CITY OF SIMPSONVILLE: CITY COUNCIL COMMITTEE OF THE WHOLE MEETING
— AGENDA —

Council Chambers, Simpsonville City Hall | June 23, 2026 | 6 p.m.

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1. **CALL TO ORDER**
   Tee Coker, City Administrator

2. **ROLL CALL**
   Recorder: Justin Campbell, City Clerk

3. **ELECTION OF TEMPORARY PRESIDING OFFICER**
   [*Code of Ordinances: Chapter 2. Article II. Division 2. Sec. 2-67(a)(3)*]
   Justin Campbell, City Clerk

4. **APPROVAL OF MINUTES**
   Committee of the Whole Meeting on May 26, 2026

5. **PROCLAMATIONS**
   - **A. Celebrating the 250th Anniversary of Carolina Day**
     Chad O'Rear, Councilmember
   - **B. Celebrating the 250th Anniversary of the United States of America**
     Temporary Presiding Officer

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. **STAFF REPORTS**
   Department heads will be available to ask any questions concerning the Unified Departments Report, which includes the Fire, Police, Parks & Recreation, and Public Works departments.

   - **A. Financial Report**
     Maria Tooley, Finance Director

   - **B. City Administrator Report**
     Tee Coker, City Administrator

8. **BUSINESS**

   - **A. Site Plan Ordinance SP-2026-02, to approve major change of amending current Statement of Intent and Concept Plan for Timber's Edge Innovative Development**
     Charlene Carter, City Planner

   - **B. Ordinance O-2026-08, to authorize a referendum on a $12,000,000 tax credit to property owners in city limits with 4 percent assessment ratio and $48,000,000 in local infrastructure projects for Nov. 3, 2026, per S.C. Code of Laws § 5-41-110, Municipal Tax Relief Act**
     Tee Coker, City Administrator & Andy West, Public Works Director

C. **Resolution R-2026-14, to approve Cooperative Agreement with Greenville County and Greenville County Redevelopment Authority to obtain "Urban County Status" and appoint the Authority as the City of Simpsonville's agent for administering grant funds**
Tee Coker, City Administrator

D. **Reallocation of Accommodations Tax Funds granted to Everything Outdoor Fest**
Maria Tooley, Finance Director

9. ADJOURNMENT
Temporary Presiding Officer

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Justin Campbell

Department: Administration

Date Submitted: 06/17/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Minutes for Committee of the Whole Meeting on May 26, 2026

Summary of Item/Purpose:

Review and approval of minutes from Committee of the Whole Meeting on May 26, 2026

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☐
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☑
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

CITY OF SIMPSONVILLE: CITY COUNCIL COMMITTEE OF THE WHOLE MEETING
— MINUTES —

Council Chambers, Simpsonville City Hall | May 26, 2026 | 6 p.m.

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1. **CALL TO ORDER**
   Mayor Shewmaker called the meeting to order at 6:02 p.m.

2. **ROLL CALL**
   City Clerk Justin Campbell called the roll:

Councilmember	Present	Absent
Ward 1 – Chad O'Rear	✓	
Ward 2 – Aaron Rupe	✓	
Ward 3 – Shannon Williams	✓	
Ward 4 – Sherry Roche	✓	
Ward 5 – Tim Pinkerton	✓	
Ward 6 – Jerry Tuso		✓
Mayor Paul Shewmaker	✓	

3. **PLEDGE OF ALLEGIANCE**
   Mayor Shewmaker led Council Chambers in the Pledge of Allegiance.

4. **PROCLAMATION**
   Mayor Shewmaker read and presented to Madelyne Pitts a proclamation declaring May 27, 2026 "Maddie Pitts Day." Photographs were taken of Ms. Pitts and Mayor Shewmaker and Council.

5. **PRESENTATIONS**
   - **A. Recognition of Simpsonville City Council for Achieving Municipal Elected Officials Institute of Government Honor Roll**
     Field Services Manager for the Municipal Association of South Carolina Robert Wolfe presented to Council a plaque for achieving the Municipal Elected Officials Institute of Government Honor Roll. A photograph was taken of Council and Mr. Wolfe.
   - **B. Traffic Impact Study for traffic calming measures in League Estates, Poinsettia, and along Jones Avenue**
     Traffic Project Manager for Impact Designs, Inc. Allen Reid presented to Council recommendations for traffic calming measures in the neighborhoods League Estates and Poinsettia and on Jones Avenue.

6. **APPROVAL OF MINUTES**
   The minutes for the Committee of the Whole Meeting on April 28, 2026 were approved as amended. Mayor Shewmaker amended the minutes by replacing "Yes – 0. No – 0" in item *8.B. Ordinance O-2026-05* with "Yes – 7. No – 0" to reflect the correct vote tallies, per the request of Councilmember O'Rear.

7. **CITIZEN COMMENTS**
   - James Kincannon gave comments about his concerns regarding "cut-through" traffic on Jones Avenue, off which he resides. Mr. Kincannon requested that Council approve three speed humps for and add "No Thru-Traffic" and "No Trucks" signs on the street.
   - Christina Dodd gave comments about her concerns regarding "cut-through" traffic on Jones Avenue, off which she resides. Ms. Dodd requested that Council approve three speed humps for the street. Ms. Dodd gave comments about her concerns in relation to Jones Avenue for her family members who reside with her.

8. STAFF REPORTS

Department heads were available to ask any questions concerning the Unified Departments Report, which includes the Fire, Police, Parks & Recreation, and Public Works departments.

A. Financial Report

Finance Director Maria Tooley gave the monthly Financial Report.

B. City Administrator Report

City Administrator Tee Coker gave the monthly City Administrator Report.

9. BUSINESS

A. Ordinance O-2026-07, to subject any future franchise agreement request for telecommunication services or otherwise to Council approval pursuant to an agreed-upon franchise agreement

Charlene Carter, City Planner

Motion by Councilmember Roche with a second by Councilmember Pinkerton to approve Ordinance O-2026-07 to subject any future franchise agreement request for telecommunication services or otherwise to Council approval pursuant to an agreed-upon franchise agreement, thereby moving Ordinance O-2026-07 to the Business Meeting on June 9, 2026. Yes – 6. No – 0. Motion carried.

B. Discussion of Traffic Impact Study, proposing implementing recommendations for traffic calming measures in League Estates, Poinsettia, and Jones Avenue

Paul Shewmaker, Mayor

Motion by Mayor Shewmaker with a second by Councilmember Williams to approve the measures as presented in the traffic impact study for traffic calming in League Estates, Poinsettia, and Jones Avenue, thereby moving the measures as presented to the Business Meeting on June 9, 2026. Yes – 4. No – 2. Dissenting: Councilmember O'Rear and Councilmember Pinkerton. Motion carried.

10. EXECUTIVE SESSION

- A motion by Mayor Shewmaker to enter executive session to conduct a semi-annual evaluation of the City Administrator as required by the Simpsonville, S.C. Code of Ordinances § 2-166(b) and to discuss employment matters related to the Administration Department, both items as permitted by S.C. Code of Laws § 30-4-70(a)(1) with a second by Councilmember Roche. Yes – 6. No – 0. Motion carried.
- Council entered executive session at 7:09 p.m. and returned to public session at 8:20 p.m.

A. To conduct a semi-annual evaluation of the City Administrator as required by the Simpsonville, S.C. Code of Ordinances § 2-166(b), as allowed by S.C. Code of Laws § 30-4-70(a)(1)

A motion by Councilmember Roche to provide the City Administrator with a seven (7) percent raise for the next year [Fiscal Year 2026-2027]***** with a second by Councilmember Pinkerton. Yes – 6. No – 0. Motion carried.

B. To discuss employment matters related to the Administration Department, as allowed by S.C. Code of Laws § 30-4-70(a)(1)

Council took no action on item 10.B.

11. ADJOURNMENT

Mayor Shewmaker adjourned the meeting without objection at 8:21 p.m.

*****_Brackets were added by the City Clerk for clarification of the time frame._

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Chad O'Rear

Department: City Council

Date Submitted: 06/16/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Proclamation: Celebrating 250th Anniversary of Carolina Day

Summary of Item/Purpose:

A proclamation celebrating the 250th Anniversary of Carolina Day when south Carolina patriots under command of Col. William Moultrie heroically defended Sullivan's island on June 28, 1776 in the American Revoluationary War

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☐
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☑
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

City of Simpsonville

Proclamation

CELEBRATING THE 250TH ANNIVERSARY OF CAROLINA DAY

WHEREAS, on June 28, 1776, the brave patriots of South Carolina, under the command of Colonel William Moultrie, heroically defended Sullivan's Island against a superior British naval force in the Battle of Sullivan's Island, thereby achieving a stunning victory that boosted the morale of the patriots in the fledgling American Revolutionary War and demonstrated the fighting spirit of the Carolina Lowcountry; and

WHEREAS, this pivotal stand at the palmetto-log fort protected by the City of Charleston delayed British plans for its campaign in the Southern colonies and gave birth to enduring symbols of South Carolina pride—the palmetto tree on the South Carolina state flag and the proud legacy of resilience and independence; and

WHEREAS, 250 years later, the spirit of that decisive day continues to inspire South Carolinians across the great state, from the Upstate to the Lowcountry, as the City of Simpsonville honors the courage, sacrifice, and determination of those who secured our liberty; and

WHEREAS, this Semiquincentennial anniversary provides an opportunity for all citizens to reflect on our shared history, celebrate our enduring values of freedom and self-governance, and recommit to the principles that have made South Carolina strong for two and a half centuries;

NOW, THEREFORE, I, Paul Shewmaker, Mayor of the City of Simpsonville, South Carolina, do hereby proclaim June 28, 2026 as

CAROLINA DAY

in celebration of its 250th anniversary, and I call upon the people of South Carolina to observe this historic milestone with appropriate ceremonies, educational programs, parades, historical re-enactments, and expressions of pride in our Palmetto State heritage. May the memory of Fort Sullivan's defenders continue to guide us, and may God continue to bless the state of South Carolina and the United States of America.

IN WITNESS WHEREOF,

I have set my hand and caused the seal of the City of Simpsonville to be affixed this 23rd day of June in the year of our Lord 2026.

Paul D. Shewmaker

Paul Shewmaker
Mayor

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Mayor Paul Shewmaker

Department: City Council

Date Submitted: 06/16/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Proclamation: 250th Anniversary of the United States of America

Summary of Item/Purpose:

A proclamation stating 2026 is a year for celebrating the 250th anniversary of the United States of America on July 4, 1776 to July 4, 2026

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☐
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☑
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

City of Simpsonville

Proclamation

CELEBRATING THE 250TH ANNIVERSARY OF THE UNITED STATES OF AMERICA

WHEREAS, on July 4, 1776, our nation's founders declared the American colonies to be free and independent states, establishing the principles of liberty, self-government, and equality that continue to guide our nation; and

WHEREAS, the year 2026 marks the 250th anniversary of the United States of America, providing an opportunity for Americans to reflect upon our shared history, honor the sacrifices of those who secured and preserved our freedoms, and celebrate the enduring promise of our democracy; and

WHEREAS, the City of Simpsonville proudly recognizes the contributions of generations of citizens whose dedication, service, and commitment have strengthened our community and our nation; and

WHEREAS, the residents of Simpsonville will gather at Simply Freedom Fest on July 3rd to celebrate our nation's semi quincentennial with patriotism, fellowship, and gratitude for the blessings of liberty;

NOW, THEREFORE, I, Paul Shewmaker, Mayor of the City of Simpsonville, South Carolina, do hereby proclaim the year 2026 as a time of

CELEBRATION OF THE 250TH ANNIVERSARY OF THE UNITED STATES OF AMERICA

and encourage all citizens to participate in commemorative activities, learn from our nation's history, and renew their commitment to the ideals of freedom and civic responsibility.

IN WITNESS WHEREOF,

I have set my hand and caused the seal of the City of Simpsonville to be affixed this 16th day of June in the year of our Lord 2026.

Paul D. Shewmaker

Paul Shewmaker
Mayor

SIMPSONVILLE UNIFIED DEPARTMENTS REPORT

Committee of the Whole Meeting: June 23, 2026

Final Report Assembled by: Justin Campbell, City Clerk

Date of Finalization: June 18, 2026

EXECUTIVE SUMMARY:

In May 2026, the City of Simpsonville's departments continued to focus on public safety, community engagement, operational readiness, and implementation of strategic initiatives that support the City's long-term growth. The **Fire Department** maintained a high level of readiness through emergency response, safety inspections, public education, and extensive training. While call volume was lower than the previous month, it remained above the same period last year. EMS and public assistance calls continued to make up most incidents, while fire and life safety programs reached more than 4,000 community members. Personnel completed more than 1,200 hours of specialized training and continued efforts to resolve fire code violations and enhance community safety. The **Police Department** remained active in community engagement efforts throughout May, participating in several successful events including the Police Week Memorial Ceremony, The Fair at Heritage Park, and Sippin' in Simpsonville. The department also continued recruitment efforts and reported ongoing success in attracting qualified candidates to help fill existing vacancies and strengthen staffing levels. **Parks & Recreation** focused on implementing priorities identified in the Fiscal Year 2026–2027 Budget and the City's 10-Year Capital Improvements Plan. Staff continued preparations for Freedom Fest, including testing transportation enhancements designed to improve visitor access and parking efficiency. Heritage Park remained a hub of activity, hosting Perfect Game baseball tournaments, with planning for the upcoming season of Simpsonville Theatre Company productions and community entertainment offerings. **Public Works** experienced a particularly busy month as seasonal demands increased. The Sanitation Division managed elevated yard waste volumes while training a new employee, resulting in minor service delays. Beautification crews enhanced Gracely Park and the downtown area through seasonal plantings, while the Street Division advanced preparations for the installation of the Dr. L. L. Richardson statue. Sewer Division staff continued coordination with consulting engineers to address infiltration and inflow issues associated with the downtown project. Additionally, shade structures were ordered for Gracely Park to improve visitor comfort following the removal of hazardous trees.

Overall, City departments demonstrated continued commitment to service delivery, infrastructure improvement, community engagement, and proactive planning while preparing for future projects and operational needs.

The City of Simpsonville FIRE DEPARTMENT

Executive Summary: In May 2026, the Simpsonville Fire Department balanced a busy call volume with proactive community outreach, safety inspections, and robust training to maintain readiness. The number of calls to which the Fire Department responded was lower than April 2026 but higher than May 2025. The majority of incidents occurred within the city limits with EMS calls and public assistance calls making up the largest share. Fire and life safety programs reached 4,055 community members. Personnel resolved 12 fire code violations and logged 1,247 training hours across multiple specialties. Call analysis showed continued activity in EMS, service calls, and false alarms.

Past Activities & Highlights:

1. Responded to 444 calls, the majority of which were EMS and service assistance.
2. Resolved 12 fire code violations and conducted 105 fire code inspections.
3. Reached 4,055 residents (including 3,070 juveniles) through fire/life safety programs, e.g. youth education and community outreach through tours, prevention events, blood pressure checks, and car seat installations.
4. Logged 1,247 hours of training in specialties of quarterly training burns, ICS, paramedic/EMT courses.

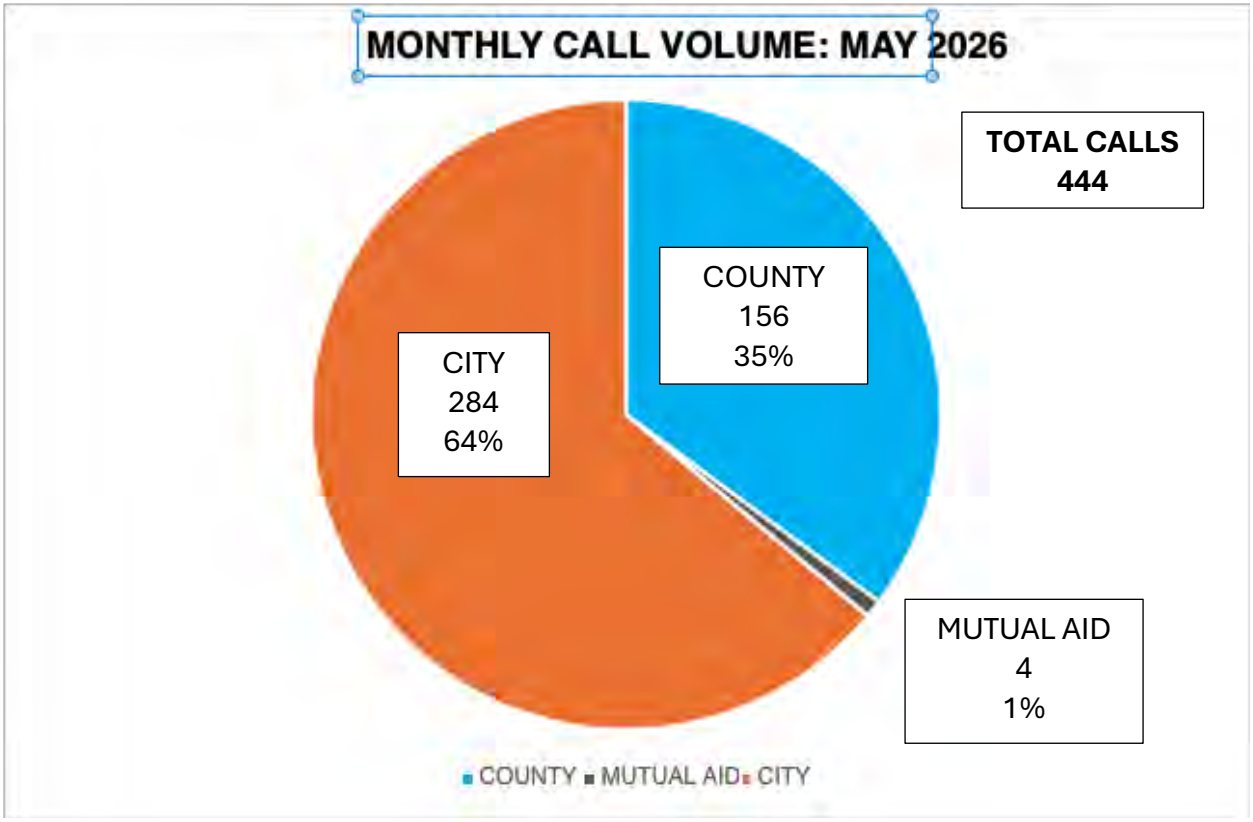
Upcoming Events & Projects:

1. Participation in 125-year celebration at Gracely Park with other city departments.
2. Participation in National Night Out with Simpsonville Police Department.
3. Completed LEO SANTA fundraiser event during Memorial Day Weekend.

Issues to Monitor: None at this time

Proposals & Recommendations: Join us for Simply Freedom Fest and National Night Out!

(See graphs/charts on following page)


MONTHLY CALL VOLUME: MAY 2026
TOTAL CALLS
444
COUNTY
156
35%
CITY
284
64%
MUTUAL AID
4
1%
COUNTY MUTUAL AID CITY

Executive Summary: The Police Department participated in several successful events in May, including the Police Week Memorial Ceremony, The Fair at Heritage Park, and Sippin' in Simpsonville. The Department is working to fill several open positions and has been successful at finding quality candidates each month.

