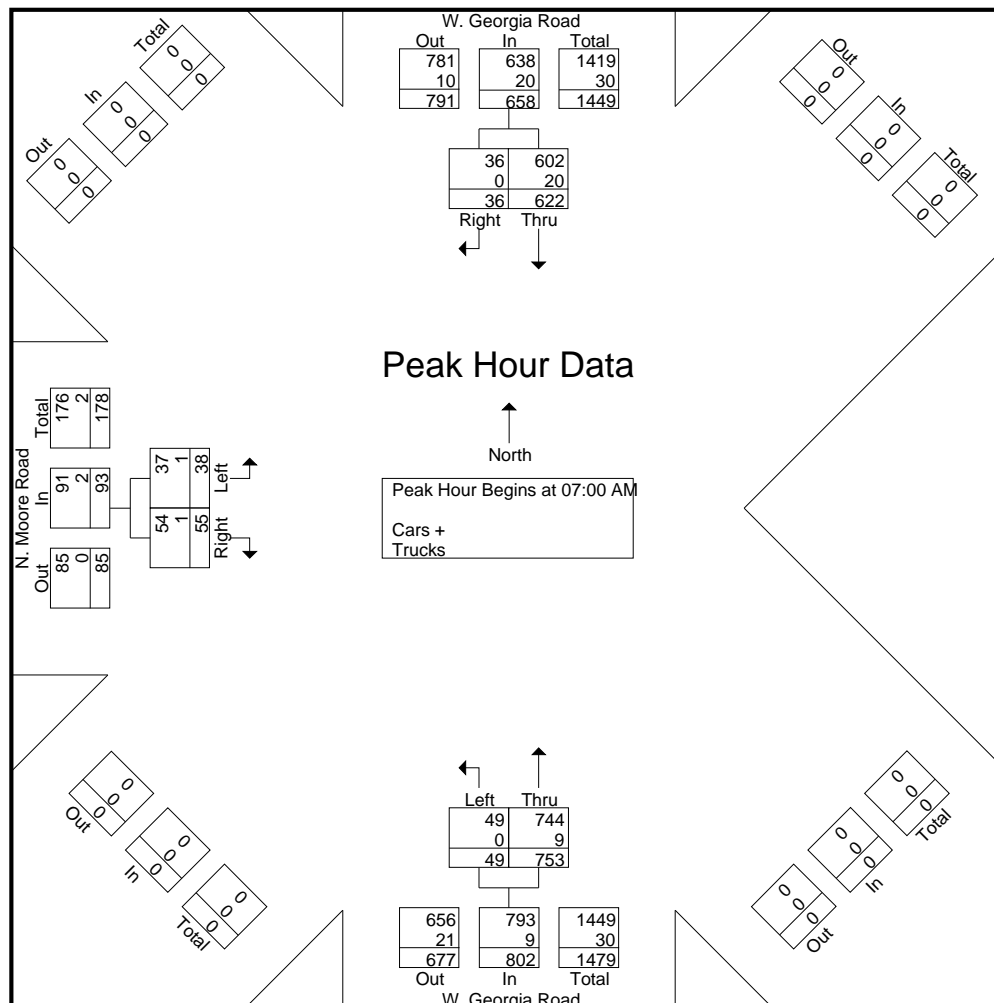
Start Time	W. Georgia Road Southbound			W. Georgia Road Northbound			N. Moore Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	100	3	103	7	218	225	11	14	25	353
07:15 AM	131	7	138	24	182	206	5	14	19	363
07:30 AM	196	15	211	8	192	200	14	19	33	444
07:45 AM	195	11	206	10	161	171	8	8	16	393
Total	622	36	658	49	753	802	38	55	93	1553
08:00 AM	135	7	142	8	157	165	12	10	22	329
08:15 AM	115	6	121	3	170	173	7	5	12	306
08:30 AM	112	11	123	3	207	210	16	3	19	352
08:45 AM	97	12	109	2	164	166	6	4	10	285
Total	459	36	495	16	698	714	41	22	63	1272
Grand Total	1081	72	1153	65	1451	1516	79	77	156	2825
Apprch %	93.8	6.2		4.3	95.7		50.6	49.4		
Total %	38.3	2.5	40.8	2.3	51.4	53.7	2.8	2.7	5.5	
Cars +	1042	71	1113	65	1422	1487	77	76	153	2753
% Cars +	96.4	98.6	96.5	100	98	98.1	97.5	98.7	98.1	97.5
Trucks	39	1	40	0	29	29	2	1	3	72
% Trucks	3.6	1.4	3.5	0	2	1.9	2.5	1.3	1.9	2.5



# TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - W. Georgia Road & N. Moore Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 2

	W. Georgia Road Southbound			W. Georgia Road Northbound			N. Moore Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	100	3	103	7	218	225	11	14	25	353
07:15 AM	131	7	138	24	182	206	5	14	19	363
07:30 AM	196	15	211	8	192	200	14	19	33	444
07:45 AM	195	11	206	10	161	171	8	8	16	393
Total Volume	622	36	658	49	753	802	38	55	93	1553
% App. Total	94.5	5.5		6.1	93.9		40.9	59.1		
PHF	.793	.600	.780	.510	.864	.891	.679	.724	.705	.874
Cars +	602	36	638	49	744	793	37	54	91	1522
% Cars +	96.8	100	97.0	100	98.8	98.9	97.4	98.2	97.8	98.0
Trucks	20	0	20	0	9	9	1	1	2	31
% Trucks	3.2	0	3.0	0	1.2	1.1	2.6	1.8	2.2	2.0





TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - W. Georgia Road & N. Moore Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 1