Past Activities & Highlights:

1. Police Week Memorial Ceremony
2. The Fair at Heritage Park
3. Sippin' in Simpsonville

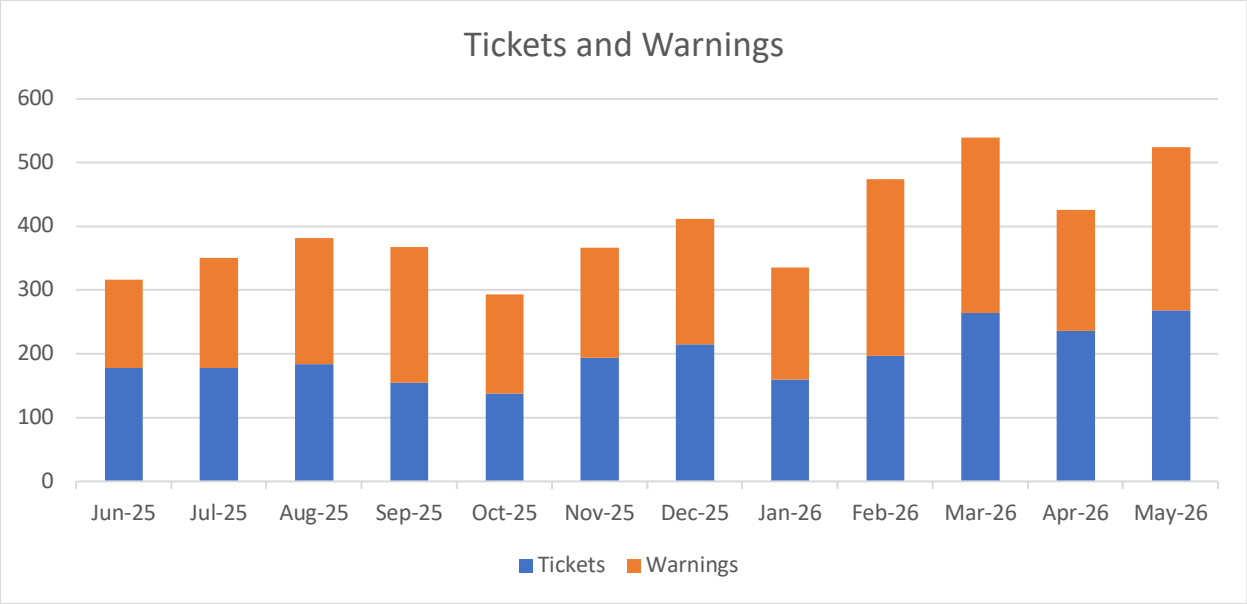
Upcoming Events & Projects:

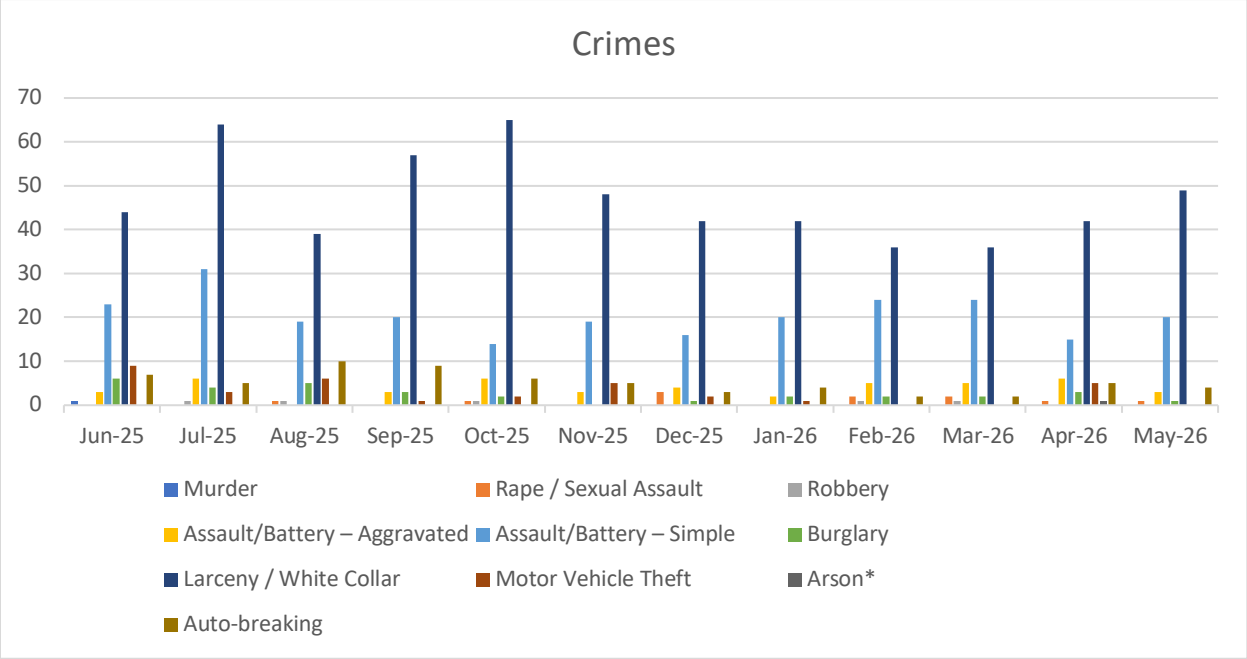
1. Host Greenville County Chief's luncheon.
2. Design and commission commemorative Police Department patches and coins for the City's 125th anniversary celebration
3. Conduct another round of testing and interviews for patrol officers and dispatchers

Issues to Monitor: The Police Department currently have five open police officer positions and one open dispatch position.

Proposals & Recommendations: None for this time frame

(See graphs/charts on following page)


Tickets and Warnings
600
500
400
300
200
100
0
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Tickets
Warnings


Crimes
70
60
50
40
30
20
10
0
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Murder
Rape / Sexual Assault
Robbery
Assault/Battery – Aggravated
Assault/Battery – Simple
Burglary
Larceny / White Collar
Motor Vehicle Theft
Arson*
Auto-breaking

Executive Summary: Parks & Recreation is planning to implement its 2026-2027 portion of the budget and 10-year Capital Improvements Plan. Details and promotions for Freedom Fest include a test-run of golf cart shuttles from Star EV for outer-parking areas. Baseball tournaments with Perfect Game were held at Heritage Park. Plans for an exciting 2026-2027 season of Simpsonville Theatre Company entertainment are well underway - exciting things are ahead!

Past Activities & Highlights:

1. Athletics - Spring Sports are all in season and Summer, Fall and, Winter online registration opened.
2. Arts Center – "The Wiz" production run begins June 12.
3. Grounds - Mowing season and daily field preparation are the majority of the workload with some special projects still underway. Preparations for 2026-2027 projects are in the process.
4. Senior/Activity Center – Chattanooga, Greenville Drive, Pool League, TTB Chicken Salad Chick & Line Dancing are the highlights.

Upcoming Events & Projects: Parks & Recreation is working on a grant application with S.C. Parks, Recreation, and Tourism Department and working toward completing Spring Sports season and preparing for summer season, plus prioritizing and outlining logistics for potential special projects to begin in the new budget year.

Issues to Monitor: Parks & Recreation is working on the need to establish a designated person within our staff to manage our social media presence and marketing efforts to better convey to the public the numerous and diverse activities, events, facilities, and engagement opportunities that Parks & Rec offers the community.

Proposals & Recommendations: Parks & Recreation is aligning details and priorities into a Recreation master plan within the 10-year Capital Improvements Plan for the upcoming budget year.

Parks & Recreation Monthly Report: In-Depth Numbers & Information

(See graphs/charts on following page)

Simpsonville
SIMPLY ATHLETICS.

2026 Calendar Year YTD Participation Unit Totals

Through May 2026	Players	Volunteer Coaches
Spring Baseball (March-June)	592	52
Spring Softball (March-June)	104	13
Spring Flag Football (March-June)	220	32
Spring Volleyball (March-June)	342	42
Summer 3on3 Basketball (June-August)	38	6
Cheerleading (May-November)	36	4
Tackle Football (June-November)	78	12
Fall Baseball (August-November)	368	24
Fall Softball (August-November)	72	5
Fall Flag Football (August-November)	206	21
Fall Volleyball (August-November)	173	18
Winter 5on5 Basketball (December-February)	51	8

Total Participation Units	*2280*	*237*

Executive Summary: May is a busy month for staff in the Sanitation Division with yard waste. Needed training for a new employee is prolonging yard waste pickup by about two days. The Beautification Division was busy as planting seasonal color in Gracely Park and the downtown area. The Street Division started preparations for placing the Dr. L. L. Richardson statue at the location mandated by Resolution No. R-2026-12. Sewer staff worked with CHA Consulting to ensure all known infiltration & inflow issues were taken care of within the scope of the downtown project. Shade structures were ordered to reduce increased sun exposure created by the removal of hazardous trees in Gracely Park.

Past Activities & Highlights:

1. The pre-construction meeting for the downtown project was held with Thrift Development. A proposed start date for the project is mid-July.
2. Preparations for the installation of the Dr. L. L. Richardson statue went smoothly.
3. May 18 was the start of Public Works Appreciation Week. This week is recognized by the American Public Works Association yearly. During this week we raffle off items daily to show our appreciation to Simpsonville's Public Works staff for all that they contribute to Simpsonville. We end the week with an employee appreciation lunch as we continue to create a culture of excellence in service.

Upcoming Events & Projects:

1. The removal of the tree stumps left with the hopes of creating various wood carvings around Gracely Park
2. Weekly utility meetings will be held for all utilities that are impacted or will impact progress of the downtown project
3. Drainage work inside Gracely Park
4. Completion of the Jonesville Road sidewalk
5. Beginning preparations for the upcoming budget year

Issues Monitor:

1. Aging Public Works facilities
2. Securing funding for resurfacing city-owned streets
3. Traffic diversions and business impacts associated with downtown project

Proposals & Recommendations:

1. Creative ways to utilize central location of Public Works while upgrading facilities
2. Adding two new members to the Street Division
3. Staff will be attending the S.C. Chapter of the American Public Works Association conference in Summerville June 22-26 in an effort to be more involved locally, thereby enabling us to be better at what we do.

Public Works Annual Report: 2025-2026

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Maria Tooley

Department: Finance

Date Submitted: 06/17/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Monthly Financial Report

Summary of Item/Purpose:

Monthly Financial Report

Action Requested of Council:

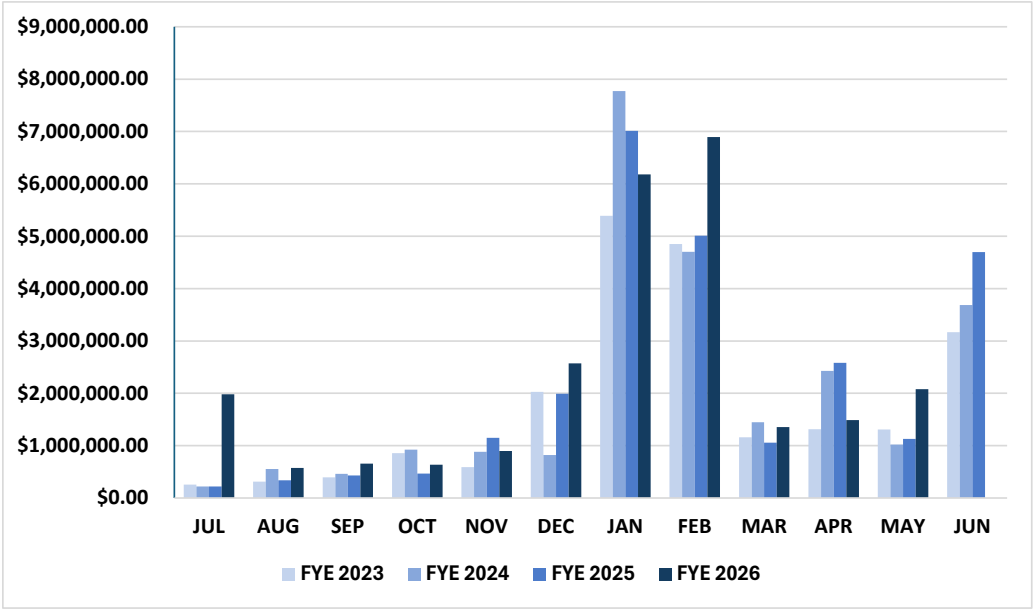
- Discussion Only ☑
- Move to Business Meeting ☐
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

MONTHLY FINANCIAL UPDATE – May-26

GENERAL FUND – OVERVIEW OF REVENUE



FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	$222,661.95	Jul-25	$1,980,972.92 **
Aug-24	$336,501.40	Aug-25	$572,975.45
Sep-24	$432,918.26	Sep-25	$655,937.05
Oct-24	$466,885.91	Oct-25	$634,667.91
Nov-24	$1,149,801.31	Nov-25	$898,633.20
Dec-24	$1,990,395.57	Dec-25	$2,572,879.86
Jan-25	$7,014,179.56	Jan-26	$6,180,303.52
Feb-25	$5,009,446.18	Feb-26	$6,891,556.31
Mar-25	$1,059,103.58	Mar-26	$1,355,180.12
Apr-25	$2,580,427.78	Apr-26	$1,489,632.50
May-25	$1,130,079.03	May-26	$2,076,811.77
Jun-25	$4,698,173.00	Jun-26	
Year to Date Other Financing Sources	$ 3,270,993.33	Year to Date Other Financing Sources	$ 60,694.05
YTD *Revenue	**$29,361,566.86**	YTD *Revenue	**$25,370,244.66**
% of BUDGET	119%	% of BUDGET	95%
BUDGET	**$23,977,380.00**	**BUDGET**	**$25,659,464.00**
Budgeted Other Financing Sources	**$606,889.00**	Budgeted Other Financing Sources	**$916,628.00**
TOTAL	**$24,584,269.00**	**TOTAL**	**$26,576,092.00**

** July 2025 received funds from sale of Old City Hall

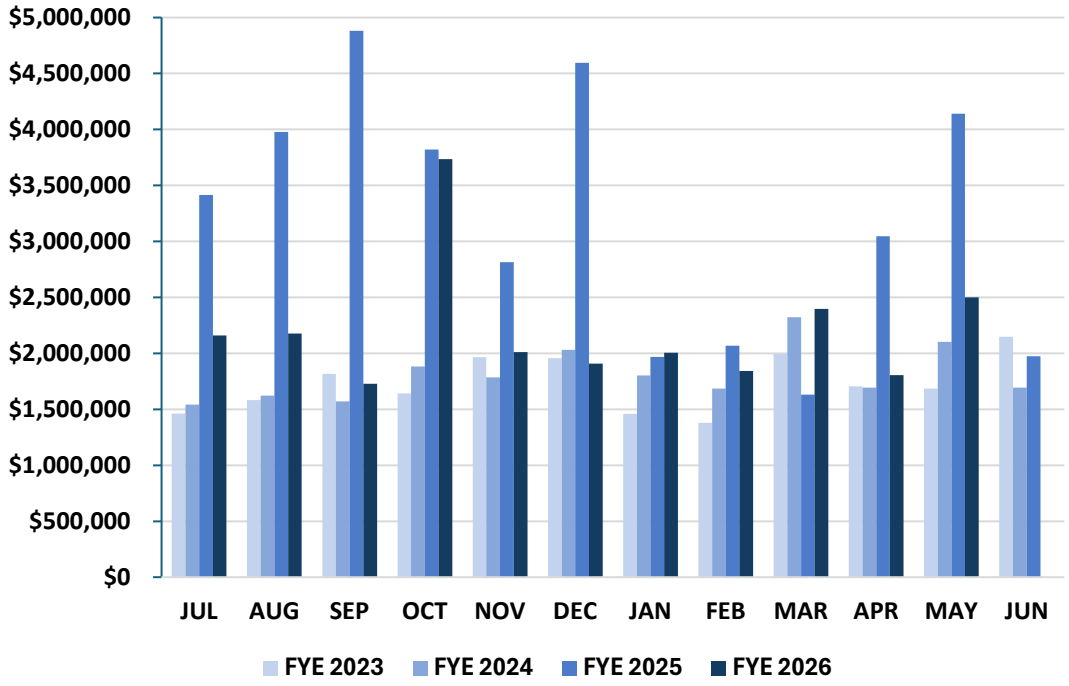
General Fund - Fiscal Year Revenue Comparison
As of May 2026

FYE – 2025	*FYE – 2026*	*$ Difference*	*% Increase/Decrease*
$21,392,400.53	*$25,370,244.66*	*$3,977,844.13*	*19% Increase*

***YTD Revenue includes other financing sources (Proceeds disposal of assets/Insurance Proceeds/Transfers from Special Revenue)**

Other Financing Sources:	*Proceeds on Disposals Capital Assets*	
	Insurance Proceeds	*$ 60,694.05*
	Transfer from Sewer Fund	
	Transfer from Special Revenue	
	Transfer from PW Enterprise Fund	
	Transfer from Capital Projects Fund	
	Year-to-Date Other Financing Sources:	***$ 60,694.05***

GENERAL FUND – OVERVIEW OF EXPENDITURES



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	$3,310,346.64	Jul-25	$2,159,838.96
Aug-24	$3,978,217.31	Aug-25	$2,177,961.01
Sep-24	$4,880,124.85	Sep-25	$1,729,184.04
Oct-24	$3,820,216.84	Oct-25	$3,733,754.34
Nov-24	$2,813,166.12	Nov-25	$2,011,839.59
Dec-24	$4,596,143.77	Dec-25	$1,908,304.49
Jan-25	$1,968,707.18	Jan-26	$2,006,188.29
Feb-25	$2,067,000.97	Feb-26	$1,843,634.29
Mar-25	$1,631,431.42	Mar-26	$2,395,750.51
Apr-25	$3,045,289.51	Apr-26	$1,803,781.61
May-25	$4,140,984.56	May-26	$2,499,571.13
Jun-25	$1,975,268.63	Jun-26	
YTD	$38,226,897.80	YTD	$24,269,808.26
% of BUDGET	155%	% of BUDGET	91%
BUDGET	$24,584,269.00	BUDGET	$26,576,092.00

General Fund - Fiscal Year Revenue Comparison
As of May 2026

FYE – 2025	*FYE – 2026*	*$ Difference*	*% Increase/Decrease*	
$36,251,629.17	*$24,269,808.26*	*(11,981,820.91)*	*-33%*	*Decrease*