Groups Printed- Cars + - Trucks

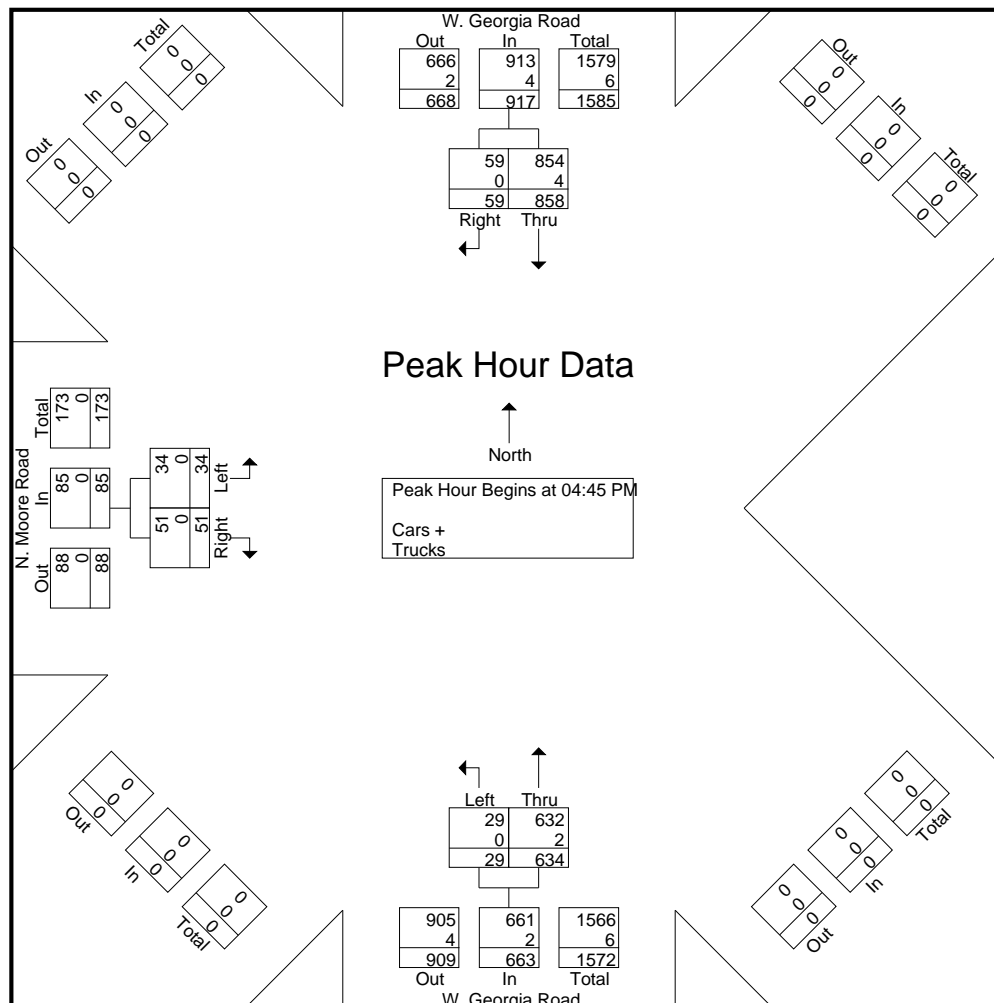
	W. Georgia Road Southbound			W. Georgia Road Northbound			N. Moore Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	172	21	193	4	136	140	9	6	15	348
04:15 PM	191	22	213	6	138	144	8	9	17	374
04:30 PM	181	13	194	5	154	159	11	10	21	374
04:45 PM	219	23	242	7	149	156	8	10	18	416
Total	763	79	842	22	577	599	36	35	71	1512
05:00 PM	201	14	215	5	155	160	13	13	26	401
05:15 PM	221	9	230	8	188	196	4	15	19	445
05:30 PM	217	13	230	9	142	151	9	13	22	403
05:45 PM	187	21	208	5	173	178	14	13	27	413
Total	826	57	883	27	658	685	40	54	94	1662
Grand Total	1589	136	1725	49	1235	1284	76	89	165	3174
Apprch %	92.1	7.9		3.8	96.2		46.1	53.9		
Total %	50.1	4.3	54.3	1.5	38.9	40.5	2.4	2.8	5.2	
Cars +	1580	136	1716	49	1226	1275	76	89	165	3156
% Cars +	99.4	100	99.5	100	99.3	99.3	100	100	100	99.4
Trucks	9	0	9	0	9	9	0	0	0	18
% Trucks	0.6	0	0.5	0	0.7	0.7	0	0	0	0.6



# TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - W. Georgia Road & N. Moore Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 2

	W. Georgia Road Southbound			W. Georgia Road Northbound			N. Moore Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	219	23	242	7	149	156	8	10	18	416
05:00 PM	201	14	215	5	155	160	13	13	26	401
05:15 PM	221	9	230	8	188	196	4	15	19	445
05:30 PM	217	13	230	9	142	151	9	13	22	403
Total Volume	858	59	917	29	634	663	34	51	85	1665
% App. Total	93.6	6.4		4.4	95.6		40	60		
PHF	.971	.641	.947	.806	.843	.846	.654	.850	.817	.935
Cars +	854	59	913	29	632	661	34	51	85	1659
% Cars +	99.5	100	99.6	100	99.7	99.7	100	100	100	99.6
Trucks	4	0	4	0	2	2	0	0	0	6
% Trucks	0.5	0	0.4	0	0.3	0.3	0	0	0	0.4





TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - W. Georgia Road & Barker Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 1

Groups Printed- Cars + - Trucks

	W. Georgia Road Southbound			Barker Road Westbound			W. Georgia Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	108	111	4	3	7	233	15	248	366
07:15 AM	2	142	144	11	3	14	193	19	212	370
07:30 AM	0	216	216	4	0	4	201	11	212	432
07:45 AM	0	199	199	5	2	7	171	8	179	385
Total	5	665	670	24	8	32	798	53	851	1553
08:00 AM	1	151	152	4	0	4	164	7	171	327
08:15 AM	1	117	118	6	2	8	171	10	181	307
08:30 AM	0	117	117	5	5	10	206	4	210	337
08:45 AM	1	98	99	4	2	6	163	2	165	270
Total	3	483	486	19	9	28	704	23	727	1241
Grand Total	8	1148	1156	43	17	60	1502	76	1578	2794
Apprch %	0.7	99.3		71.7	28.3		95.2	4.8		
Total %	0.3	41.1	41.4	1.5	0.6	2.1	53.8	2.7	56.5	
Cars +	8	1108	1116	39	17	56	1474	75	1549	2721
% Cars +	100	96.5	96.5	90.7	100	93.3	98.1	98.7	98.2	97.4
Trucks	0	40	40	4	0	4	28	1	29	73
% Trucks	0	3.5	3.5	9.3	0	6.7	1.9	1.3	1.8	2.6

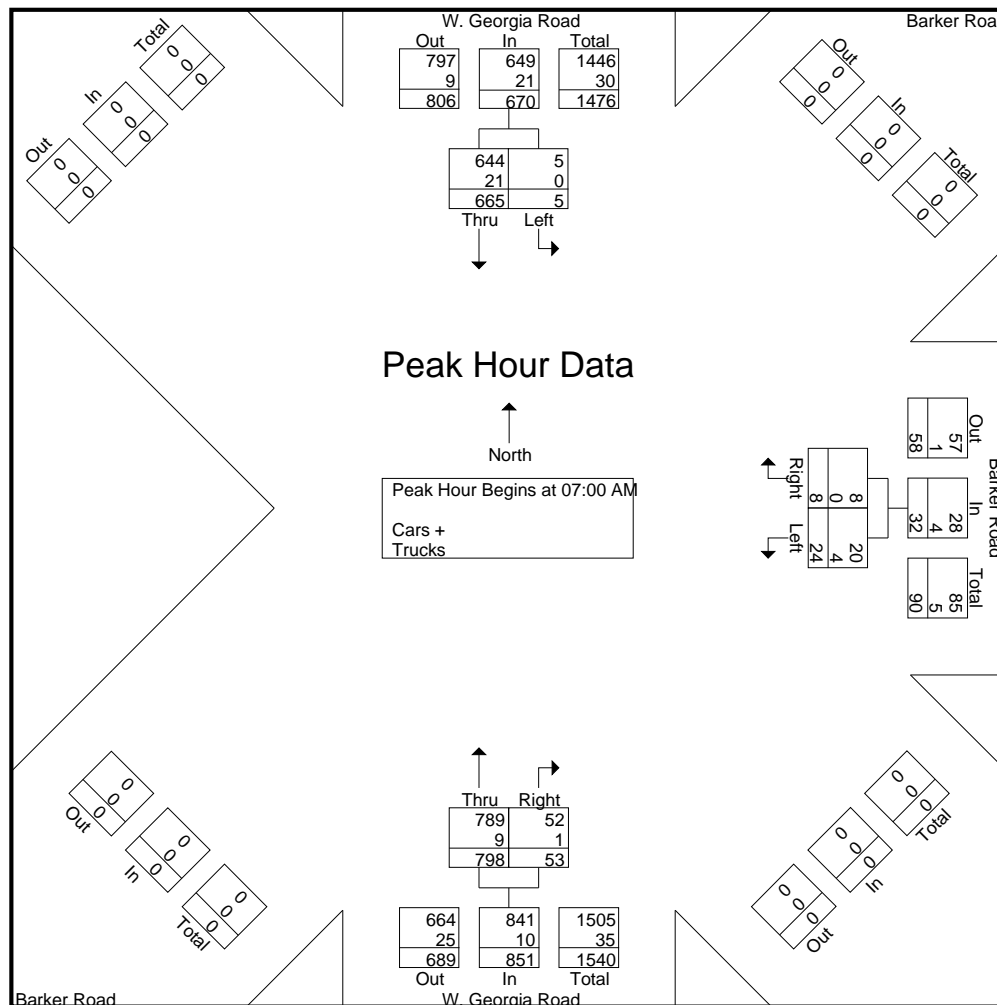




# TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - W. Georgia Road & Barker Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 2

	W. Georgia Road Southbound			Barker Road Westbound			W. Georgia Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	108	111	4	3	7	233	15	248	366
07:15 AM	2	142	144	11	3	14	193	19	212	370
07:30 AM	0	216	216	4	0	4	201	11	212	432
07:45 AM	0	199	199	5	2	7	171	8	179	385
Total Volume	5	665	670	24	8	32	798	53	851	1553
% App. Total	0.7	99.3		75	25		93.8	6.2		
PHF	.417	.770	.775	.545	.667	.571	.856	.697	.858	.899
Cars +	5	644	649	20	8	28	789	52	841	1518
% Cars +	100	96.8	96.9	83.3	100	87.5	98.9	98.1	98.8	97.7
Trucks	0	21	21	4	0	4	9	1	10	35
% Trucks	0	3.2	3.1	16.7	0	12.5	1.1	1.9	1.2	2.3





TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - W. Georgia Road & Barker Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 1