Cash on Hand as of May 31, 2026:
$21,342,878.15

GENERAL FUND – OVERVIEW OF DEBT

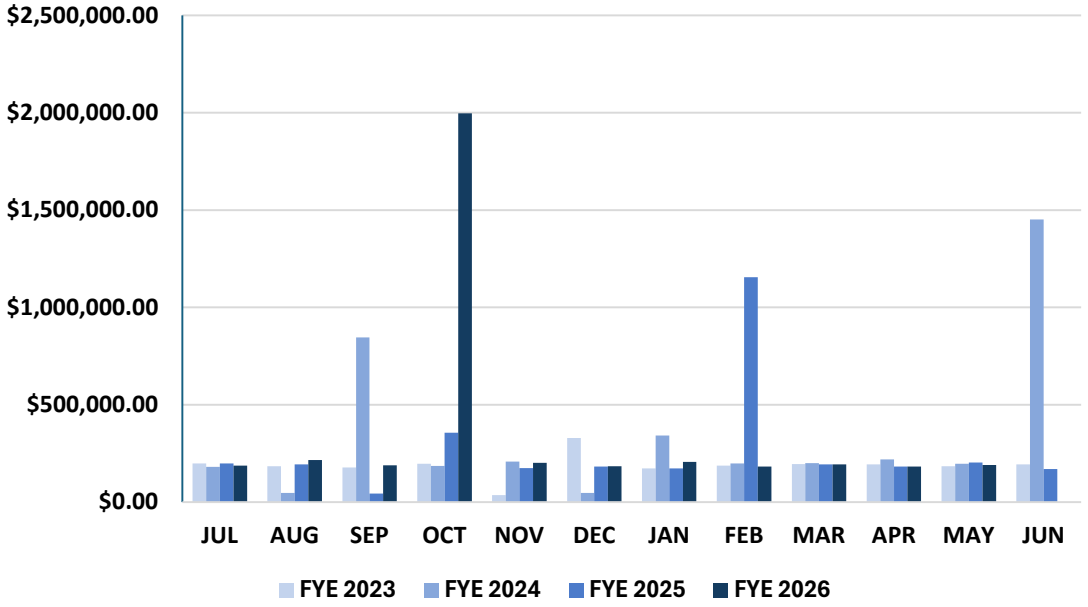
GENERAL OBLIGATION BONDS	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2025	Amount Still Due in FYE 2026 (Principal & Interest)
2019 G.O. Bond	4/1/2026	$772,000	$115,000.00	$114,000.00	$4,476.96

INSTALLMENT PURCHASE REVENUE BONDS	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2025	Amount Still Due in FYE 2025 (Principal & Interest)
2021 IPRB	6/30/2042	$11,300,000.00	$10,105,000.00	$0.00	$0.00

2021 Installment Purchase Revenue Bond
Monthly Activity

2021 IPRB Details	*Beginning Balance*	*Debt Service Payments (Monthly Installment)*	*Principal/Interest/Construction (Made by US Bank on behalf of City)*	*Ending Balance*
US Bank – Bond Fund	$2,763.20		$7.42	$2,770.62

SEWER FUND – OVERVIEW OF REVENUE†



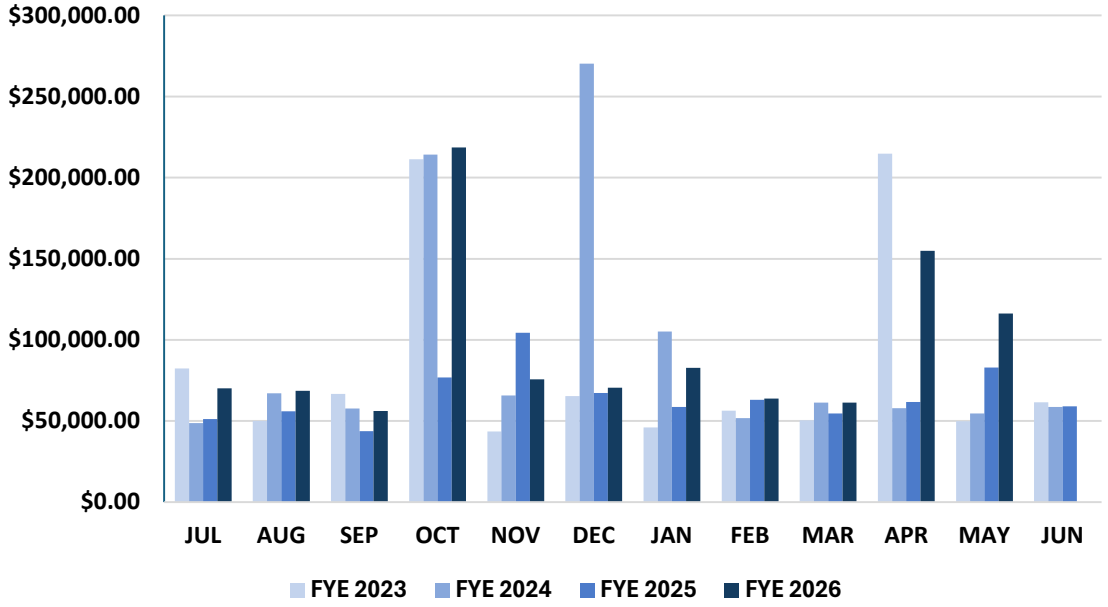
FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	$198,594.09	Jul-25	$188,005.34
Aug-24	$194,142.59	Aug-25	$216,727.01
Sep-24	$44,083.66	Sep-25	$189,702.76
Oct-24	$356,816.26	Oct-25	$1,996,657.36
Nov-24	$175,678.90	Nov-25	$201,411.48
Dec-24	$182,892.12	Dec-25	$184,042.42
Jan-25	$174,916.72	Jan-26	$207,334.46
Feb-25	$1,155,766.70	Feb-26	$183,367.36
Mar-25	$193,137.64	Mar-26	$193,607.33
Apr-25	$183,034.60	Apr-26	$182,699.42
May-25	$203,977.44	May-26	$190,323.25
Jun-25	$169,517.51	Jun-26	
YTD	**$3,232,558.23**	**YTD**	**$3,933,878.19**
% of BUDGET	142%	% of BUDGET	173%
BUDGET	**$2,270,000.00**	**BUDGET**	**$2,270,000.00**

† Excludes donated sewer infrastructure

Sewer Fund - Fiscal Year Revenue Comparison
As of May 2026

FYE – 2025	*FYE – 2026*	*$ Difference*	*% Increase/Decrease*
$3,063,040.72	*$3,933,878.19*	*$870,837.47*	*28% Increase*

SEWER FUND – OVERVIEW OF EXPENDITURES†



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	$52,905.53	Jul-25	$70,202.68
Aug-24	$56,042.17	Aug-25	$68,667.32
Sep-24	$43,813.75	Sep-25	$56,173.37
Oct-24	$76,779.00	Oct-25	$218,552.94
Nov-24	$104,441.60	Nov-25	$75,717.91
Dec-24	$67,182.38	Dec-25	$70,595.87
Jan-25	$58,644.73	Jan-26	$82,772.54
Feb-25	$63,151.96	Feb-26	$63,801.66
Mar-25	$54,679.60	Mar-26	$61,410.21
Apr-25	$61,660.99	Apr-26	$154,896.81
May-25	$83,047.32	May-26	$116,216.67
Jun-25	$59,012.73	Jun-26	
YTD	$781,361.76	YTD	$1,039,007.98
% of BUDGET	62%	% of BUDGET	94%
BUDGET	$1,252,394.00	BUDGET	$1,108,724.00

Cash on Hand as of May 31, 2026:
$1,298,659.31

Sewer Fund - Fiscal Year Expense Comparison
As of May 2026

FYE – 2025	*FYE – 2026*	*$ Difference*	*% Increase/Decrease*	
$722,349.03	*$1,039,007.98*	*$316,658.95*	*44%*	*Increase*

SEWER FUND - OVERVIEW OF LIABLILITIES

LIABILITIES*

REVENUE BOND*	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2026	Amount Still Due in FYE 2026 (Principal & Interest)
2016 Revenue Bond	4/1/2037	$10,270,000	$7,070,000.00	$568,439.59	$117,421.97

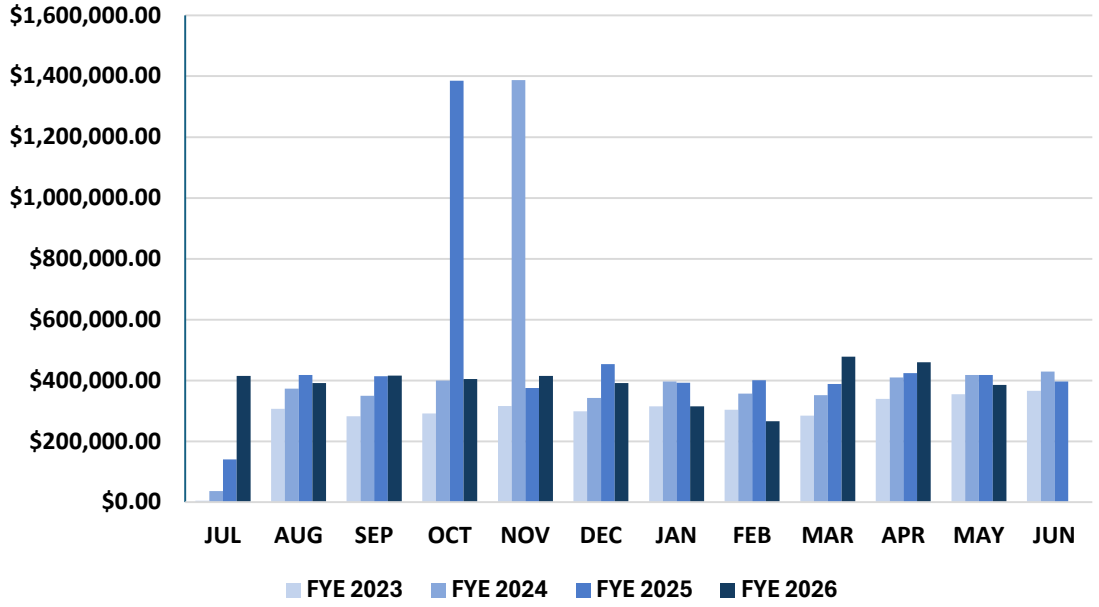
‡ Excludes depreciation expenses

* Not included in expenditure report

2016 Sewer Revenue Bond
Monthly Activity

2016 Sewer Revenue Bond Details	*Beginning Balance*	*Debt Service Payments* *(Monthly Installment)*	*Principal/Interest/Construction* *(Made by US Bank on behalf of City)*	*Ending Balance*
US Bank -2016 Debt Service Fund	$55,295.64	$3,842,771.19 ($4,444,597.23)	$1,696.37 - Interest	$55,295.64
US Bank -2026 Debt Service Fund	$0.00	$107,022.32	- Interest	$107,022.32

SPECIAL REVENUE FUND – OVERVIEW OF REVENUE

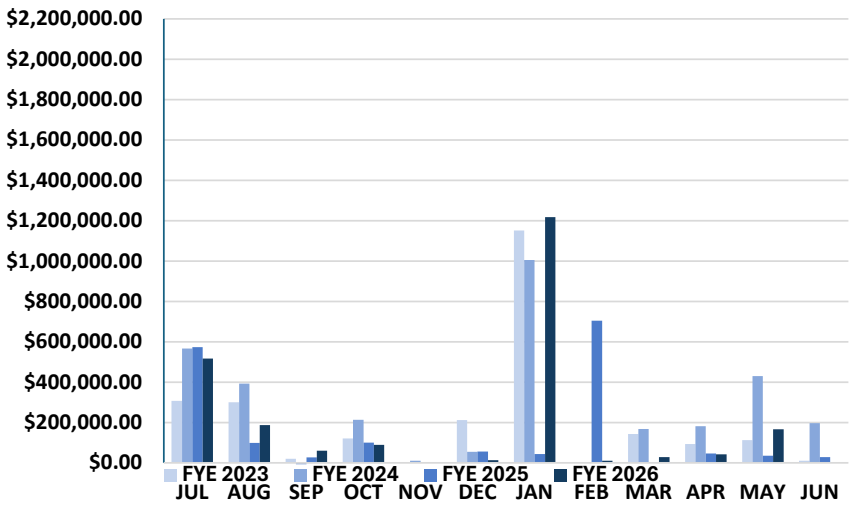


FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	$140,138.36	Jul-25	$415,172.70
Aug-24	$418,166.30	Aug-25	$391,182.38
Sep-24	$413,608.66	Sep-25	$416,089.94
Oct-24	$1,385,483.64	Oct-25	$404,988.82
Nov-24	$430,899.59	Nov-25	$414,898.09
Dec-24	$453,457.87	Dec-25	$391,766.72
Jan-25	$445,882.67	Jan-26	$314,386.57
Feb-25	$400,122.50	Feb-26	$265,469.13
Mar-25	$388,679.63	Mar-26	$477,920.10
Apr-25	$423,951.95	Apr-26	$459,310.81
May-25	$418,126.15	May-26	$385,178.44
Jun-25	$396,245.41	Jun-26	
YTD	$5,714,762.73	YTD	$4,336,363.70
% of BUDGET	143%	% of BUDGET	95%
BUDGET	$4,000,000.00	BUDGET	$4,550,000.00

Special Revenue Fund - Fiscal Year Revenue Comparison
As of May 2026

FYE – 2025	*FYE – 2026*	*$ Difference*	*% Increase/Decrease*
$5,318,517.32	*$4,336,363.70*	*($982,153.62)*	*-18% Decrease*

SPECIAL REVENUE FUND – OVERVIEW OF EXPENDITURES



FYE 2025	Expenditure	Transfers	FYE 2026	Expenditure	Transfers
Jul-24	$521,462.58	$0.00	Jul-25	$516,896.50	$0.00
Aug-24	$98,428.24	$0.00	Aug-25	$186,800.00	$0.00
Sep-24	$26,505.74	$0.00	Sep-25	$59,466.00	$0.00
Oct-24	$100,218.06	$0.00	Oct-25	$89,768.28	$0.00
Nov-24	$2,948.81	$135,330.55	Nov-25	$0.00	$0.00
Dec-24	$55,416.06	$0.00	Dec-25	$13,411.90	$0.00
Jan-25	$1,061,649.84	$0.00	Jan-26	$1,218,067.00	$0.00
Feb-25	$704,932.53	$0.00	Feb-26	$11,043.78	$0.00
Mar-25	$3,232.56	$944,232.53	Mar-26	$28,903.19	$0.00
Apr-25	$46,130.04	$485,214.60	Apr-26	$42,197.15	$0.00
May-25	$35,537.09	$0.00	May-26	$165,882.00	$0.00
Jun-25	$28,282.19	$557,464.48	Jun-26		
YTD	**$2,684,743.74**	**$2,122,242.16**	YTD	**$2,332,435.80**	**$0.00**
% of BUDGET	140%	347%	% of BUDGET	96%	0%
BUDGET	**$1,923,228.00**	**$612,377.00**	BUDGET	**$2,430,621.00**	**$650,505.00**

Special Revenue Fund - Fiscal Year Revenue Comparison
As of May 2026

FYE – 2025	***FYE – 2026***	***$ Difference***	***% Increase/Decrease***
$2,656,461.55	*$2,332,435.80*	*($324,025.75)*	*-12% Decrease*

Cash on Hand as of May 31, 2026:
$11,251,861.58

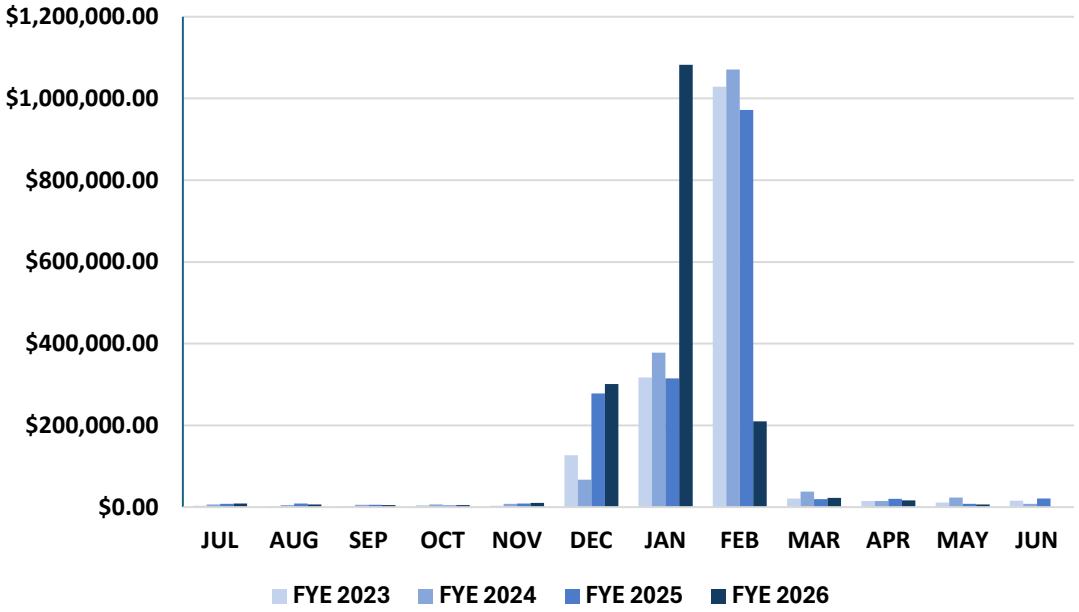
SPECIAL REVENUE - OVERVIEW OF DEBT

H&A TAX REVENUE REFUNDING AND IMPROVEMENT BOND	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2026	Amount Still Due in FYE 2026 (Principal & Interest)
2021 Revenue Bond	6/30/2036	$14,155,000	$11,040,000.00	$1,066,916.66	$213,458.32

2021 H&A Tax Revenue Bond
Monthly Activity

2021 H&A TAX REVENUE BOND Details	*Beginning Balance*	*Debt Service Payments*	*Principal/Interest/Construction* *(Made by US Bank on behalf of City)*	*Ending Balance*
US Bank - Interest Account	$174,302.67	$37,979.17	$424.25 Interest Earned	$212,706.09
US Bank - Principal Account	$324,414.26	$68,750.00	$791.87 Interest Earned	$393,956.13
US Bank - Construction Fund	$2,112,907.77		($9,461) Disbursements	
			$5,696.74 Interest Earned	$5,696.74

PUBLIC WORKS ENTERPRISE FUND – OVERVIEW OF REVENUE



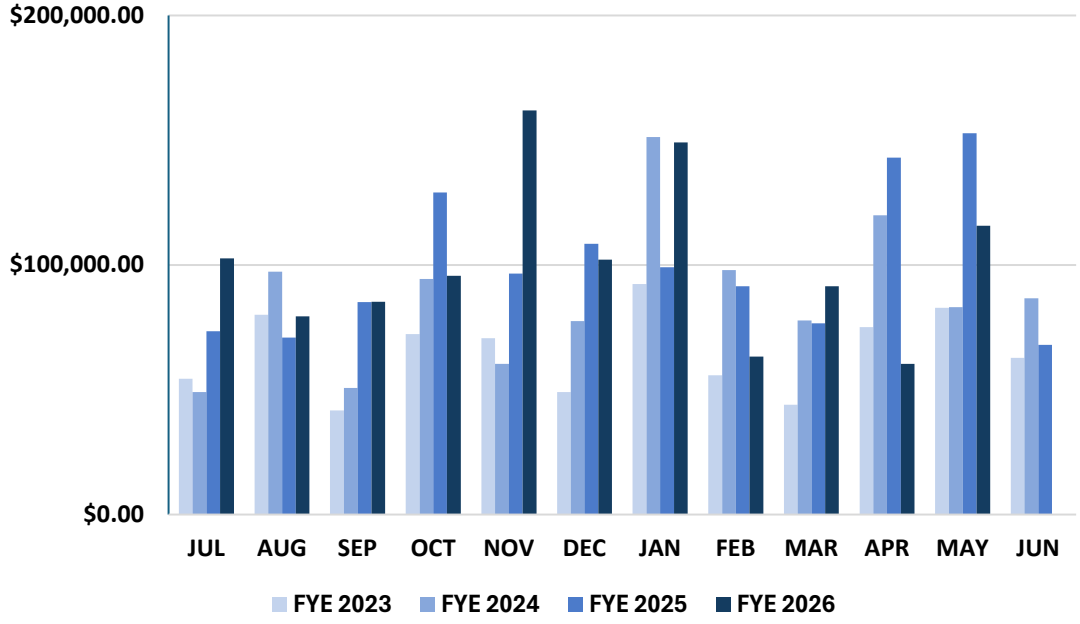
FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	$7,842.47	Jul-25	$9,131.00
Aug-24	$8,723.95	Aug-25	$6,644.75
Sep-24	$6,024.48	Sep-25	$4,976.92
Oct-24	$4,000.76	Oct-25	$4,813.67
Nov-24	$8,795.81	Nov-25	$10,636.34
Dec-24	$278,030.38	Dec-25	$301,164.43
Jan-25	$315,105.55	Jan-26	$1,082,327.00
Feb-25	$971,890.11	Feb-26	$210,215.34
Mar-25	$19,792.92	Mar-26	$22,331.36
Apr-25	$20,610.36	Apr-26	$16,533.07
May-25	$8,239.63	May-26	$6,695.60
Jun-25	$20,943.04	Jun-26	
YTD	**$1,669,999.46**	**YTD**	**$1,675,469.48**
% of Budget	105%	% of Budget	100%
Budget	**$1,587,000.00**	**Budget**	**$1,673,000.00**