Groups Printed- Cars + - Trucks

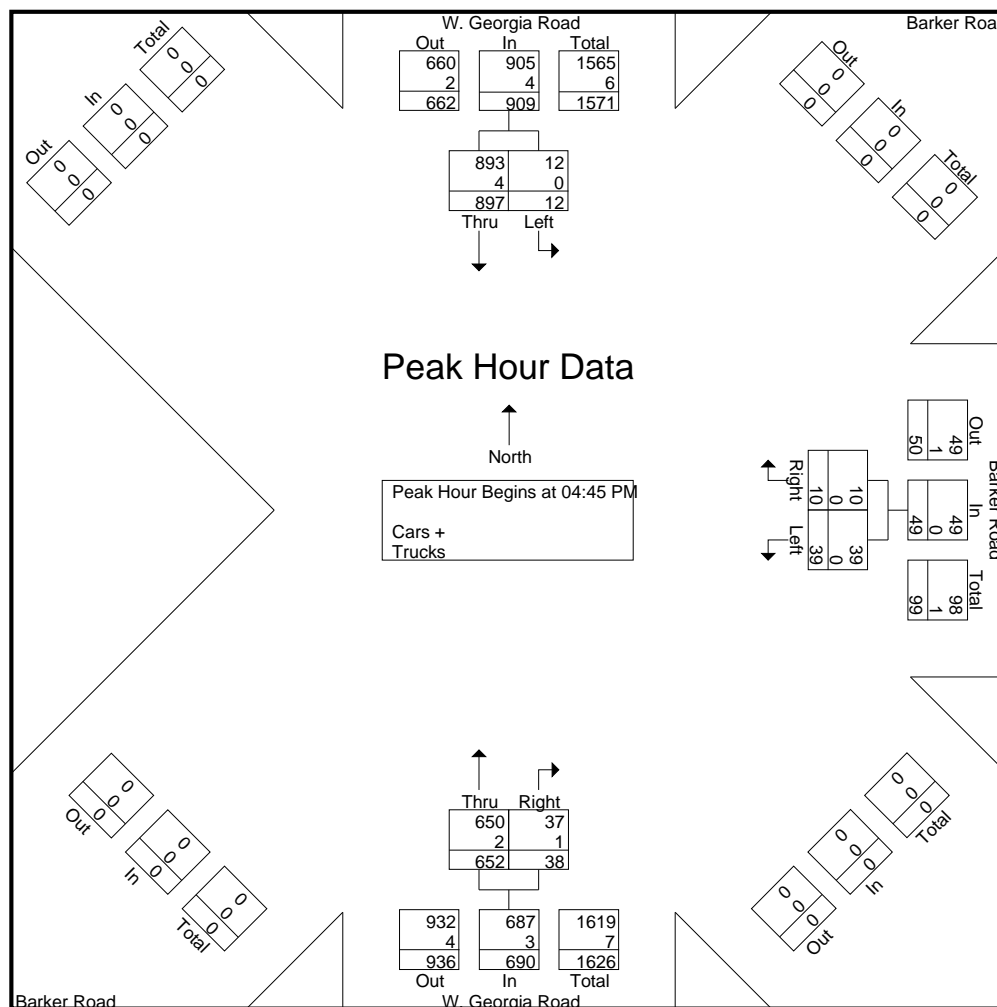
	W. Georgia Road Southbound			Barker Road Westbound			W. Georgia Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	173	177	6	2	8	140	7	147	332
04:15 PM	3	199	202	13	4	17	136	7	143	362
04:30 PM	4	184	188	12	4	16	162	8	170	374
04:45 PM	3	227	230	6	1	7	154	8	162	399
Total	14	783	797	37	11	48	592	30	622	1467
05:00 PM	2	213	215	12	5	17	154	13	167	399
05:15 PM	1	231	232	13	3	16	191	6	197	445
05:30 PM	6	226	232	8	1	9	153	11	164	405
05:45 PM	5	193	198	4	2	6	174	13	187	391
Total	14	863	877	37	11	48	672	43	715	1640
Grand Total	28	1646	1674	74	22	96	1264	73	1337	3107
Apprch %	1.7	98.3		77.1	22.9		94.5	5.5		
Total %	0.9	53	53.9	2.4	0.7	3.1	40.7	2.3	43	
Cars +	28	1637	1665	72	22	94	1255	72	1327	3086
% Cars +	100	99.5	99.5	97.3	100	97.9	99.3	98.6	99.3	99.3
Trucks	0	9	9	2	0	2	9	1	10	21
% Trucks	0	0.5	0.5	2.7	0	2.1	0.7	1.4	0.7	0.7



# TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - W. Georgia Road & Barker Road)  
 Site Code :  
 Start Date : 9/16/2025  
 Page No : 2

	W. Georgia Road Southbound			Barker Road Westbound			W. Georgia Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	3	227	230	6	1	7	154	8	162	399
05:00 PM	2	213	215	12	5	17	154	13	167	399
05:15 PM	1	231	232	13	3	16	191	6	197	445
05:30 PM	6	226	232	8	1	9	153	11	164	405
Total Volume	12	897	909	39	10	49	652	38	690	1648
% App. Total	1.3	98.7		79.6	20.4		94.5	5.5		
PHF	.500	.971	.980	.750	.500	.721	.853	.731	.876	.926
Cars +	12	893	905	39	10	49	650	37	687	1641
% Cars +	100	99.6	99.6	100	100	100	99.7	97.4	99.6	99.6
Trucks	0	4	4	0	0	0	2	1	3	7
% Trucks	0	0.4	0.4	0	0	0	0.3	2.6	0.4	0.4

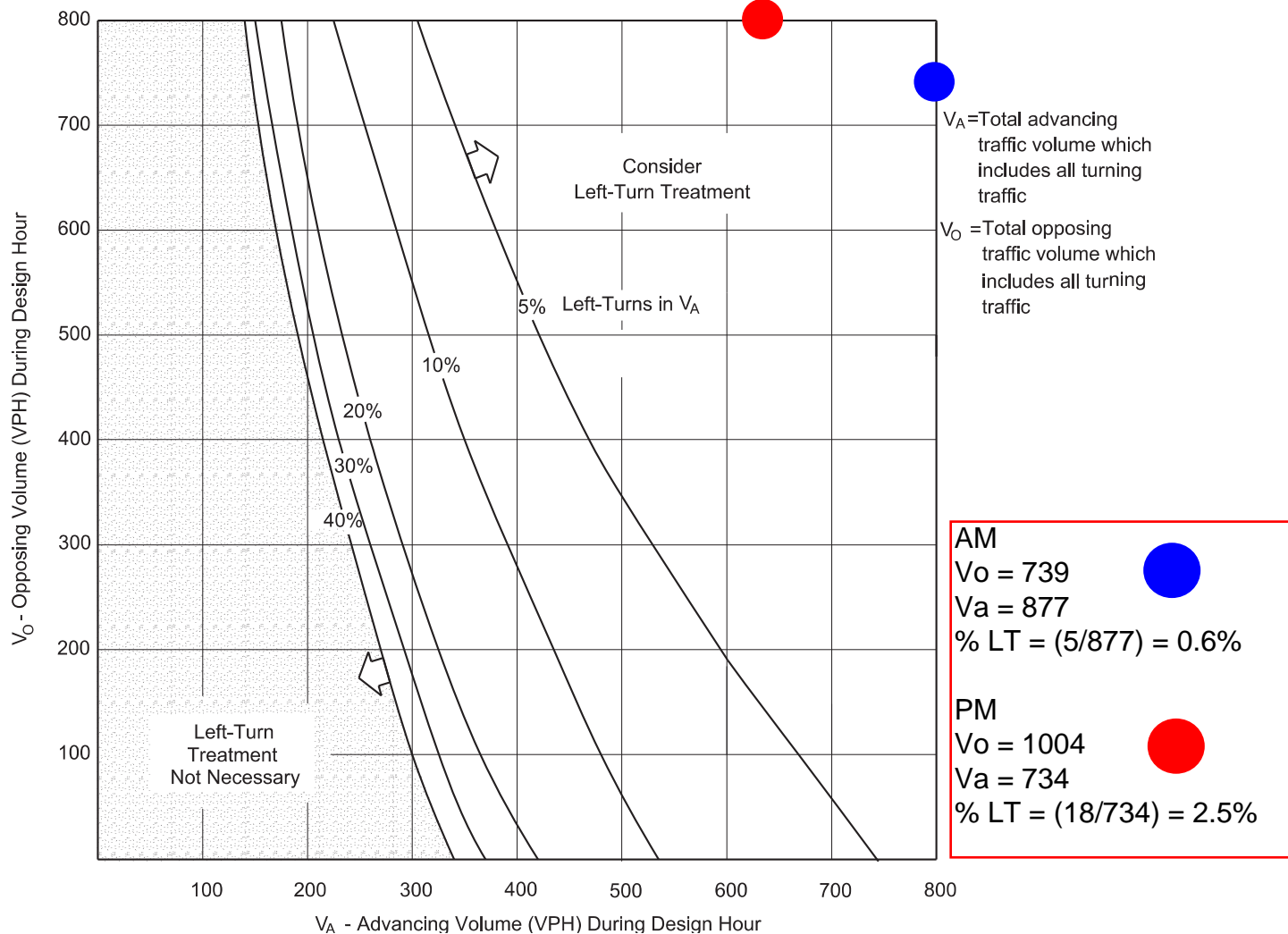




# **APPENDIX B**

## **TURN LANE ANALYSIS**

# W Georgia Road & Site Access



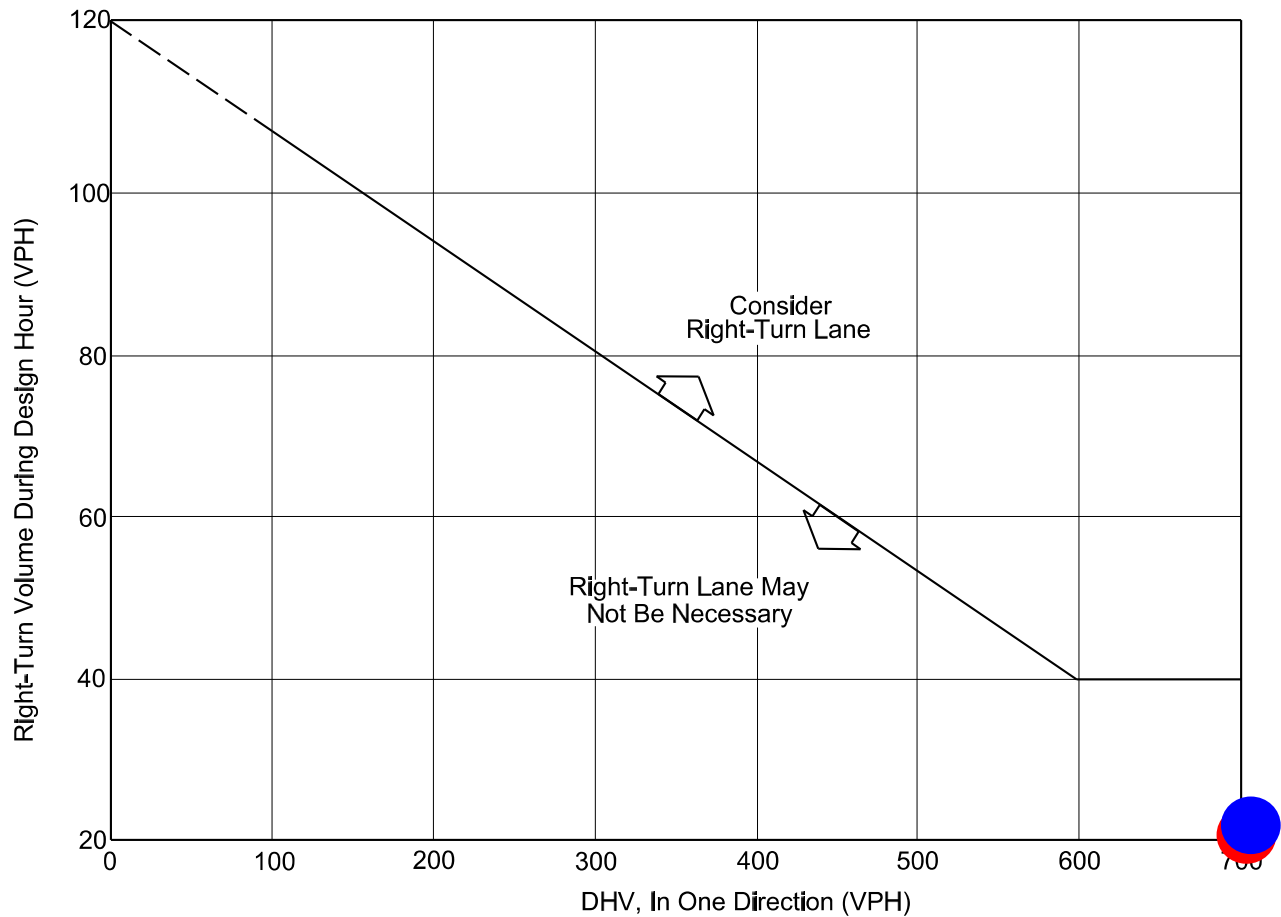
## Instructions:

1. The family of curves represents the percent of left turns in the advancing volume ( $V_A$ ). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read  $V_A$  and  $V_O$  into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

## VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)

Figure 9.5-F

# W Georgia Road & Site Access



*Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.*

## Example

Given:

Design Speed	=	35 miles per hour
DHV	=	250 vehicles per hour
Right Turns	=	100 vehicles per hour

### AM

DHV = 739

RT = 7

### PM

DHV = 1004

RT = 21

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use  $100 - 20 = 80$  vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.




## GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 9.5-A



# **APPENDIX C**




## **SYNCHRO ANALYSIS REPORTS**

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	55	49	753	622	36
Future Vol, veh/h	38	55	49	753	622	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	61	54	837	691	40

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1656	711	731	0	-	0
Stage 1	711	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	108	433	873	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	433	873	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	51	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	873	-	176	-	-
HCM Lane V/C Ratio	0.062	-	0.587	-	-
HCM Ctrl Dly (s/v)	9.4	0	51	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q (veh)	0.2	-	3.2	-	-




Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	8	798	53	5	665
Future Vol, veh/h	24	8	798	53	5	665
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	9	887	59	6	739

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1668	917	0
Stage 1	917	-	-
Stage 2	751	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	106	330	-
Stage 1	390	-	-
Stage 2	466	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	105	330	-
Mov Cap-2 Maneuver	105	-	-
Stage 1	390	-	-
Stage 2	459	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	44	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	127	725
HCM Lane V/C Ratio	-	-	0.28	0.008
HCM Ctrl Dly (s/v)	-	-	44	10
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q (veh)	-	-	1.1	0






Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	51	29	634	858	59
Future Vol, veh/h	34	51	29	634	858	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	57	32	704	953	66

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1754	986	1019	0	-	0
Stage 1	986	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	94	301	681	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	301	681	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	61.3	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	152	-	-
HCM Lane V/C Ratio	0.047	-	0.621	-	-
HCM Ctrl Dly (s/v)	10.5	0	61.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q (veh)	0.1	-	3.4	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	10	652	38	12	897
Future Vol, veh/h	39	10	652	38	12	897
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	11	724	42	13	997
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1768	745	0	0	766	0
Stage 1	745	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	92	414	-	-	847	-
Stage 1	469	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	414	-	-	847	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	70.3	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 106		847	-	
HCM Lane V/C Ratio	-	- 0.514		0.016	-	
HCM Ctrl Dly (s/v)	-	- 70.3		9.3	0	
HCM Lane LOS	-	- F		A	A	
HCM 95th %tile Q (veh)	-	- 2.3		0	-	

Intersection

Int Delay, s/veh 5.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 41 59 53 814 673 39

Future Vol, veh/h 41 59 53 814 673 39

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 46 66 59 904 748 43

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1792 770 791 0 - 0

Stage 1 770 - - - - -

Stage 2 1022 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 89 401 829 - - -

Stage 1 457 - - - - -

Stage 2 347 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 76 401 829 - - -

Mov Cap-2 Maneuver 76 - - - - -

Stage 1 392 - - - - -

Stage 2 347 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 82.4 0.6 0

HCM LOS F

Minor Lane/Major Mvmt NBL NBEBLn1 SBT SBR

Capacity (veh/h) 829 - 146 - -

HCM Lane V/C Ratio 0.071 -0.761 - -

HCM Ctrl Dly (s/v) 9.7 0 82.4 - -

HCM Lane LOS A A F - -

HCM 95th %tile Q (veh) 0.2 - 4.6 - -



Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	26	9	863	57	5	719
Future Vol, veh/h	26	9	863	57	5	719
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	10	959	63	6	799

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1802	991	0
Stage 1	991	-	-
Stage 2	811	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	88	299	-
Stage 1	359	-	-
Stage 2	437	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	87	299	-
Mov Cap-2 Maneuver	87	-	-
Stage 1	359	-	-
Stage 2	430	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	57.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT
Capacity (veh/h)	-	-	106	679
HCM Lane V/C Ratio	-	-	0.367	0.008
HCM Ctrl Dly (s/v)	-	-	57.4	10.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	1.5	0

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	37	55	31	686	928	64
Future Vol, veh/h	37	55	31	686	928	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	61	34	762	1031	71
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1897	1067	1102	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	76	270	633	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	270	633	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	105.6	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR	
Capacity (veh/h)	633	-	124	-	-	
HCM Lane V/C Ratio	0.054	-	0.824	-	-	
HCM Ctrl Dly (s/v)	11	0	105.6	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q (veh)	0.2	-	5	-	-	

Intersection

Int Delay, s/veh 3.2

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 42 11 705 41 13 970

Future Vol, veh/h 42 11 705 41 13 970

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 47 12 783 46 14 1078

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 1912 806 0 0 829 0

Stage 1 806 - - - - -

Stage 2 1106 - - - - -

Critical Hdwy 6.42 6.22 - - 4.12 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 - - 2.218 -

Pot Cap-1 Maneuver 75 382 - - 803 -

Stage 1 439 - - - - -

Stage 2 317 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 72 382 - - 803 -

Mov Cap-2 Maneuver 72 - - - - -

Stage 1 439 - - - - -

Stage 2 303 - - - - -

Approach WB NB SB

HCM Ctrl Dly, s/v 107.4 0 0.1

HCM LOS F

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 87 803 -

HCM Lane V/C Ratio - - 0.677 0.018 -

HCM Ctrl Dly (s/v) - - 107.4 9.6 0

HCM Lane LOS - - F A A

HCM 95th %tile Q (veh) - - 3.3 0.1 -



Intersection

Int Delay, s/veh 5.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 41 60 55 831 679 39

Future Vol, veh/h 41 60 55 831 679 39

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 46 67 61 923 754 43

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1821 776 797 0 - 0

Stage 1 776 - - - - -

Stage 2 1045 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 85 397 825 - - -

Stage 1 454 - - - - -

Stage 2 339 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 72 397 825 - - -

Mov Cap-2 Maneuver 72 - - - - -

Stage 1 385 - - - - -

Stage 2 339 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 92.2 0.6 0

HCM LOS F

Minor Lane/Major Mvmt NBL NBEBLn1 SBT SBR

Capacity (veh/h) 825 - 140 - -

HCM Lane V/C Ratio 0.074 -0.802 - -

HCM Ctrl Dly (s/v) 9.7 0 92.2 - -

HCM Lane LOS A A F - -

HCM 95th %tile Q (veh) 0.2 - 5 - -

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	26	9	868	57	7	733
Future Vol, veh/h	26	9	868	57	7	733
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	10	964	63	8	814