PW Enterprise Fund - Fiscal Year Revenue Comparison

As of May 2026

FYE – 2025	***FYE – 2026***	***$ Difference***	***% Increase/Decrease***	
$1,649,056.42	*$1,675,469.48*	*$26,413.06*	*2%*	*Increase*

PUBLIC WORKS ENTERPRISE FUND – OVERVIEW OF EXPENDITURES



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	$94,630.17	**Jul-25**	$102,639.30
Aug-24	$70,857.56	**Aug-25**	$79,471.49
Sep-24	$85,105.92	**Sep-25**	$85,242.34
Oct-24	$129,009.39	**Oct-25**	$95,621.58
Nov-24	$96,556.16	**Nov-25**	$161,928.89
Dec-24	$108,477.69	**Dec-25**	$102,142.20
Jan-25	$99,134.50	**Jan-26**	$149,171.07
Feb-25	$91,462.83	**Feb-26**	$63,298.89
Mar-25	$76,677.56	**Mar-26**	$91,444.36
Apr-25	$143,078.78	**Apr-26**	$60,340.14
May-25	$152,803.79	**May-26**	$115,723.70
Jun-25	$67,984.71	**Jun-26**	
YTD	**$1,215,779.06**	**YTD**	**$1,107,023.96**
% of Budget	94%	**% of Budget**	80%
Budget	**$1,287,568.00**	**Budget**	**$1,377,165.00**

PW Enterprise Fund - Fiscal Year Expense Comparison
As of May 2026

FYE – 2025	***FYE – 2026***	***$ Difference***	***% Increase/Decrease***
$994,990.56	*$1,107,023.96*	*$112,033.40*	*11% Increase*

Cash on Hand as of May 31, 2026:
$1,641,040.55

Preliminary Budget Report (May 31st)

Account	Budgeted Expenditures	YTD Expenditures	Encumbrance	Remaining Balance	Percent Remaining
Mayor/Council	$159,396.00	$128,594.65		$30,801.35	19%
Administration					
Administration	$3,345,091.00	$2,873,350.42	$6,074.66	$465,665.92	14%
Municipal Complex	-	*$756,746.45*			
Court	$375,180.00	$296,309.74		$78,870.26	21%
Police					
Police	$7,324,040.00	$5,912,773.35	$49,285.33	$1,361,981.32	19%
Dispatch	$845,762.00	$629,604.92		$216,157.08	26%
Fire	$8,886,953.00	$8,303,285.70	$98,610.57	$485,056.73	5%
Public Works					
Public Works	$2,274,005.00	$1,599,760.81		$674,244.19	30%
Sewer	$1,108,724.00	$1,039,007.98		$69,716.02	6%
Garage	$366,601.00	$220,795.90	$ 5,450.00	$140,355.10	38%
Recreation					
Recreation	$1,910,157.00	$1,454,406.15	$21,700.00	$434,050.85	23%
Heritage Park	$1,028,267.00	$1,052,230.56	$8,363.40	($32,326.96)	-3%
Amphitheater	$60,640.00	$108,967.55		($48,327.55)	-80%
Special Revenue	$3,081,126.00	$2,332,435.80	$149,507.00	$599,183.20	19%
PW Enterprise Fund	$1,377,165.00	$1,107,023.96		$270,141.04	20%

Department	Purchase Order Number	Purchase Order Date	Vendor	Description	Purchase Order Total	Status
Police Department	1000338	7/2/2025	Dataworks	LiveScan Plus/Hardware	$24,495.00	Complete
Sewer	1000339	7/8/2025	Ford of Spartanburg	2025 Ford Pickup Truck	$49,160.00	Complete
Police Department	1000340	7/8/2025	West Chatham Warning	Utility Admin Package	$20,756.76	Complete
Police Department	1000341	7/8/2025	West Chatham Warning	Upfitting for 3 Slick Top	$45,707.29	Complete
Police Department	1000342	7/8/2025	Garrett's Discount Golf Cars	EGG25 Valor Golf Carts	$17,671.50	Complete
Police Department	1000343	7/8/2025	Santee Automotive	4 2025 Ford Interceptors	$186,224.00	Complete
Police Department	1000344	7/8/2025	Ford of Spartanburg	2025 Ford Interceptor	$46,022.00	Complete
Public Works	1000345	7/10/2025	The Charles Machine Works	Mini Steer	$64,176.77	Complete
Public Works	1000346	7/11/2025	Enviromental Systems	ArcGIS Desktop Items	$4,744.00	Complete
Public Works	1000347	7/15/2025	Kevin Whitaker	2025 Chevrolet LCF	$62,872.00	Complete
Fire Department	1000348	7/22/2025	Chism Drywall LLC	Replace Ceiling Grid & Tile	$8,700.00	Complete
Rec Deparment	1000349	7/22/2025	Capital One Card Services	Flag Football Sets	$8,363.40	Open
Fire Department	1000350	7/21/2025	M&M Heating & Air	New HVAC System	$21,440.00	Complete
Police Department	1000351	7/28/2025	SC Department of Juvenile	Juvenile Housing	$12,000.00	Open
Rec Deparment	1000352	7/29/2025	GameOn	Custom Cap and Visor	$13,440.87	Complete
Rec Deparment	1000353	7/29/2025	GameOn	G-Fusion Football Jerseys & Pads	$7,821.06	Complete
Rec Deparment	1000354	7/29/2025	GameOn	Cheer Uniform Packages	$3,679.26	Complete
Public Works	1000355	7/29/2025	STI Turf Care Equipment	4520 PRO Model	$30,389.00	Complete
Public Works	1000356	7/29/2025	STI Turf Care Equipment	Mower	$14,075.74	Complete
Public Works	1000357	7/30/2025	D2 Powersports	2025 Polaris Ranger	$19,518.78	Complete
Rec Deparment	1000358	7/30/2025	Ford of Spartanburg	2025 Ford F250 Pickup	$49,124.00	Complete
Fire Department	1000359	8/5/2025	Proper International	Boots	$3,143.66	Opn
Rec Deparment	1000360	8/8/2025	Capital One Card Services	Flag Football Sets	$2,416.80	Complete
Fire Department	1000361	8/11/2025	OSI Federal Technologies	Research Tables	$5,251.61	Complete

Department	Purchase Order Number	Purchase Order Date	Vendor	Description	Purchase Order Total	Status
Public Works	1000362	8/11/2025	Amick Equipment	Sidewinder	$357,049.10	Complete
Fire Department	1000363	8/11/2025	Proper International	Revtac Ripstop Tactical Pant	$7,434.31	Complete
Fire Department	1000364	8/18/2025	Proper International	Uniform	$3,406.92	Complete
Rec Deparment	1000365	8/18/2025	Gameon	Customom Baseball/Softball	$13,091.27	Complete
Public Works	1000366	8/21/2025	Lay of the Land of NC INC	Spreader	$10,790.00	Complete
Police Department	1000367	8/21/2025	Caseguard, Inc	Annual Subscription	$4,545.00	Complete
Fire Department	1000368	8/21/2025	Proper International	Uniforms	$3,322.24	Complete
Rec Deparment	1000369	8/26/2025	Capital One Card Services	Volleyball Jerseys	$4,823.00	Complete
Public Works	1000370	8/26/2025	Schaefer Systems Intl	95 Gallon Cart	$15,791.88	Complete
Fire Department	1000371	8/28/2025	Stryker Sales Corp	Lifepak	$2,876.12	Cancelled
Administration	1000372	9/19/2025	Seasoned Tree Care	3 Trees Removed	$12,800.00	Complete
Public Works	1000373	9/24/2025	Napa Auto Parts	Napa Tracs Shop Management Program	$5,450.00	Open
Fire Department	1000374	10/2/2025	Stryker Sales Corp	Lifepak	$2,876.12	Complete
Rec Deparment	1000375	10/22/2025	Allan Herschell Company LLC	Train Parts	$11,420.00	Complete
Rec Deparment	1000376	10/31/2025	Gameon	Uniforms	$9,018.16	Complete
Rec Deparment	1000377	11/13/2025	MUSCO Corporation	Woodside Park Lighting	$275,000.00	Open
Fire Department	1000378	11/19/2025	Municipal Emergency Services	Turnout Coat and Pants	$33,742.98	Complete
Fire Department	1000379	11/13/2025	Municipal Emergency Services	Turnout Coat, Pants, and Gloves	$3,999.91	Complete
Rec Deparment	1000380	12/5/2025	Barco Products Co	Wheelchair Acc Table	$5,290.62	Complete
Police Department	1000381	12/18/2025	Dana Safety Supply	Ballistic w/ Carrier	$5,005.32	Complete
Police Department	1000382	12/18/2025	Carolina Emblem Co	Simpsonville Patches	$2,057.88	Complete
Fire Department	1000383	1/6/2026	Core Custom Graphics	Jackets w/ embroidery	$9,013.26	Complete
Fire Department	1000384	1/12/2026	Foxfury	Lights & Helmets	$10,227.20	Complete
Rec Deparment	1000385	1/29/2026	Gameon	Baseball Hats and Visors	$21,834.46	Complete
Police Department	1000386	2/19/2026	Ridgeline Technology	Software	$15,062.75	Open
Rec Deparment	1000387	2/19/2026	Crowd Control Warehouse	Black Barricades w/ storage	$13,421.39	Complete
Fire Department	1000388	2/20/2026	Parks Automotive Group	Chevy Tahoe w/ upfitting	$74,496.61	Open

Department	*Purchase Order Number*	*Purchase Order Date*	*Vendor*	*Description*	*Purchase Order Total*	*Status*
Police Department	1000389	2/24/2026	Axon Enterprise	Taser and Battery Packs	$12,329.46	Open
Police Department	1000390	2/25/2026	Dana Safety Supply	Ballistic w/ Carrier	$3,399.84	Open
Police Department	1000391	3/10/2026	Acexr LLC	VR System w/ accessories	$4,397.90	Open
Fire Department	1000392	3/12/2026	Nafeco Inc	Red and Blue Fire Hoses	$9,195.50	Open
Public Works	1000393	3/12/2026	Schaefer Systems Intl	95 Gallon Cart	$25,822.69	Open
Fire Department	1000394	3/16/2026	Team Dodge Ram of Myrtle Beach	Durango for OPIOD Grant Administrator	$38,145.00	Complete
Police Department	1000395	3/18/2026	Cook and Boardman Inc	Pistol Locker	$5,082.70	Open
Rec Deparment	1000396	3/25/2026	Gameon	Baseball Jerseys	$21,042.86	Complete
Police Department	1000397	3/26/2026	Dana Safety Supply Inc	.45 Caliber	$2,486.34	Complete
Rec Deparment	1000398	4/1/2026	Mar Construction Company	Senior Center Restroom Renovations	$21,700.00	Open
Police Department	1000399	4/7/2026	B&H Photo Video	Night Vision Goggles	$2,962.70	Complete
Administration	100400	5/14/2026	Gemco	Council Chambers Ceiling	$6,074.66	Open
Fire Department	100401	4/28/2026	1st Ring HVAC & Refridgeration	HVAC Replacement Station 5	$6,619.70	Open

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Tee Coker

Department: Administration

Date Submitted: 06/17/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Monthly City Administrator Report

Summary of Item/Purpose:

Monthly City Administrator Report

Action Requested of Council:

- Discussion Only ☑
- Move to Business Meeting ☐
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

CITY ADMINISTRATOR REPORT

June 2026

CCNB Amphitheatre: Performing artists have been announced for Simply Freedom Fest 2026. They are Edwin McCain (opening act) and Parmalee (main act).

City Banking Services: The city received four proposals from qualified vendors. Staff plans to schedule interviews and select a preferred vendor in July.

Downtown Revitalization and Streetscape: CoTransCo and Thrift are conducting regular meetings with utility providers as well as continued site analysis.

Gracely Park: The two remaining tree trunks will be removed and stored for future use, including potential use as playground sculptures. Staff has ordered shade structures to be placed over the playground as well as two boulder playsets.

Impact Fee Study: Staff selected TischerBise to conduct an impact fee study. The project should kick off later this summer.

Municipal Complex: Staff is working with the architect to explore additional ways to improve acoustic quality in Council Chambers.

Simpsonville 125: Staff is working on a weeklong program of events to celebrate the City of Simpsonville's quasquicentennial (125th anniversary) the week of August 10. Staff will provide further information as soon as details are worked out.

No Update from Previous Month: *Downtown Parking Study, Emergency Operations Planning, Harrison Bridge Road Corridor, Hurricane Helene Recovery, Liberty Park, Road Resurfacing, Swamp Rabbit Trail Phase 2, Sewer Improvements, Stormwater Remediation*

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Jon Derby

Department: Planning

Date Submitted: 06/15/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

SP-2026-02, Proposed Major Change to Timber's Edge ID

Summary of Item/Purpose:

Amend current Statement of Intent and Concept plan for Timber's Edge ID

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☑
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

Simpsonville Planning Department
Planning & Economic Development Director
Jon Derby

AGENDA ITEM

To: City Council - Committee of the Whole

Meeting Date: 6/23/2026

Agenda Item: ID- Major Change Request

Subject: SP-2026-02 Timbers Edge ID – Major Change

Location: 612 Neely Ferry Rd. Tax Map# 0574.02-01-016.05 & 0574.02-01-016.00

Owner / Applicant: Jeffrey Anders & Jerry Anders
Applicant - Southern ID – Chris Laney

Attachments: ☒Approved Concept Plan ☒Approved SOI
☒Proposed Concept Plan ☒Proposed SOI
☒Cover Letter ☒Locations Maps ☒Consent Letter
☒Traffic Study ☒Renderings

Existing Zoning	Requested Zoning	Surrounding Zoning	Extraterritorial Land Use	Size of Property
ID – Innovative Development	Major Change to Concept Plan	B-G, R-E, R-OI & R-S (County)	N/A	18.212 +/- Acres

Brief Description of request

Pursuant to Section 2.11.7 of the Simpsonville Zoning Ordinance, the representatives for the Timber's Edge ID, at the property owner's approval, has requested a major change to the previously approved Statement of Intent & Concept. Because this requested change directly affects the SOI, approval from City Council will be required for this application.

SP-2026-02

Backstory

The statement of intent and concept plan for this project were approved during the annexation process in January of 2022. A major change request was presented back in July of 2024 requesting the removal of the rear loaded alley design and the age restricted component. The request was denied by the City.

The new applicant is seeking to update the SOI and Concept plan, keeping with the theme of rear designed garages, but removing the alleys. The unit count will still not exceed 50 units. They are proposing to remove the age restriction, but have provided a traffic study for supporting reference.

Location & Site Description

This site consists of 2 parcels. One parcel contains an unoccupied single-family structure, with the other parcel (remainder of the site) consisting of woods. The parcel containing the current, unoccupied single-family structure, will be removed and developed in conjunction with the site. The SCDOT intersection improvements at W. Georgia Rd. and Neely Ferry Rd. have been completed along with the resurfacing of the entire Neely Ferry Rd road network.

Comprehensive Plan

The City's comprehensive plan identifies the area of these tracts of land as "Low Intensity Neighborhood". Low Intensity Neighborhoods is a designation that includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

Zoning District

Per Section 2.11.1 of the Simpsonville Zoning Ordinance: "the ID, Innovative Development District is established to provide flexibility in the planning and construction of development projects in accordance with an approved plan. In return for greater flexibility in site design requirements, innovative development are expected to demonstrate exceptional quality community designs that:

A. Preserve critical environmental resources;
B. Provide above-average open space amenities;

C. Demonstrate innovative and creative site planning techniques that improve upon the layout and design of buildings, open space and circulation that would otherwise be achieved by the standards of other allowable zoning districts;
D. Assure compatibility with surrounding land uses and neighborhood character; and
E. Provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure."

Innovative Development Review Criteria

Per Section 2.11.2 of the Simpsonville Zoning Ordinance, the Planning Commission should consider the following criteria when reviewing an application regarding the ID district. In addition, the Planning Commission should consider the extent to which the proposal accomplishes the purposes of the ID District.

A. The innovative development shall be consistent with the Comprehensive Plan for the City and shall meet all the applicable requirements of this Ordinance.
B. Insofar as practicable, the landscape shall be preserved in its natural state by minimizing tree and soil removal.
C. Proposed buildings shall be sited harmoniously to the terrain and to other buildings in the vicinity.
D. Special attention shall be given to the location and number of access points to public streets, width of driveways, separation of pedestrian and vehicular traffic, the arrangement of parking areas, and the general interior circulation of the site. The design of these elements shall be safe and convenient and, insofar as practicable, shall not detract from the design of neighboring properties.

Public Hearing Proceeding

A public hearing regarding the request was conducted on June 2, 2026, before the body of the Simpsonville Planning Commission. There were no public comments.

Planning Commission Review

The Simpsonville Planning Commission reviewed the request for the major change at their June 2, 2026 meeting. Discussions from the Commission surrounded topics about ownership of the roads, home placement within the lot lines, buffers and grading options. All questions were addressed by staff and the applicant. By a vote of 7-0, the Planning Commission recommended approval of SP-2026-02.

SP-2026-02

Staff Comments

Staff feels the removal of the age restriction is not detrimental nor does it take away from the intent of the Innovative Development zoning. The applicant has provided an alternate design to achieve the rear positioned garages, while reducing impervious area and what was perceived as a burden on waste collection access.

Timbers Edge

±18.212-Acre Single Family Detached Development (ID Zoning) Neely Ferry Road – Simpsonville, SC

Statement of Intent
October 20, 2021

Community Development

The development planned for this ±18.212-acre tract along Neely Ferry Road will utilize the ID zoning classification. This will be a 55+ age-restricted community consisting of single family detached residences. The roads within the community will be built to private road standards and privately held/maintained by a newly formed Homeowners Association (HOA). Infrastructure improvements will consist of rolled curb and gutter along internal roads, public water mains, public sewer mains, storm drainage, sidewalks throughout and along the street front, and common area (open space) to be owned and maintained by the HOA. The developer will also extend the sidewalk from the development's immediate street front to the current Plain Elementary School crosswalk. The exteriors of all single-family homes (roofs, gutters, cladding, driveways, sidewalks, lawns, mulch beds and irrigation) will be maintained by the HOA.