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1826	996	0	0	1027
Stage 1	996	-	-	-	-
Stage 2	830	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	85	297	-	-	676
Stage 1	357	-	-	-	-
Stage 2	428	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	83	297	-	-	676
Mov Cap-2 Maneuver	83	-	-	-	-
Stage 1	357	-	-	-	-
Stage 2	419	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	60.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	102	676	-
HCM Lane V/C Ratio	-	-	0.381	0.012	-
HCM Ctrl Dly (s/v)	-	-	60.6	10.4	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q (veh)	-	-	1.5	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	19	16	5	872	732	7
Future Vol, veh/h	19	16	5	872	732	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	18	6	969	813	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1798	817	821	0	-	0
Stage 1	817	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	88	376	808	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	376	808	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	42.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR
Capacity (veh/h)	808	-	134	-	-
HCM Lane V/C Ratio	0.007	-	0.29	-	-
HCM Ctrl Dly (s/v)	9.5	0	42.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q (veh)	0	-	1.1	-	-



Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	37	57	32	697	947	64
Future Vol, veh/h	37	57	32	697	947	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	63	36	774	1052	71

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1934	1088	1123	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	72	262	622	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	262	622	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	120.5	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBEBLn1	SBT	SBR
Capacity (veh/h)	622	-	119	-
HCM Lane V/C Ratio	0.057	-	0.878	-
HCM Ctrl Dly (s/v)	11.1	0	120.5	-
HCM Lane LOS	B	A	F	-
HCM 95th %tile Q (veh)	0.2	-	5.4	-

Intersection

Int Delay, s/veh 3.8

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 42 13 721 41 14 979

Future Vol, veh/h 42 13 721 41 14 979

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 47 14 801 46 16 1088

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 1944 824 0 0 847 0

Stage 1 824 - - - - -

Stage 2 1120 - - - - -

Critical Hdwy 6.42 6.22 - - 4.12 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 - - 2.218 -

Pot Cap-1 Maneuver 71 373 - - 790 -

Stage 1 431 - - - - -

Stage 2 312 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 67 373 - - 790 -

Mov Cap-2 Maneuver 67 - - - - -

Stage 1 431 - - - - -

Stage 2 296 - - - - -

Approach WB NB SB

HCM Ctrl Dly, s/v 122.8 0 0.1

HCM LOS F

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 83 790 -

HCM Lane V/C Ratio - - 0.736 0.02 -

HCM Ctrl Dly (s/v) - - 122.8 9.6 0

HCM Lane LOS - - F A A

HCM 95th %tile Q (veh) - - 3.6 0.1 -

Intersection

Int Delay, s/veh 0.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 12 10 18 716 983 21

Future Vol, veh/h 12 10 18 716 983 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 13 11 20 796 1092 23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All1940 1104 1115 0 - 0

Stage 1 1104 - - - - -

Stage 2 836 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 72 257 626 - - -

Stage 1 317 - - - - -

Stage 2 425 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver68 257 626 - - -

Mov Cap-2 Maneuver68 - - - - -

Stage 1 299 - - - - -

Stage 2 425 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 51.1 0.3 0

HCM LOS F

Minor Lane/Major Mvmt NBL NBEBLn1 SBT SBR

Capacity (veh/h) 626 - 102 - -

HCM Lane V/C Ratio 0.032 - 0.24 - -

HCM Ctrl Dly (s/v) 10.9 0 51.1 - -

HCM Lane LOS B A F - -

HCM 95th %tile Q (veh) 0.1 - 0.9 - -



Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 19 16 5 872 732 7

Future Vol, veh/h 19 16 5 872 732 7

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 150 - - -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 21 18 6 969 813 8

Major/Minor Minor2 Major1 Major2

Conflicting Flow All1798 817 821 0 - 0

Stage 1 817 - - - - -

Stage 2 981 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 88 376 808 - - -

Stage 1 434 - - - - -

Stage 2 363 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver87 376 808 - - -

Mov Cap-2 Maneuver87 - - - - -

Stage 1 431 - - - - -

Stage 2 363 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 42.5 0.1 0

HCM LOS E

Minor Lane/Major Mvmt NBL NBEBLn1 SBT SBR

Capacity (veh/h) 808 - 134 - -

HCM Lane V/C Ratio 0.007 - 0.29 - -

HCM Ctrl Dly (s/v) 9.5 - 42.5 - -

HCM Lane LOS A - E - -

HCM 95th %tile Q (veh) 0 - 1.1 - -

Intersection

Int Delay, s/veh 0.7

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 12 10 18 716 983 21

Future Vol, veh/h 12 10 18 716 983 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 150 - - -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 13 11 20 796 1092 23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All1940 1104 1115 0 - 0

Stage 1 1104 - - - - -

Stage 2 836 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 72 257 626 - - -

Stage 1 317 - - - - -

Stage 2 425 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver70 257 626 - - -

Mov Cap-2 Maneuver70 - - - - -

Stage 1 307 - - - - -

Stage 2 425 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 49.4 0.3 0

HCM LOS E

Minor Lane/Major Mvmt NBL NBEBLn1 SBT SBR

Capacity (veh/h) 626 - 105 - -

HCM Lane V/C Ratio 0.032 -0.233 - -

HCM Ctrl Dly (s/v) 10.9 - 49.4 - -

HCM Lane LOS B - E - -

HCM 95th %tile Q (veh) 0.1 - 0.8 - -

# **APPENDIX D**

## **SIMTRAFFIC ANALYSIS REPORTS**



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Intersection: 1: W. Georgia Road & Moore Road

---

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	121	190
Average Queue (ft)	50	39
95th Queue (ft)	98	123
Link Distance (ft)	1380	430
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

---

Intersection: 2: W. Georgia Road & Barker Road

---

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	57	5	75
Average Queue (ft)	22	0	5
95th Queue (ft)	50	4	38
Link Distance (ft)	1014	980	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

---

Network Summary

---

Network wide Queuing Penalty: 0
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Intersection: 1: W. Georgia Road & Moore Road

---

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	125	212	4
Average Queue (ft)	49	37	0
95th Queue (ft)	102	130	3
Link Distance (ft)	1380	430	1121
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