The existing topography & terrain will be utilized to maximize the use of the residential space. The common grounds will be a mixture of undisturbed and disturbed open space. To the maximum extent possible, the developer will preserve existing vegetation along the exterior property boundary. An entrance monument and landscaping will be installed along our entrance off Neely Ferry Road. A stormwater management retention pond will be installed near the southwestern corner of the development to address stormwater runoff and water quality treatment for the community.

There is a ±.770 acre parcel, labeled as Tract C on the boundary survey, that will also be annexed and rezoned into the City under the ID zoning. This parcel currently has a single family residential dwelling on it. The parcel is not a part of the 55+ community development and will be sold after annexation and rezoning.

Phasing & Density

The overall density of the project will not exceed (50) single-family dwellings or roughly 2.41 units per acre. The project will not be phased. If the development proceeds as expected, build-out should be complete within 4 years.

Homes & Materials

The homes will all be similar in sizing.. The square footage per home is anticipated to be between 1,700 and 3,000 square feet. Exterior building materials will consist of all-brick on all four sides. Dormers, when used on optional 2nd-story Bonus Suites, will use a cementitious-siding product (e.g., Hardie Board). Exterior colors will be a range of 5 different brick color choices and 3 elevations per design, which will ultimately avoid any architectural monotony when the same floor plan is built on adjacent lots.

Amenities & Landscaping

The proposed development will include approximately 9.4 acres of open space with maximum efforts to preserve existing vegetation along the exterior property boundaries. There will be street trees to provide shade for pedestrians. This will make green space a focal point in the community. We will also have rear access houses with no garage doors on the front facing the green spaces and road. Our entrance drive located off Neely Ferry Road will be landscaped and will contain an entrance monument for the neighborhood. The stormwater management pond will be a wet (retention) pond as a feature of the development. Fences and/or landscaping around the pond(s) will comply with current regulations. The developer will have active and passive common areas which will consist of the following amenities: pocket park with decorative gardens and seating areas, pavilion with fireplace, seating areas and gas grill, convenient parking at the turnaround, sidewalks throughout the community, and a rubberized walking trail. This walking trail will be pervious (allowing water to pass through) and will include distance markings along it. The rubber trail will be quick drying, non-slip, and fit seamlessly into the surrounding area. The trail will be designed to offer pedestrians and joggers a low-impact, good traction, shock absorbing, and firm but resilient rubber surface. This seamless system will provide a safe, attractive pathway that will beautify the neighborhood and functionally benefit the residents.

Sewer/Water

There is an existing sanitary sewer line located in Wheaton Court which is maintained by Simpsonville Public Works. This sewer will serve our site. We have a preliminary capacity request approved by both Simpsonville Public Works and REWA. Public water is available along Neely Ferry Road to serve the development, owned and maintained by Greenville Water. The new sewer and water mains built within the community will be built to public standards and turned over to Simpsonville Public Works.

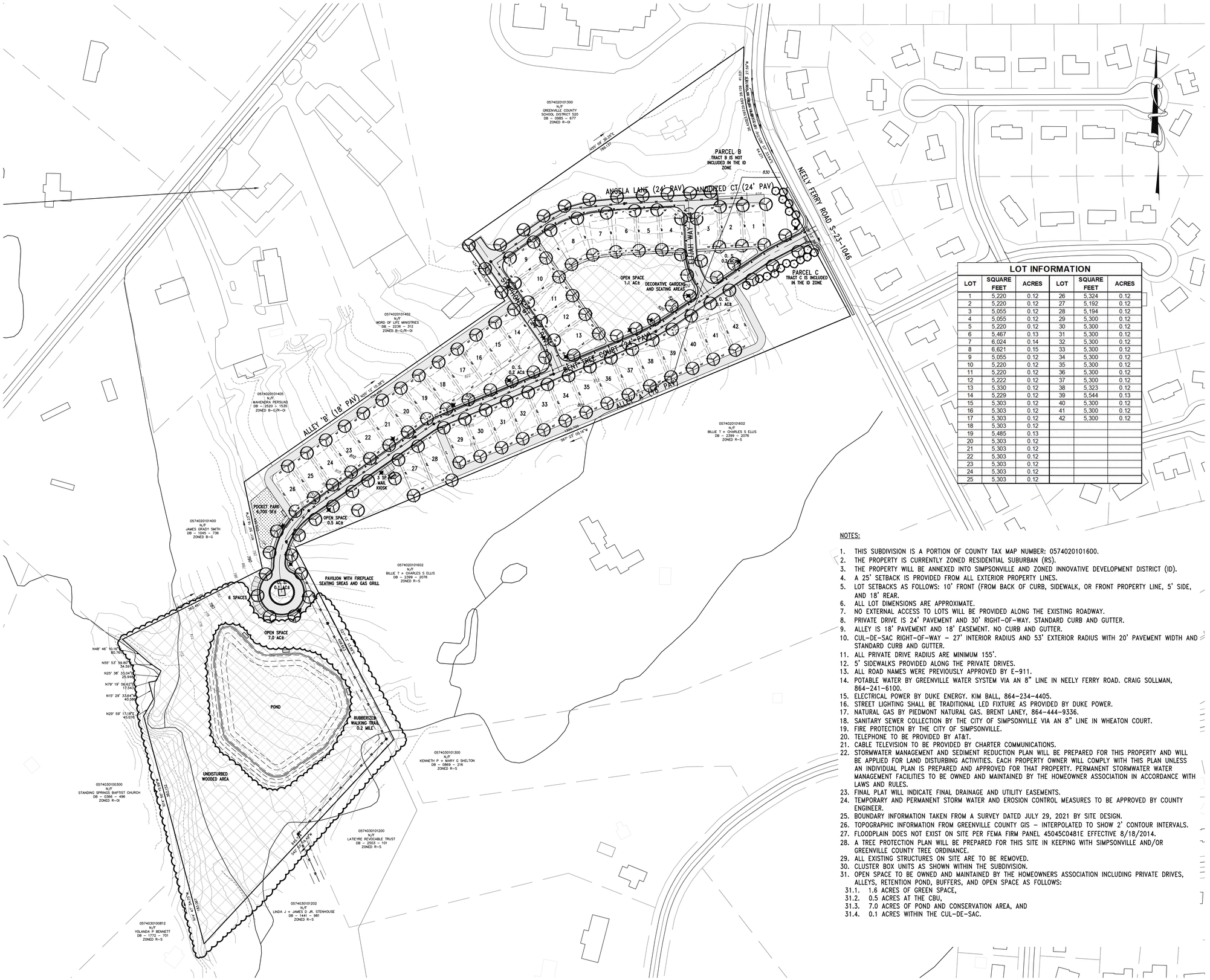
Setbacks/Buffers

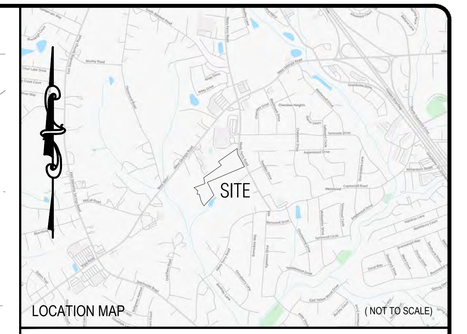
The proposed setbacks for this project are as follows:

- 5' minimum side setbacks
- 10' front setbacks off the right-of-way and/or sidewalk
- 18' rear setbacks
- 25' minimum setback from exterior property lines (This is intended to be a building setback only, but maximum efforts will be taken to preserve natural vegetation in these areas to buffer surrounding properties.)

Other Public Improvements & Facility Impact

All storm features will be constructed to meet applicable design standards and turned over to the Homeowners Association (HOA) for ownership and maintenance. The common area, stormwater pond, roads, and entrance features will be privately owned and maintained by the established Homeowners Association (HOA). All construction will be in accordance with applicable building codes, zoning ordinances, and all other state and local laws and ordinances.





LOT	SQUARE FEET	ACRES	LOT	SQUARE FEET	ACRES
1	5,220	0.12	26	5,324	0.12
2	5,220	0.12	27	5,192	0.12
3	5,055	0.12	28	5,194	0.12
4	5,055	0.12	29	5,300	0.12
5	5,220	0.12	30	5,300	0.12
6	5,467	0.13	31	5,300	0.12
7	6,024	0.14	32	5,300	0.12
8	6,621	0.15	33	5,300	0.12
9	5,055	0.12	34	5,300	0.12
10	5,220	0.12	35	5,300	0.12
11	5,220	0.12	36	5,300	0.12
12	5,222	0.12	37	5,300	0.12
13	5,330	0.12	38	5,323	0.12
14	5,229	0.12	39	5,544	0.13
15	5,303	0.12	40	5,300	0.12
16	5,303	0.12	41	5,300	0.12
17	5,303	0.12	42	5,300	0.12
18	5,303	0.12			
19	5,485	0.13			
20	5,303	0.12			
21	5,303	0.12			
22	5,303	0.12			
23	5,303	0.12			
24	5,303	0.12			
25	5,303	0.12			

NOTES:

1. THIS SUBDIVISION IS A PORTION OF COUNTY TAX MAP NUMBER: 0574020101600.
2. THE PROPERTY IS CURRENTLY ZONED RESIDENTIAL SUBURBAN (RS).
3. THE PROPERTY WILL BE ANNEXED INTO SIMPSONVILLE AND ZONED INNOVATIVE DEVELOPMENT DISTRICT (ID).
4. A 25' SETBACK IS PROVIDED FROM ALL EXTERIOR PROPERTY LINES.
5. LOT SETBACKS AS FOLLOWS: 10' FRONT (FROM BACK OF CURB, SIDEWALK, OR FRONT PROPERTY LINE, 5' SIDE, AND 18' REAR.
6. ALL LOT DIMENSIONS ARE APPROXIMATE.
7. NO EXTERNAL ACCESS TO LOTS WILL BE PROVIDED ALONG THE EXISTING ROADWAY.
8. PRIVATE DRIVE IS 24' PAVEMENT AND 30' RIGHT–OF–WAY. STANDARD CURB AND GUTTER.
9. ALLEY IS 18' PAVEMENT AND 18' EASEMENT. NO CURB AND GUTTER.
10. CUL–DE–SAC RIGHT–OF–WAY – 27' INTERIOR RADIUS AND 53' EXTERIOR RADIUS WITH 20' PAVEMENT WIDTH AND STANDARD CURB AND GUTTER.
11. ALL PRIVATE DRIVE RADIUS ARE MINIMUM 155'.
12. 5' SIDEWALKS PROVIDED ALONG THE PRIVATE DRIVES.
13. ALL ROAD NAMES WERE PREVIOUSLY APPROVED BY E–911.
14. POTABLE WATER BY GREENVILLE WATER SYSTEM VIA AN 8" LINE IN NEELY FERRY ROAD. CRAIG SOLLMAN, 864–241–6100.
15. ELECTRICAL POWER BY DUKE ENERGY. KIM BALL, 864–234–4405.
16. STREET LIGHTING SHALL BE TRADITIONAL LED FIXTURE AS PROVIDED BY DUKE POWER.
17. NATURAL GAS BY PIEDMONT NATURAL GAS. BRENT LANEY, 864–444–9336.
18. SANITARY SEWER COLLECTION BY THE CITY OF SIMPSONVILLE VIA AN 8" LINE IN WHEATON COURT.
19. FIRE PROTECTION BY THE CITY OF SIMPSONVILLE.
20. TELEPHONE TO BE PROVIDED BY AT&T.
21. CABLE TELEVISION TO BE PROVIDED BY CHARTER COMMUNICATIONS.
22. STORMWATER MANAGEMENT AND SEDIMENT REDUCTION PLAN WILL BE PREPARED FOR THIS PROPERTY AND WILL BE APPLIED FOR LAND DISTURBING ACTIVITIES. EACH PROPERTY OWNER WILL COMPLY WITH THIS PLAN UNLESS AN INDIVIDUAL PLAN IS PREPARED AND APPROVED FOR THAT PROPERTY. PERMANENT STORMWATER WATER MANAGEMENT FACILITIES TO BE OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION IN ACCORDANCE WITH LAWS AND RULES.
23. FINAL PLAT WILL INDICATE FINAL DRAINAGE AND UTILITY EASEMENTS.
24. TEMPORARY AND PERMANENT STORM WATER AND EROSION CONTROL MEASURES TO BE APPROVED BY COUNTY ENGINEER.
25. BOUNDARY INFORMATION TAKEN FROM A SURVEY DATED JULY 29, 2021 BY SITE DESIGN.
26. TOPOGRAPHIC INFORMATION FROM GREENVILLE COUNTY GIS – INTERPOLATED TO SHOW 2' CONTOUR INTERVALS.
27. FLOODPLAIN DOES NOT EXIST ON SITE PER FEMA FIRM PANEL 45045C0481E EFFECTIVE 8/18/2014.
28. A TREE PROTECTION PLAN WILL BE PREPARED FOR THIS SITE IN KEEPING WITH SIMPSONVILLE AND/OR GREENVILLE COUNTY TREE ORDINANCE.
29. ALL EXISTING STRUCTURES ON SITE ARE TO BE REMOVED.
30. CLUSTER BOX UNITS AS SHOWN WITHIN THE SUBDIVISION.
31. OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION INCLUDING PRIVATE DRIVES, ALLEYS, RETENTION POND, BUFFERS, AND OPEN SPACE AS FOLLOWS:
    - 31.1. 1.6 ACRES OF GREEN SPACE,
    - 31.2. 0.5 ACRES AT THE CBU,
    - 31.3. 7.0 ACRES OF POND AND CONSERVATION AREA, AND
    - 31.4. 0.1 ACRES WITHIN THE CUL–DE–SAC.

—— W —— W —— PROPOSED WATER LINE

—— SS —— SS —— PROPOSED SANITARY SEWER LINE

PROPOSED FIRE HYDRANT

PROPOSED SANITARY SEWER MANHOLE

100' 0' 100' 200'
SCALE: 1"=100'

REVISIONS

NO.	DATE	DESCRIPTION	BY
2	OCT. 29, 2021	REVISED FOR SUBMITTAL TO SIMPSONVILLE	JM3
1	OCT. 15, 2021	SUBMITTED TO GREENVILLE COUNTY	AMA

PRELIMINARY PLAT

TIMBERS EDGE

OWNER	ENGINEER
ZENITH REAL ESTATE 1140 WOODRUFF RD, STE 106-188	ARBOR LAND DESIGN PO BOX 268 GREENVILLE, SC 29602

NO. OF ACRES:	18.2	MILES OF NEW ROAD:	0.35 (PD)	NO. OF LOTS:	42

ARBOR LAND DESIGN, LLC

Box 263 Greenville, S.C. 29602
Telephone: (864) 495-4446
Fax: (864) 233-6274
Email: postmaster@aldllc.net

LANDSCAPE ARCHITECTS - CIVIL ENGINEERS - LAND SURVEYORS
RECREATIONAL PLANNERS - LAND PLANNERS

DRAWN:	DESIGN:	APPROVED:	DATE:
AMA	JM3	JM3	OCTOBER 14, 2021

FILE: 21548-PLM.DWG JOB NO. 21548

© 2005 Arbor Engineering, Inc. THIS DRAWING IS THE PROPERTY OF ARBOR ENGINEERING, INC. AND IS FURNISHED WITH THE CONDITION THAT IT IS NOT TO BE ALTERED WITHOUT THE WRITTEN AUTHORIZATION OF ARBOR ENGINEERING, INC. FURTHERMORE, THIS DRAWING IS NOT TO BE COPIED, REPRODUCED OR USED BY OTHERS EXCEPT AS REQUIRED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN.

Amended Statement of Intent - Timbers Edge Subdivision

Submitted May 11, 2026

18.98-Acre Single Family Detached Development (ID Zoning)

612 Neely Ferry Road
Simpsonville, SC 29680

Community Development

The development planned for this ±18.982-acre tract along Neely Ferry Road will utilize the ID zoning classification. This will be a residential community consisting of single family detached residences. The roads within the community will be built to private road standards and privately held/maintained by a newly formed Homeowners Association (HOA). Infrastructure improvements will consist of rolled curb and gutter along internal roads, public water mains, public sewer mains, storm drainage, sidewalks throughout and along the street front, and common area (open space) to be owned and maintained by the HOA. The developer will also extend the sidewalk from the development's immediate street front to the current Plain Elementary School crosswalk. The sidewalks, common landscaping, mulch beds and irrigation system will be maintained by the HOA.

The existing topography & terrain will be utilized to maximize the use of the residential space. The common grounds will be a mixture of undisturbed and disturbed open space. To the maximum extent possible, the developer will preserve existing vegetation along the exterior property boundary. An entrance monument and landscaping will be installed along our entrance off Neely Ferry Road. A stormwater management retention pond will be installed near the southwestern corner of the development to address stormwater runoff and water quality treatment for the community.

There is a ±.770 acre parcel, labeled as Tract C on the boundary survey, that will now be included in this plan.

Phasing & Density

The overall density of the project will not exceed (50) single-family dwellings or roughly 2.63 units per acre. The project will not be phased. If the development proceeds as expected, build-out should be complete within 4 years.

Homes & Materials

The homes will be of similar size. The square footage per home is anticipated to be between 1,700 and 3,000 square feet. Exterior building materials will consist of brick, stone, or cementitious siding on all four sides. Exterior colors will be reflected in a range of different brick/siding color choices and elevations, which will ultimately avoid any architectural monotony when the same floor plan is built on adjacent lots.

Amenities & Landscaping

The proposed development will include approximately 9.4 acres of open space with maximum efforts to preserve existing vegetation along the exterior property boundaries. There will be street trees to provide shade for pedestrians. This will make green space a focal point in the community. We will also have rear access houses with no garage doors on the front facing the green spaces and road. Our entrance drive located off Neely Ferry Road will be landscaped and will contain an entrance monument for the neighborhood. The stormwater management pond will have a walking trail as a feature of the development. Fences and/or landscaping around the pond(s) will comply with current regulations. The developer will have active and passive common areas which will consist of the following amenities: pocket park with decorative gardens and seating area, convenient parking at the turnaround as well as ample guest parking spaces, sidewalks throughout the community, and a natural walking trail. This amenity will provide a safe, attractive pathway that will beautify the neighborhood and functionally benefit the residents.

Sewer/Water

There is an existing sanitary sewer line located in Wheaton Court which is maintained by Simpsonville Public Works. This sewer will serve our site. Public water is available along Neely Ferry Road to serve the development, owned and maintained by Greenville Water. The new sewer and water mains built within the community will be built to public standards and turned over to Simpsonville Public Works.

Setbacks/Buffers

The proposed setbacks for this project are as follows:

- 10’ perimeter natural or landscaped buffer
- 5’ minimum side setbacks
- 15’ front setbacks off the right-of-way and/or sidewalk (5’ for alley lots fronting open space)
- 5’ rear setbacks on alley lots
- 10’ minimum setback from exterior property lines (This is intended to be a building setback only, but maximum efforts will be taken to preserve natural vegetation in these areas to buffer surrounding properties.)

Other Public Improvements & Facility Impact

All storm features will be constructed to meet applicable design standards and turned over to the Homeowners Association (HOA) for ownership and maintenance. The common area, stormwater pond, roads, and entrance features will be privately owned and maintained by the established Homeowners Association (HOA). All construction will be in accordance with applicable building codes, zoning ordinances, and all other state and local laws and ordinances.

NOTES:

1. THIS SUBDIVISION IS A PORTION OF COUNTY TAX MAP NUMBER: 0574020101605.
2. THE PROPERTY IS CURRENTLY ZONED INNOVATIVE DEVELOPMENT DISTRICT (ID).
3. A 10' BUILDING SETBACK IS PROVIDED FROM ALL EXTERIOR PROPERTY LINES.
4. LOT SETBACKS AS FOLLOWS:
   - 4.1. LOTS 1-33 – 15' FRONT, 5' SIDE, AND 0' REAR.
   - 4.2. LOTS 34- 50 – 5' FRONT, 5' SIDE, AND 5' REAR.
5. ALL LOT DIMENSIONS ARE APPROXIMATE.
6. NO EXTERNAL ACCESS TO LOTS WILL BE PROVIDED ALONG THE EXISTING ROADWAY.
7. ALL PRIVATE ROADS ARE 24' EOP-EOP AND 30' RIGHT-OF-WAY. STANDARD CURB AND GUTTER.
8. CUL-DE-SAC RIGHT-OF-WAY – 27' INTERIOR RADIUS AND 53' EXTERIOR RADIUS WITH 20' PAVEMENT WIDTH AND STANDARD CURB AND GUTTER.
9. ALL ROAD RADIUS ARE MINIMUM 155'.
10. 5' SIDEWALKS PROVIDED ALONG THE PRIVATE ROADS.
11. ALL ROAD NAMES WERE PREVIOUSLY APPROVED BY E-911.
12. POTABLE WATER BY GREENVILLE WATER SYSTEM VIA AN 8" LINE IN NEELY FERRY ROAD. CRAIG SOLLMAN, 864-241-6100.
13. ELECTRICAL POWER BY DUKE ENERGY. KIM BALL, 864-234-4405.
14. STREET LIGHTING SHALL BE TRADITIONAL LED FIXTURE AS PROVIDED BY DUKE POWER.
15. NATURAL GAS BY PIEDMONT NATURAL GAS. BRENT LANEY, 864-444-9336.
16. SANITARY SEWER COLLECTION BY THE CITY OF SIMPSONVILLE VIA AN 8" LINE IN WHEATON COURT.
17. FIRE PROTECTION BY THE CITY OF SIMPSONVILLE.
18. TELEPHONE TO BE PROVIDED BY AT&T.
19. CABLE TELEVISION TO BE PROVIDED BY CHARTER COMMUNICATIONS.
20. STORMWATER MANAGEMENT AND SEDIMENT REDUCTION PLAN WILL BE PREPARED FOR THIS PROPERTY AND WILL BE APPLIED FOR LAND DISTURBING ACTIVITIES. EACH PROPERTY OWNER WILL COMPLY WITH THIS PLAN UNLESS AN INDIVIDUAL PLAN IS PREPARED AND APPROVED FOR THAT PROPERTY. PERMANENT STORMWATER WATER MANAGEMENT FACILITIES TO BE OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION IN ACCORDANCE WITH LAWS AND RULES.
21. FINAL PLAT WILL INDICATE FINAL DRAINAGE AND UTILITY EASEMENTS.
22. TEMPORARY AND PERMANENT STORM WATER AND EROSION CONTROL MEASURES TO BE APPROVED BY COUNTY ENGINEER.
23. BOUNDARY INFORMATION TAKEN FROM A SURVEY DATED JULY 29, 2021 BY SITE DESIGN.
24. TOPOGRAPHIC INFORMATION FROM GREENVILLE COUNTY GIS – INTERPOLATED TO SHOW 2' CONTOUR INTERVALS.
25. FLOODPLAIN DOES NOT EXIST ON SITE PER FEMA FIRM PANEL 45045C0481E EFFECTIVE 8/18/2014.
26. A TREE PROTECTION PLAN WILL BE PREPARED FOR THIS SITE IN KEEPING WITH SIMPSONVILLE AND/OR GREENVILLE COUNTY TREE ORDINANCE.
27. ALL EXISTING STRUCTURES ON SITE ARE TO BE REMOVED.
28. CLUSTER BOX UNITS AS SHOWN WITHIN THE SUBDIVISION.
29. OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION INCLUDING PRIVATE DRIVES, RETENTION POND, BUFFERS, AND OPEN SPACE AS FOLLOWS:
   - 29.1. .85 ACRES OF OPEN SPACE INCLUDED IN THE PERIMETER BUFFER
   - 29.2. 0.17 ACRES AT NW PROPERTY LINE
   - 29.3. 0.48 ACRES AT ENTRANCE AREA
   - 29.4. .95 ACRES OF GREEN SPACE LOCATED ON CENTER OF DEVELOPMENT
   - 29.5. 7.06 ACRES OF POND AND CONSERVATION AREA, AND
   - 29.6. 0.1 ACRES WITHIN THE CUL-DE-SAC.
   - 29.7. .07 GREEN SPACE AT CORNER OF BENT TREE CT AND SMYPHONY CT .
30. PER PREVIOUSLY APPROVED TIMBERS EDGE STATEMENT OF INTENT, THIS DEVELOPMENT MUST INCLUDE 9.2 ACRES OF OPEN SPACE.
31. OPEN SPACE PROVIDED – 9.68 ACRES



LINE TABLE		
LINE #	BEARING	LENGTH
L20	N29°59'17"E	45.08
L21	N15°29'34"W	40.39
L22	N79°19'57"E	17.54
L23	N25°38'33"E	25.95
L24	N55°54'00"W	34.60
L25	N48°46'10"W	80.76
L27	S00°52'00"E	148.58
L28	S22°58'00"E	204.30
L29	S27°28'00"E	148.89
L30	S87°16'38"W	235.65
L31	S89°26'22"W	95.57
L32	S84°22'59"W	157.54
L33	S73°11'08"W	76.85
L34	N23°48'29"W	56.60
L35	S27°28'00"E	12.34
L38	S27°28'00"E	175.78

PARCELS	
PARCEL	AREA
1	0.19 Ac / 8,101.1SQ FT
2	0.18 Ac / 7,844.5SQ FT
3	0.17 Ac / 7,587.8SQ FT
4	0.17 Ac / 7,331.1SQ FT
5	0.16 Ac / 7,074.4SQ FT
6	0.16 Ac / 6,817.8SQ FT
7	0.15 Ac / 6,561.1SQ FT
8	0.15 Ac / 6,354.3SQ FT
9	0.15 Ac / 6,325.0SQ FT
10	0.15 Ac / 6,325.0SQ FT
11	0.15 Ac / 6,325.0SQ FT
12	0.15 Ac / 6,325.0SQ FT
13	0.15 Ac / 6,325.0SQ FT
14	0.15 Ac / 6,325.0SQ FT
15	0.15 Ac / 6,325.0SQ FT
16	0.15 Ac / 6,325.0SQ FT
17	0.15 Ac / 6,324.6SQ FT
18	0.14 Ac / 6,095.4SQ FT
19	0.13 Ac / 5,539.4SQ FT
20	0.13 Ac / 5,770.7SQ FT

PARCELS	
PARCEL	AREA
21	0.14 Ac / 6,177.8SQ FT
22	0.13 Ac / 5,813.1SQ FT
23	0.14 Ac / 5,887.0SQ FT
24	0.14 Ac / 5,972.6SQ FT
25	0.14 Ac / 6,058.1SQ FT
26	0.14 Ac / 6,143.7SQ FT
27	0.14 Ac / 6,229.3SQ FT
28	0.15 Ac / 6,349.7SQ FT
29	0.16 Ac / 6,859.9SQ FT
30	0.17 Ac / 7,512.9SQ FT
31	0.19 Ac / 8,165.9SQ FT
32	0.20 Ac / 8,818.8SQ FT
33	0.19 Ac / 8,465.0SQ FT
34	0.11 Ac / 4,678.2SQ FT
35	0.12 Ac / 5,052.6SQ FT
36	0.10 Ac / 4,456.8SQ FT
37	0.10 Ac / 4,456.8SQ FT
38	0.10 Ac / 4,450.0SQ FT
39	0.11 Ac / 4,658.4SQ FT
40	0.12 Ac / 5,263.6SQ FT

PARCELS	
PARCEL	AREA
41	0.11 Ac / 4,623.8SQ FT
42	0.11 Ac / 4,623.8SQ FT
43	0.11 Ac / 4,623.8SQ FT
44	0.10 Ac / 4,225.4SQ FT
45	0.10 Ac / 4,200.0SQ FT
46	0.11 Ac / 4,687.5SQ FT
47	0.11 Ac / 4,687.5SQ FT
48	0.10 Ac / 4,200.0SQ FT
49	0.10 Ac / 4,200.0SQ FT
50	0.13 Ac / 5,460.0SQ FT

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ARBOR LAND DESIGN
LANDSCAPE ARCHITECTS - CIVIL ENGINEERS
LAND SURVEYORS - LAND PLANNERS
PO Box 263, Greenville, SC 29602
864.235.3589
info@aldllc.net

C.O.A.: SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION – ARBOR LAND DESIGN #6651

SEAL

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	5/11/26	SUBMITTED TO CITY FOR REVIEW	AMA

LEGEND

TIMBERS EDGE

GREENVILLE SOUTH CAROLINA

CONCEPTUAL SITE PLAN

DRAWN:	DPS	DATE:	MAY 14TH, 2026
DESIGN:	DPS	HORIZONTAL SCALE:	1" = 80'
APPROVED:	AMA	VERTICAL SCALE:	NA

GRAPHIC SCALE 80' 0' 80' 160' SCALE: 1"=80'

JOB NO. 26048

DRAWING NO. SP-1

SHEET NO. 1 OF 1

SP-2026-02 Timbers Edge ID Major Change



1:4,800

0 225 450 900 ft

0 65 130 260 m

Legend

- Subject Property
- Parcels

Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina 29601, 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

CITY OF SIMPSONVILLE ANNEXATION APPLICATION

SITE/PROPERTY LOCATION:

Property Address: 612 Neely Ferry Rd Simpsonville, SC 29680

Tax Map Number: 0574020101600 0574020101605

APPLICANT: Chris Laney - Whitelane Acquisitions, LLC

Mailing Address: PO Box 1552

City, State, Zip: Greenville, SC 29602

Phone Number: 770-596-5370

E-mail Address: chris@southernid.com

PROPERTY OWNER (if different from Applicant): Jeffrey Anders / Lonnie Anders / Jerry Anders

Mailing Address: 612 Neely Ferry Rd

City, State, Zip: Simpsonville, SC 29680

Phone Number: 864-449-2441

E-mail Address: _____

Name of the Proposed Project: Timbers Edge

Type of Request (please check the appropriate box):

- ☐ Concept Plan Review
- ☐ Master Site Plan Review
- ☑ Major Change (change that alters the approved Concept Plan)
- ☐ Minor Change (change that alters the approved Master Site Plan)
- ☐ Simple Deviation (see staff to learn more)
- ☐ Other: _____

Project Description (be specific): We request a major change to the Timbers Edge subdivsion SOI and concept plan to add 0.77 acres of additional property. As outlined in our SOI, the density remains at 50 lots. The primary street network and open space configuration are simialr to the approved version. Garages are required to be rear-facing and accessible only from a side driveway or rear alley. The age restriction requirement has been removed as supported by an updated traffic impact study completed in May 2026.

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

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	Printed Name	Date
	Chris Laney	5/11/26

FOR CITY STAFF USE ONLY

Date Received: _____ By: _____ Docket #: _____ Zoning District: _____

	Initial	Date	Comments: _____
Public Works Review	_____	_____	_____
Fire Marshal Review	_____	_____	PC Review: _____ CC Review: _____
Planning & Zoning Review	_____	_____	☐ **APPROVED** (☐ **with conditions**) ☐ **DENIED**

425 East Curtis Street ◆ Simpsonville, SC 29681
Ph. (864) 967-9526 ◆ Fax (864) 967-9530

Date: Thursday, May 14, 2026

To: City of Simpsonville Planning Department

Subject: Major Change: Neely Ferry Road (TMS 0574020101600 & 0574020101605)

We the undersigned, as the owner(s) of the subject property located at 612 Neely Ferry Road hereby consent to Whitelane Acquisitions, LLC (Chris Laney/SouthernID) submitting the major change with regards to the Innovative Design zoning restrictions for the subject property.

The nature of the proposed major change is to:

1) Update the proposed land plan
2) Remove the 55+ age restriction

We support this request and respectfully request Planning Commission & City Council approval.

Sincerely,

Signature: Jeff H. Anders

Printed Name: Jeff H. Anders

Date: 5-14-26

Signature: Kelly Anders

Printed Name: Kelly Anders

Date: 5-14-26

Signature: April A. Lance

Printed Name: April A. Lance

Date: 5-14-26

Signature: _____

Printed Name:

Date:

SOUTHERN | ID

TO: **Jon Derby**

FROM: **Chris Laney, Southern ID**

RE: **Timbers Edge**

DATE: **Monday, May 11, 2026**

Mr. Derby,

Our development firm respectfully submits the attached revised Statement of Intent for the Timbers Edge subdivision. We are a Greenville, SC based development firm that works with several different builders in the community and currently have the property under contract from the Anders family to develop for a Top 10, nationally-ranked homebuilder.

The Anders family has owned the parcel since June of 1969 and has unsuccessfully tried to find a buyer/developer willing to proceed with the restrictions set forth in the 2021 concept plan. We believe the modified Statement of Intent is a fair compromise to provide a community utilizing the “Innovative Design” (ID) zoning district. The plan creates unique streetscapes, open areas, and quality community designs that would not be required in a regular zoning district.

The proposed modifications have been supported by an updated traffic study and are shown on the updated concept plan. Additionally, we are willing to provide local examples of similar community designs.

We look forward to working through the Major Change process with you and your staff. Please see the following page for more information about our company.

Best Regards,



Chris Laney

Company Overview

Southern Investment & Development (Southern ID) is a Greenville, SC-based real estate firm that specializes in residential neighborhood development in urban and suburban infill locations. The partners of Southern ID, Chris Laney and David White, invest in and develop real estate together with a goal of creating unique places in dynamic locations. Southern ID has partnered with several local, regional, and national home builders across a wide array of projects.

Since 2015, the partners of Southern ID have gained a concentrated level of expertise in the residential subdivision identification, entitlement, and development process. A typical Southern ID project requires multiple levels of approval from various governmental, public and private entities. Through its focused experience, Southern ID has assembled a team of trusted consultants, vendors and contractors that allow them to execute developments with precision and speed. Southern ID has completed 13 subdivisions in Greenville County totaling approximately 750 lots.

Partner Bios

Chris Laney



Chris was born and raised in Atlanta, and has extensive experience with real estate sales, management, and development. Chris obtained a real estate license at age 18 and first worked for a student housing developer while obtaining a degree in Business Management from Clemson University.

In 2011, Chris relocated to Greenville, SC to pursue an MBA at Clemson. He formed Southern ID in late 2015 to focus on infill development opportunities in the Greater Greenville area. Chris is involved with every facet of Southern ID's business, with particular emphasis on site selection, entitlements, development oversight and overall company strategy. Chris holds a real estate license in SC, NC (inactive), and GA (inactive).

David White



David first moved to the Upstate in 2004 to attend Wofford College in Spartanburg and completed his MBA at Clemson in 2011. In Fall 2016, David joined Chris at Southern ID to form their partnership of acquiring and developing residential neighborhoods.

David is deeply involved with every aspect of the day-to-day operations of Southern ID, with an emphasis on the finance, accounting, and legal functions, as well as lender relations. David holds an active SC real estate license.

SURFSIDE



WACCAMAW



HAYLEIGH



KINGSTREE



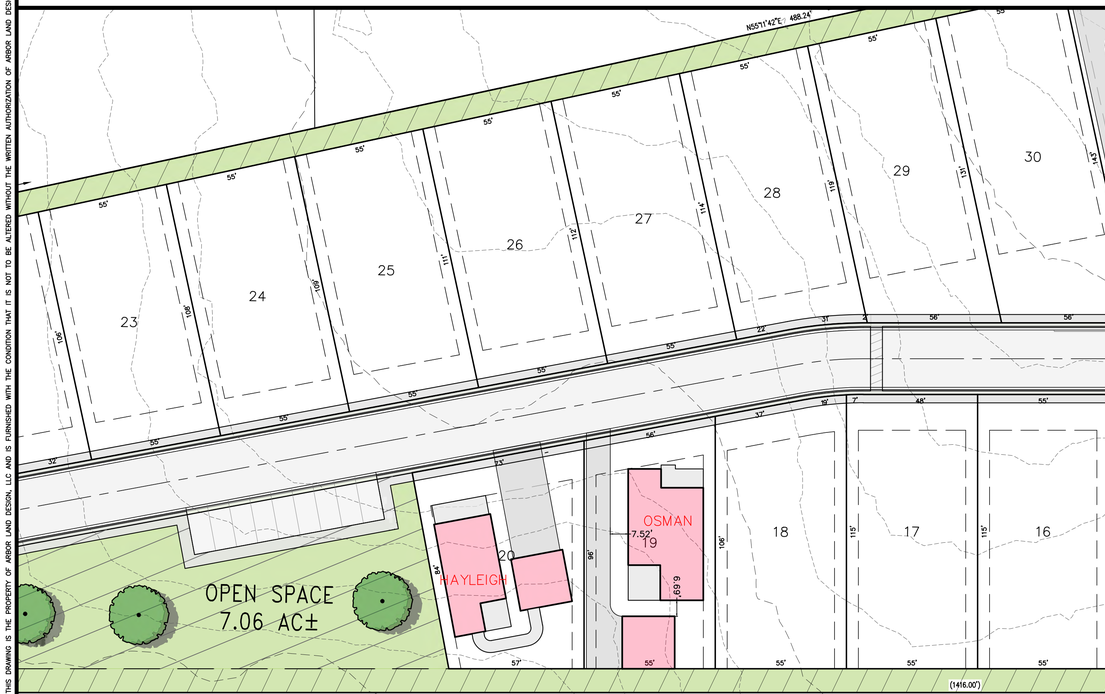
OSMAN



RORY







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#6651
CERTIFICATE OF AUTHORIZATION

SEAL

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	5/11/26	SUBMITTED TO CITY FOR REVIEW	AMA

LEGEND

TIMBERS EDGE

GREENVILLE SOUTH CAROLINA

BUILDING FOOTPRINT EXHIBIT

DRAWN:	DPS	DATE:	MAY 27TH, 2026
DESIGN:	DPS	HORIZONTAL SCALE:	1" = 30'
APPROVED:	AMA	VERTICAL SCALE:	NA

GRAPHIC SCALE
30' 0' 30' 60'
SCALE: 1" = 30'