---

Intersection: 2: W. Georgia Road & Barker Road

---

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	94	2	119
Average Queue (ft)	32	0	14
95th Queue (ft)	72	2	66
Link Distance (ft)	1014	980	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

---

Network Summary

---

Network wide Queuing Penalty: 0
---------------------------------

---

Intersection: 1: W. Georgia Road & Moore Road

---

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	182	240	2
Average Queue (ft)	60	48	0
95th Queue (ft)	148	150	2
Link Distance (ft)	1380	430	1121
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

---

Intersection: 2: W. Georgia Road & Barker Road

---

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	87	57
Average Queue (ft)	27	4
95th Queue (ft)	67	28
Link Distance (ft)	1014	265
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

---

Network Summary

---

Network wide Queuing Penalty: 0
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---

Intersection: 1: W. Georgia Road & Moore Road

---

Movement	EB	NB	B3	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	200	263	34	7
Average Queue (ft)	71	52	2	0
95th Queue (ft)	163	179	48	4
Link Distance (ft)	1380	430	265	1121
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		2	1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 2: W. Georgia Road & Barker Road

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Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	102	12	86
Average Queue (ft)	37	0	10
95th Queue (ft)	79	10	49
Link Distance (ft)	1014	980	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Network Summary

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Network wide Queuing Penalty: 3
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## Intersection: 1: W. Georgia Road &amp; Moore Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	160	197	2
Average Queue (ft)	58	47	0
95th Queue (ft)	115	130	2
Link Distance (ft)	1380	424	1121
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 2: W. Georgia Road &amp; Barker Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	78	5	121
Average Queue (ft)	26	0	9
95th Queue (ft)	60	5	60
Link Distance (ft)	1014	980	272
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 3: W. Georgia Road &amp; Site Access

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	59	113	6
Average Queue (ft)	22	7	0
95th Queue (ft)	50	52	4
Link Distance (ft)	982	272	424
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 1: W. Georgia Road &amp; Moore Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	220	279	12
Average Queue (ft)	80	62	0
95th Queue (ft)	192	192	7
Link Distance (ft)	1380	424	1121
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 2: W. Georgia Road &amp; Barker Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	131	40	178
Average Queue (ft)	43	2	18
95th Queue (ft)	97	32	91
Link Distance (ft)	1014	980	272
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 3: W. Georgia Road &amp; Site Access

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	62	216	11
Average Queue (ft)	19	33	0
95th Queue (ft)	51	128	8
Link Distance (ft)	982	272	424
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Network Summary

Network wide Queuing Penalty: 2



## Intersection: 1: W. Georgia Road &amp; Moore Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	160	196	2
Average Queue (ft)	58	46	0
95th Queue (ft)	116	129	2
Link Distance (ft)	1380	423	1121
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 2: W. Georgia Road &amp; Barker Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	84	4	152
Average Queue (ft)	27	0	11
95th Queue (ft)	63	3	68
Link Distance (ft)	1008	981	270
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 3: W. Georgia Road &amp; Site Access

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	58	31	13
Average Queue (ft)	22	3	0
95th Queue (ft)	50	16	10
Link Distance (ft)	976		423
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 1: W. Georgia Road &amp; Moore Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	221	290	12
Average Queue (ft)	82	63	1
95th Queue (ft)	193	194	8
Link Distance (ft)	1380	423	1121
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 2: W. Georgia Road &amp; Barker Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	133	160
Average Queue (ft)	45	17
95th Queue (ft)	101	82
Link Distance (ft)	1008	270
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: W. Georgia Road &amp; Site Access

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	66	35	10	5
Average Queue (ft)	20	10	0	0
95th Queue (ft)	52	32	10	5
Link Distance (ft)	976		270	423
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Network Summary

Network wide Queuing Penalty: 0

**SIMPSONVILLE ORDINANCE \_\_\_\_ - 2025**

**AN ORDINANCE TO AMEND SECTION 16-4 (WARDS; BOUNDARIES) OF CHAPTER 16  
(ELECTIONS) OF THE CITY OF SIMPSONVILLE CODE OF ORDINANCES**

**WHEREAS**, the Simpsonville City Council reviews the city ordinances at various times to make necessary improvements and/or changes; and,

**WHEREAS**, Section 16-4 of the Simpsonville Code of Ordinances refers to establishing ward lines based upon the 2000 Decennial Census and needs to be amended to reflect that ward lines will be determined by the most recent decennial census; and,

**WHEREAS**, the Council, after considering all the facts and circumstances surrounding the proposed amendments contained herein, do hereby find that the amendments as set forth herein are in the best interests of the City of Simpsonville.

**NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, AS FOLLOWS:**

NOTE: *Language in section 1 of this ordinance that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language that is not ~~struck through~~ or underlined is not to be changed, and \*\*\* represents sections of the Ordinance that have been skipped and remain unchanged.*

**Section 1.** That Section 16-4 (Wards; boundaries) of Chapter 16 (Elections) of the City of Simpsonville Code of Ordinances is hereby amended as follows:

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**Sec. 16-4. Wards; boundaries.**

The ward lines for each ward within the city are as modified, based upon the ~~2000~~ most recent Decennial Census, in accordance with the proposed ward map made a part of this section by reference and as authorized by S.C. Code Ann. 5-15-50. Areas annexed to the city shall be assigned to a ward by ordinance at the time of such annexation.

(Ord. No. 2003-04, 4-8-2003; Ord. No. 2015-05, 6-9-2015)

State law reference(s)—Establishment of municipal wards, S.C. Code 1976, § 5-15-50.

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**Section 2:** That the amendments contained herein shall be effective upon second and final reading of this Ordinance.

**Section 3:** Severability is intended throughout and within the provisions of this Ordinance. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this Ordinance.



ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

	<p>SIGNATURE OF MAYOR:</p> <p>_____</p> <p>Paul Shewmaker</p>
<p>ATTEST:</p> <p>_____</p> <p>Ashley Clark City Clerk</p>	<p>APPROVED AS TO FORM:</p> <p>_____</p> <p>Daniel Hughes City Attorney</p>
<p>FIRST READING: November 18, 2025 SECOND READING:</p>	