JOB NO. 26048

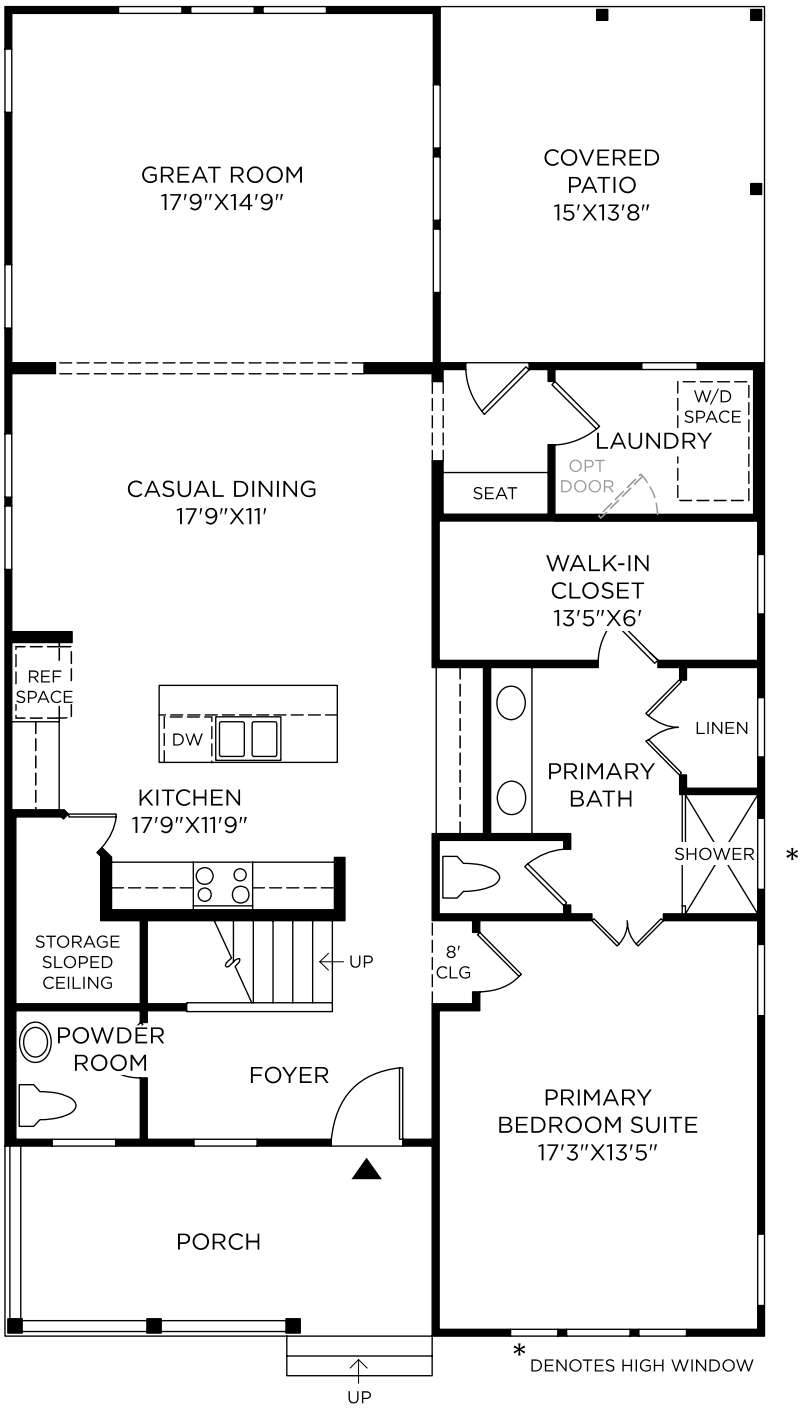
DRAWING NO. SP-1

SHEET NO. 1 OF 1

Toll Brothers

Osman

First Floor



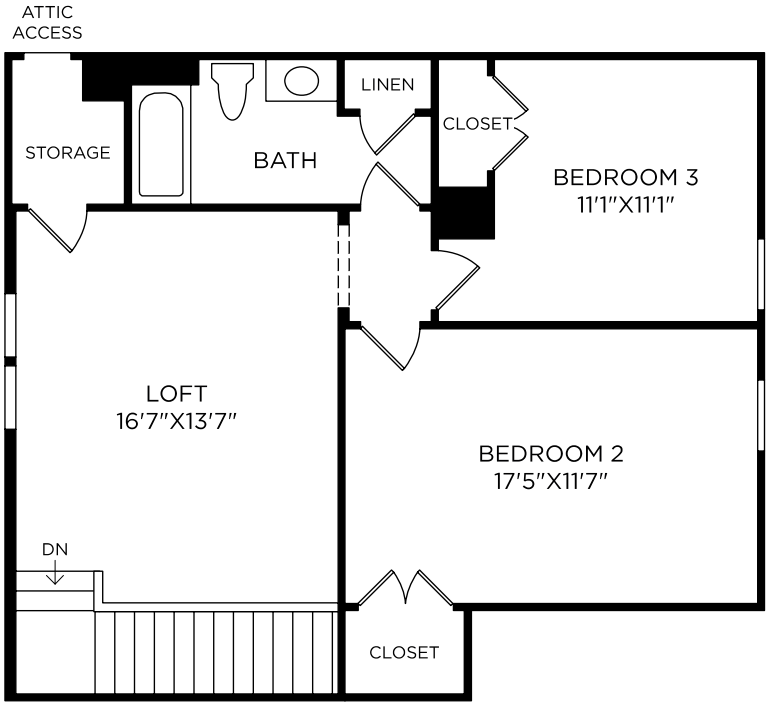
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Toll Brothers

Osman

Second Floor

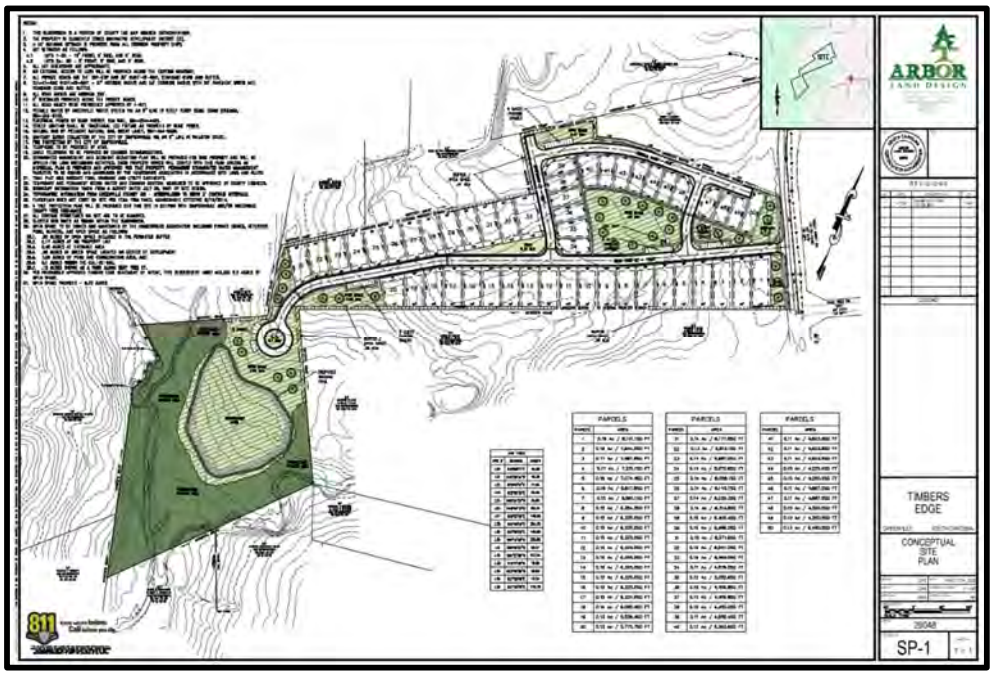


No Options Selected

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TRAFFIC IMPACT STUDY

for the



Timbers Edge Residential Development

Located in
Greenville County,
South Carolina

Prepared for
Southern Investment
& Development
P.O. Box 1552
Greenville, SC 29602

Prepared by
Access Engineering LLC

ACCESS ENGINEERING
Traffic & Transportation Consultants

Project #26050

DRAFT

EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Timbers Edge residential development in accordance to SCDOT guidelines. The development is proposed west of Neely Ferry Road (S-23-1046) in Greenville County, South Carolina. The development is planned to have 50 single family homes with a full access on Neely Ferry Road. The following intersections are studied:

- West Georgia Road (S-23-272) & Neely Ferry Road
- Neely Ferry Road & Pine Tree Drive
- Neely Ferry Road & Capewood Road (S-23-958)
- Neely Ferry Road & Site Access 1

The Institute of Transportation Engineers (ITE) estimates that a residential development consisting of 50 single family homes could be expected to generate 39 trips in the AM peak hour (11 entering, 28 exiting) and 51 trips in the PM peak hour (32 entering, 19 exiting).

The signal at West Georgia Road & Neely Ferry Road should continue to operate adequately after construction of the project. The Neely Ferry Road & Pine Tree Drive intersection will continue to operate with minimal delays. No changes are recommended.

The All-Way Stop at Neely Ferry Road & Capewood Road will continue to experience moderate delays on the EB approach in the AM Peak Hour. These delays are likely a function of traffic associated with Plain Elementary School just north of the site, as delays during the rest of the day are minimal. The proposed site will add minimal amounts of traffic to the intersection, no changes are recommended.

The site access should operate adequately with one ingress lane and one egress lane. Based on the build out volumes, auxiliary turn lanes on Neely Ferry Road are not warranted. The access should be built in accordance with SCDOT standards.

1. INTRODUCTION

This report will document a traffic impact study for the proposed Timbers Edge residential development in accordance with SCDOT guidelines.

The development is proposed west of Neely Ferry Road (S-23-1046) in Greenville County, South Carolina. The development is planned to have 50 single family homes with a full access on Neely Ferry Road.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- West Georgia Road (S-23-272) & Neely Ferry Road
- Neely Ferry Road & Pine Tree Drive
- Neely Ferry Road & Capewood Road (S-23-958)
- Neely Ferry Road & Site Access 1

Future-year analyses assume 2029 conditions as the Build scenarios.

The site location is shown in *Figure 1* and the conceptual site plan is shown in *Figure 2*.



ACCESS ENGINEERING
Traffic & Transportation Consultants


TIMBERS EDGE
CONCEPTUAL SITE PLAN
SP-1
ARBOR LAND DESIGN
ACCESS ENGINEERING
Traffic & Transportation Consultants

2. EXISTING CONDITIONS

Roadway Inventory

The existing roadway conditions are summarized in Table 1. Figure 3 illustrates the existing lane geometry.

Table 1 – Roadway Inventory

Facility	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2025 AADT
West Georgia Road	S-23-272	2/5-lane undivided	45 MPH	SCDOT	22,900[1]
Neely Ferry Road	S-23-1046	2-lane undivided	25 MPH	SCDOT	3,500[2]
Capewood Road	S-23-958	2-lane undivided	30 MPH	SCDOT	--
Pine Tree Drive	-	2-lane undivided	NP	Local	--

[1]SCDOT Count Station 23-0305; [2]SCDOT Count Station 23-0438

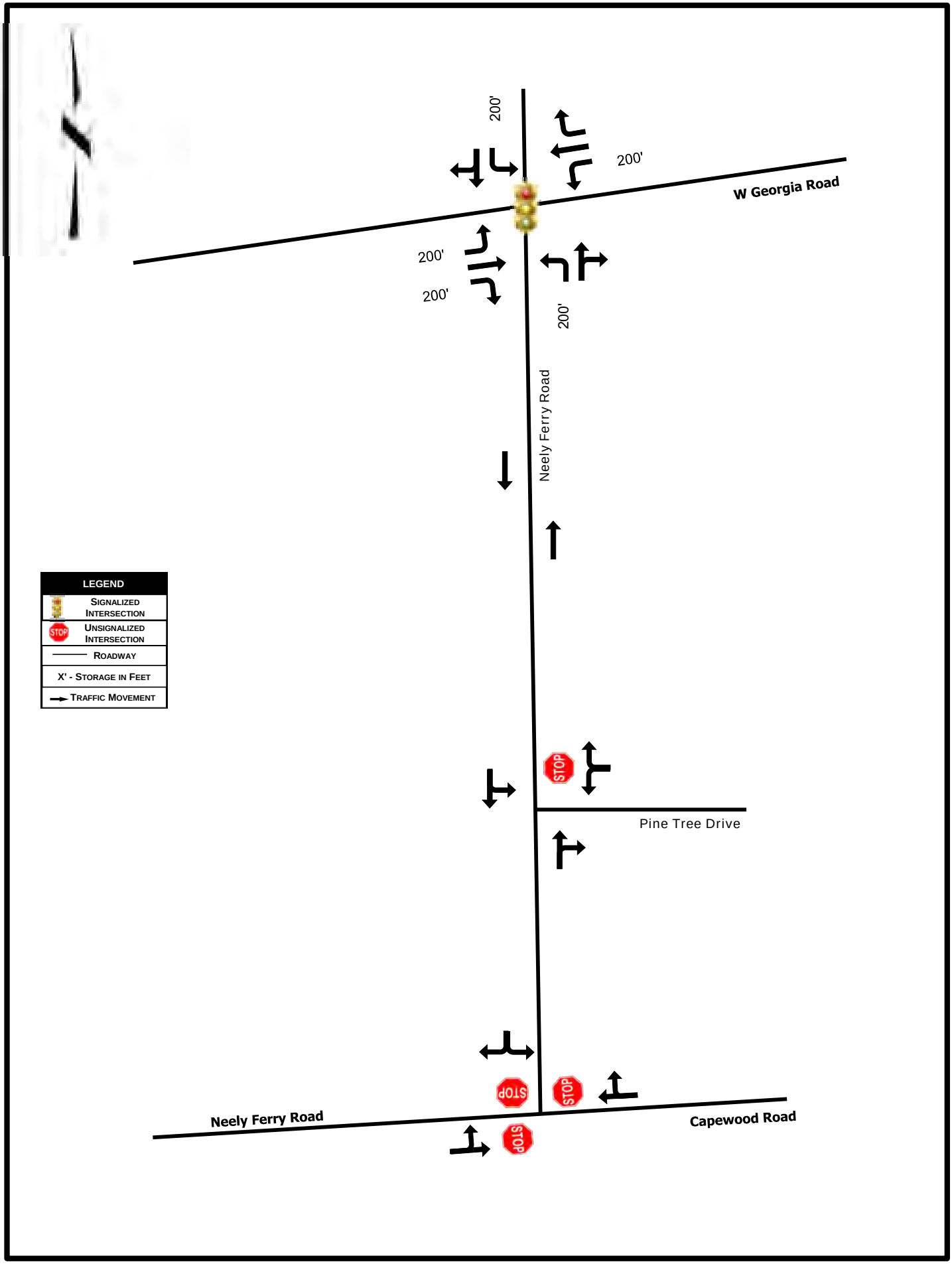
Current Traffic Volumes

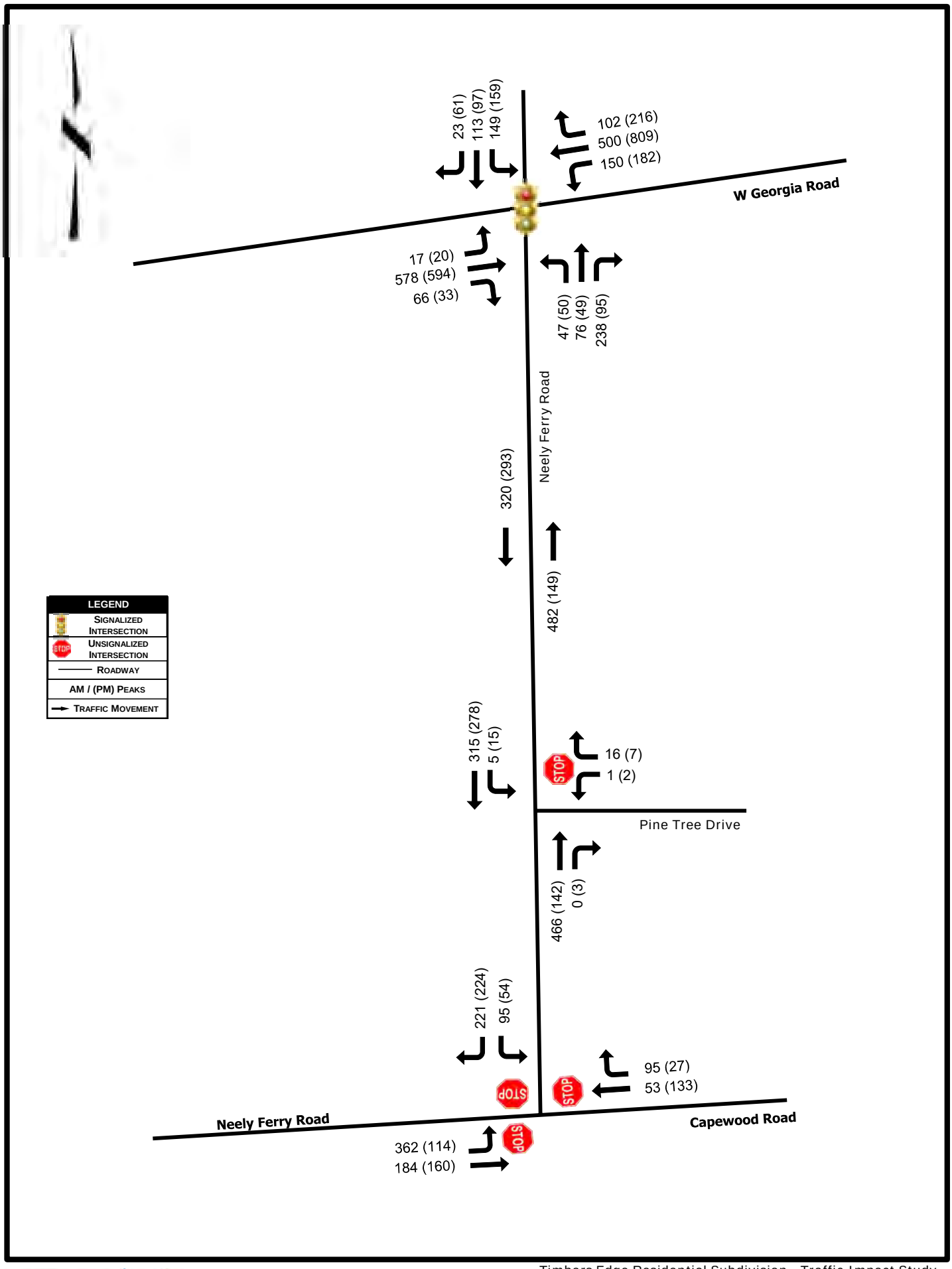
Vehicle turning movement counts were collected for this study by Short Counts. ***Table 2*** contains the count location and date.

Table 2 – Traffic Data Collection

Count Location	Date
West Georgia Road & Neely Ferry Road	5/14/2026
Neely Ferry Road & Pine Tree Drive	5/14/2026
Neely Ferry Road & Capewood Road	5/14/2026

All counts were conducted while the local school district classes were in session. Existing traffic volumes are illustrated in ***Figure 4.*** The 2026 raw traffic volumes are provided in ***Appendix A***.


200'
200'
W Georgia Road
200'
200'
200'
Neely Ferry Road
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
ROADWAY
X' - STORAGE IN FEET
TRAFFIC MOVEMENT
STOP
Pine Tree Drive
STOP
STOP
STOP
Neely Ferry Road
Capewood Road


W Georgia Road
Neely Ferry Road
Pine Tree Drive
Neely Ferry Road
Capewood Road
23 (61)
113 (97)
149 (159)
102 (216)
500 (809)
150 (182)
17 (20)
578 (594)
66 (33)
47 (50)
76 (49)
238 (95)
320 (293)
482 (149)
315 (278)
5 (15)
16 (7)
1 (2)
466 (142)
0 (3)
221 (224)
95 (54)
95 (27)
53 (133)
362 (114)
184 (160)
STOP
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
ROADWAY
AM / (PM) PEAKS
TRAFFIC MOVEMENT

3. PROJECT DEVELOPMENT

The project is located west of Neely Ferry Road (S-23-1046) in Greenville County, South Carolina. The development is planned to have 50 single family homes. The site is currently undeveloped.

Proposed Access Points

The proposed site plan provides a full access on the western side of Neely Ferry Road approximately 150 feet north of Pine Tree Drive.

Trip Generation Estimates

The trip generation potential was estimated based on the most recent edition of the ITE *Trip Generation Manual*, *12th Edition*. The trip generation estimates for the weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in *Table 3*.

Table 3 – ITE Trip Generation Estimates

Land Use	ITE LUC	Size	Unit	24 Hour Two-Way	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	50	DU	669	11	28	39	32	19	51
Daily Trips: T = 8.07(X) + 265.45 (50% In; 50% Out) AM Peak Hour Trips: T = 0.67(X) + 5.59 (27% In; 73% Out) PM Peak Hour Trips: Ln(T) = 0.92 Ln(X) + 0.33 (62% In; 38% Out)										

It is noted that the development is modeled after the Tuscan Woods development located off of Hudson Road. The Tuscan Woods development contains 64 homes. A traffic count was conducted at the entrance to Tuscan Woods to determine how the trip generation for it compares to the ITE estimates. The peak hour volumes at the 64 unit Tuscan Woods development showed:

- AM Peak hour – 2 entering and 15 exiting (17 total)
- PM Peak hour – 13 entering and 9 exiting (22 total)

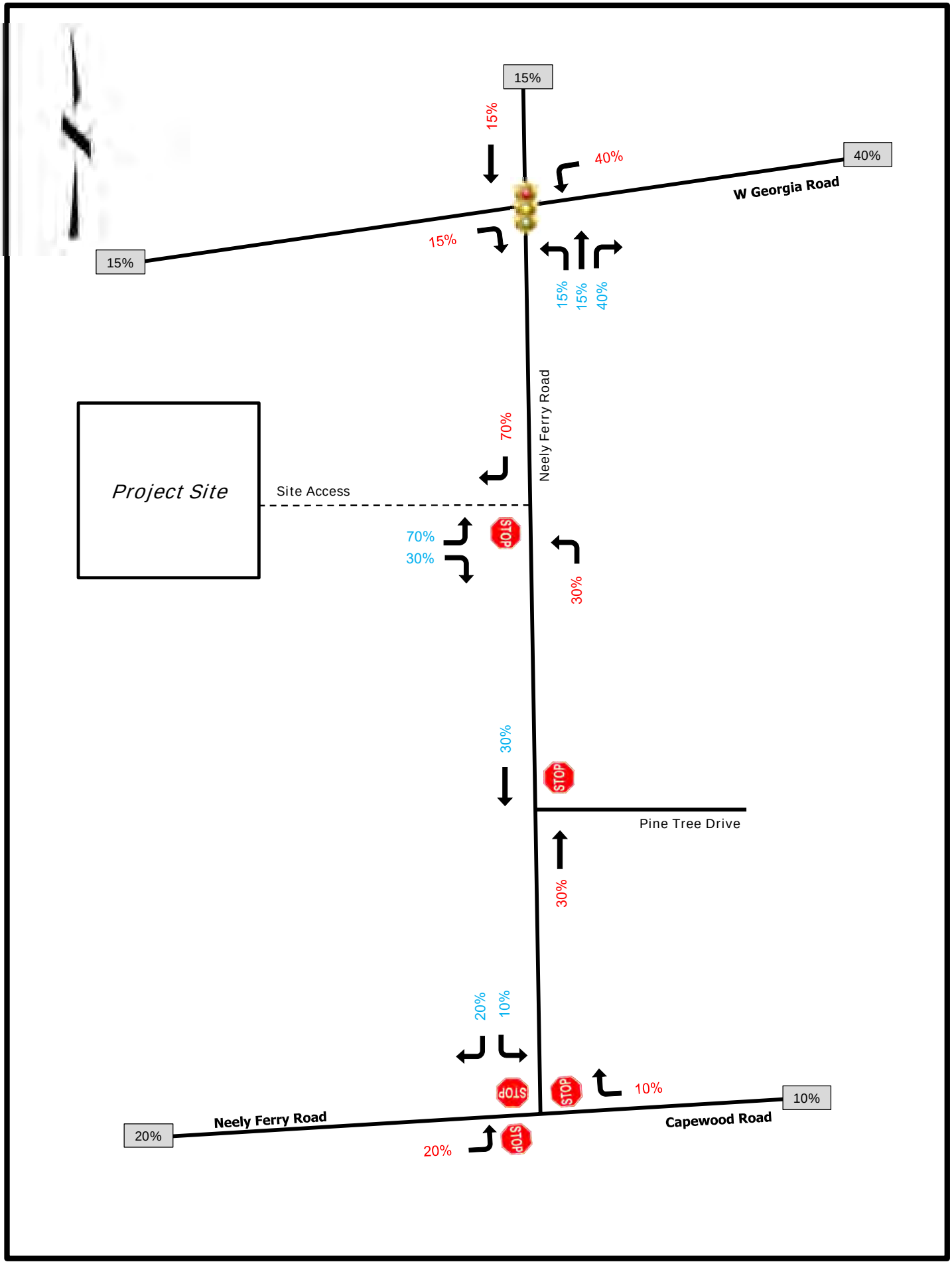
The counts at Tuscan Woods (attached in *Appendix A*) indicate a much lower trip generation rate than the ITE rates suggest. All analyses in this report, however, utilize the standard ITE estimates.

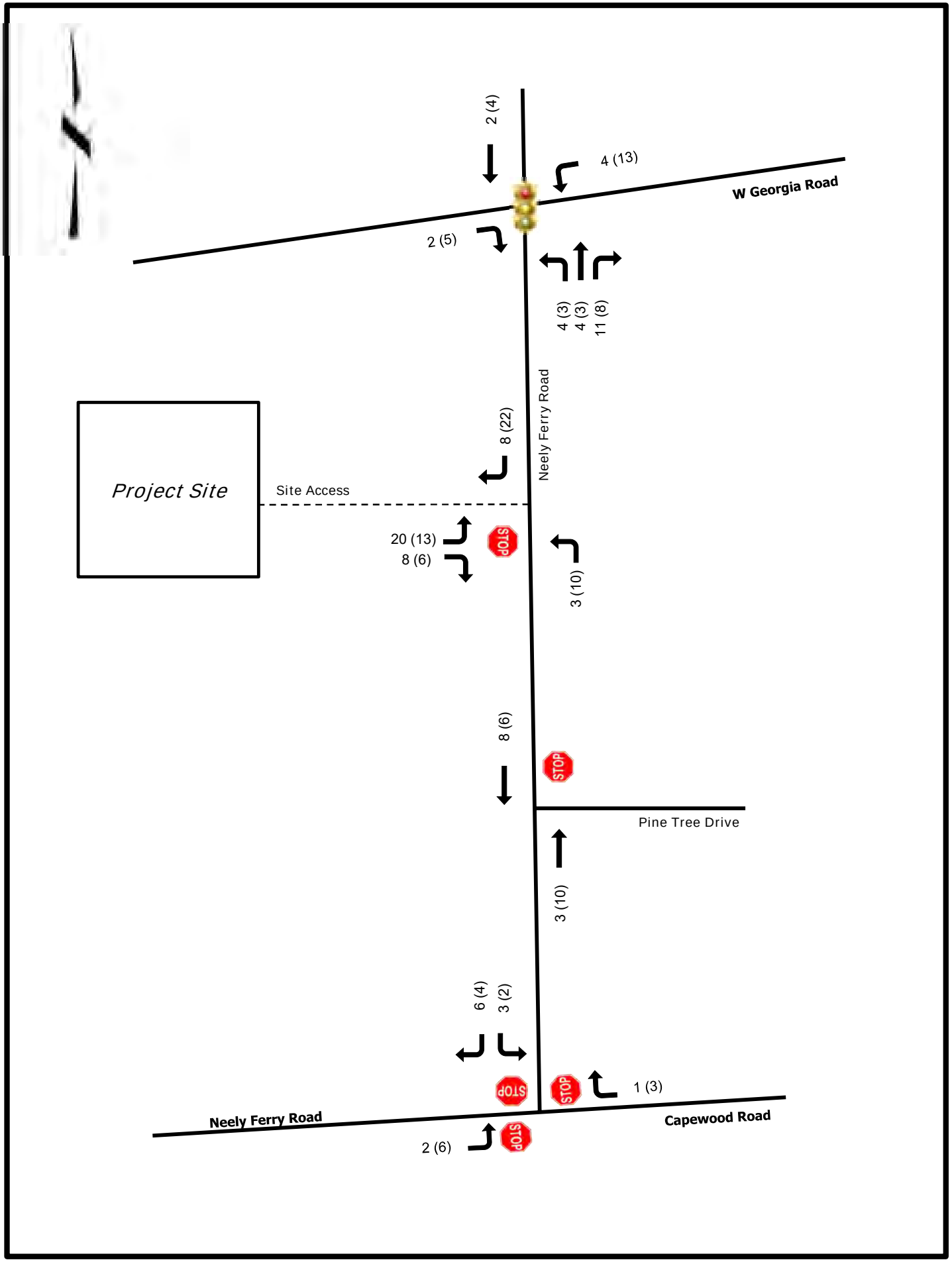
Trip Distribution & Assignment

New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

- 40% to/from the east on West Georgia Road
- 20% to/from the west via Capewood Road
- 15% to/from the north via Neely Ferry Road
- 15% to/from the west via West Georgia Road
- 10% to/from the east via Capewood Road

The directional distribution assumptions are shown in *Figure 5*. The assignment of the project traffic is shown in *Figure 6*.


15%
15%
40%
40%
W Georgia Road
15%
15%
15%
15%
40%
Neely Ferry Road
70%
Project Site
Site Access
70%
30%
STOP
30%
30%
STOP
Pine Tree Drive
30%
20%
10%
STOP
STOP
10%
10%
Neely Ferry Road
Capewood Road
20%
20%
STOP


2 (4)
4 (13)
W Georgia Road
2 (5)
4 (3)
4 (3)
11 (8)
Neely Ferry Road
8 (22)
Project Site
Site Access
20 (13)
8 (6)
STOP
3 (10)
8 (6)
STOP
Pine Tree Drive
3 (10)
6 (4)
3 (2)
STOP
STOP
1 (3)
Neely Ferry Road
Capewood Road
STOP
2 (6)

4. TRAFFIC VOLUMES

Background Conditions

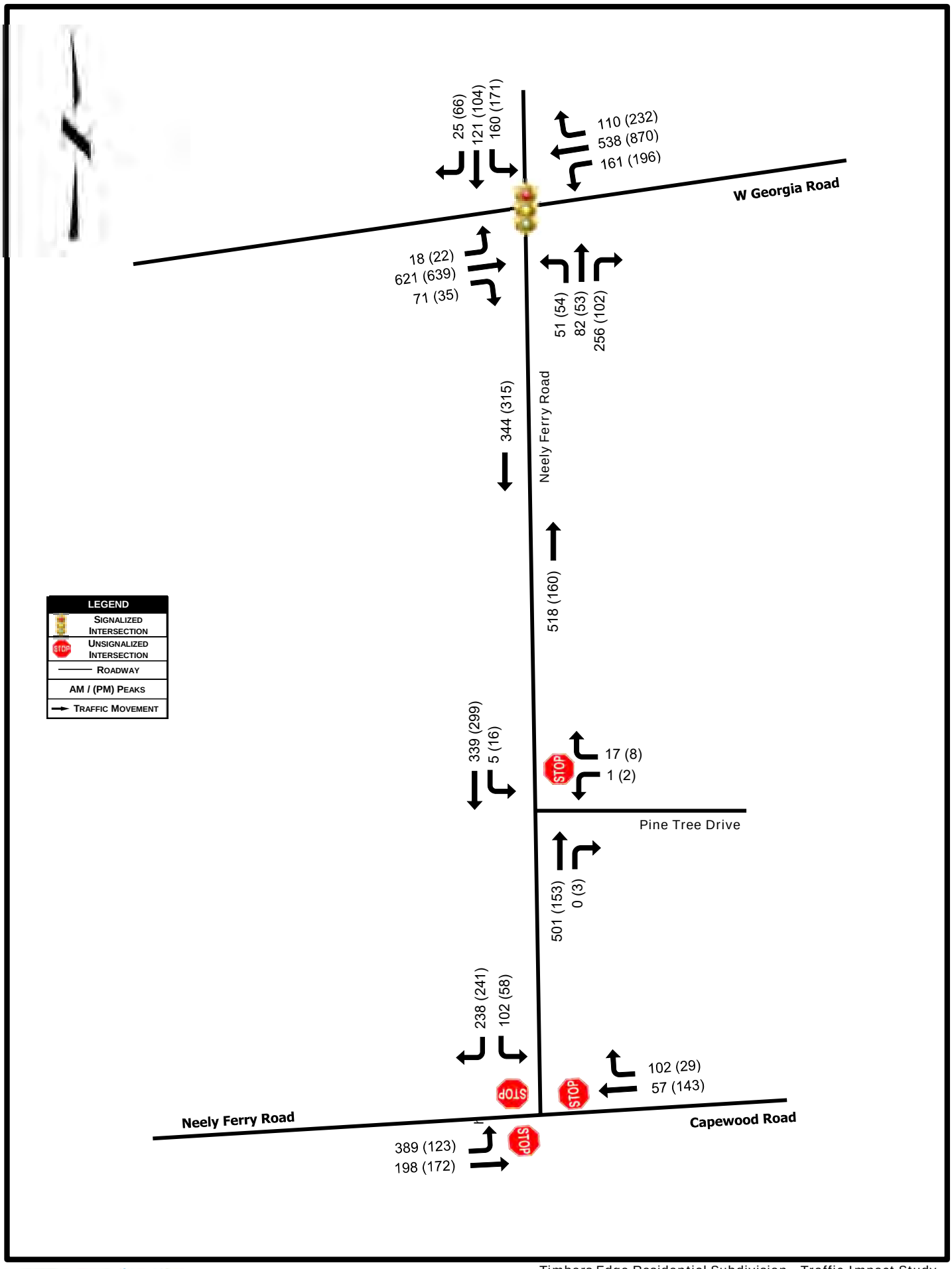
The 2029 future No-Build traffic volumes were developed using a 2.5% annual background growth rate. This growth rate was adopted from reviewing historic count data at SCDOT Count 23-0305 and 23-0438.

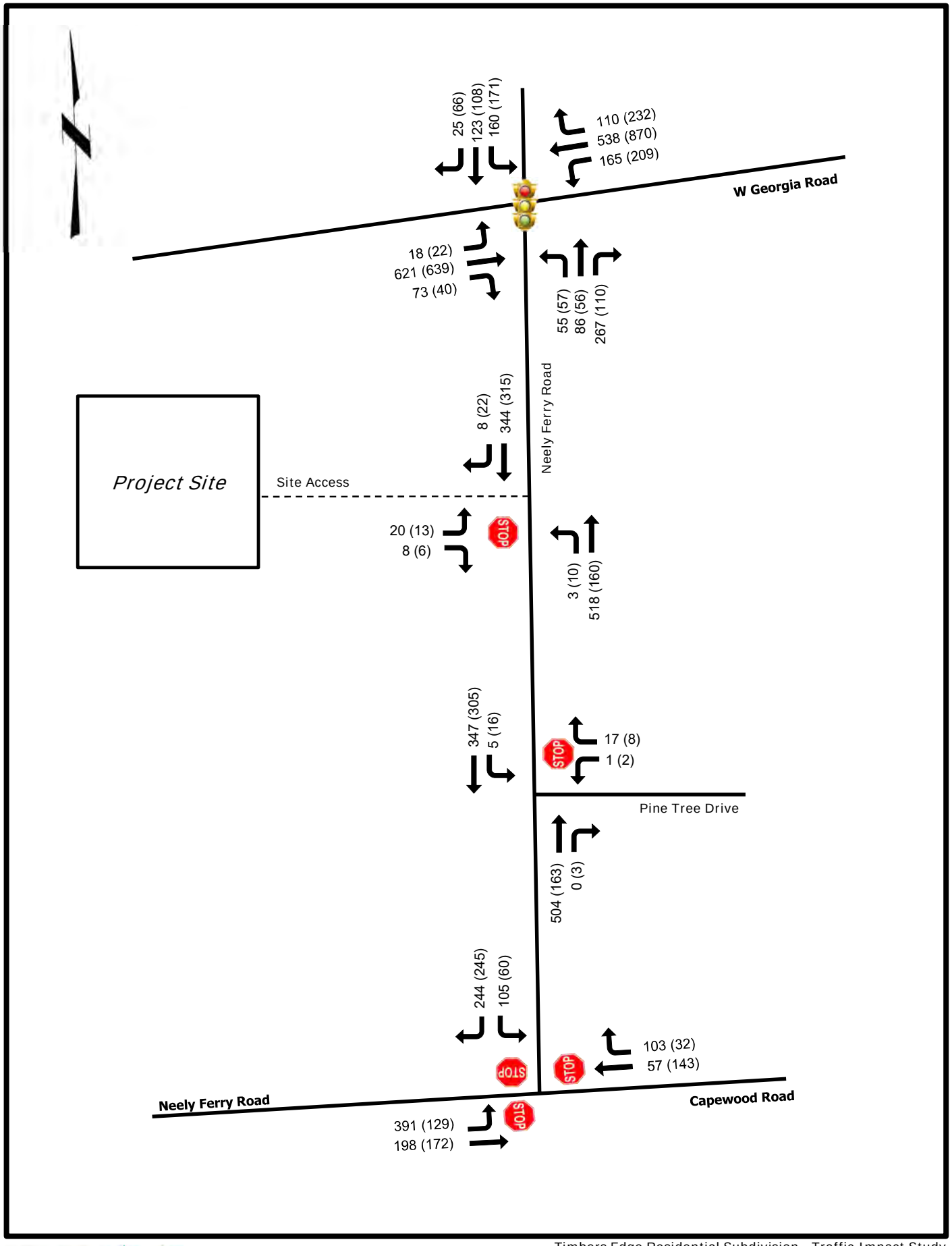
The 2029 No-Build traffic volumes are shown in *Figure 7*.

Build Out Traffic Volumes

The 2029 Build traffic volumes were developed by adding the site generated traffic volumes to the 2029 No-Build traffic volumes. The 2029 Build volumes are illustrated in *Figure 8*.

Volume development worksheets are included in *Appendix B*.


25 (66)
121 (104)
160 (171)
110 (232)
538 (870)
161 (196)
W Georgia Road
18 (22)
621 (639)
71 (35)
51 (54)
82 (53)
256 (102)
Neely Ferry Road
344 (315)
518 (160)
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
ROADWAY
AM / (PM) PEAKS
TRAFFIC MOVEMENT
339 (299)
5 (16)
17 (8)
1 (2)
Pine Tree Drive
501 (153)
0 (3)
238 (241)
102 (58)
102 (29)
57 (143)
Neely Ferry Road
Capewood Road
389 (123)
198 (172)


W Georgia Road
Neely Ferry Road
Project Site
Site Access
Pine Tree Drive
Neely Ferry Road
Capewood Road
STOP
25 (66)
123 (108)
160 (171)
110 (232)
538 (870)
165 (209)
18 (22)
621 (639)
73 (40)
55 (57)
86 (56)
267 (110)
8 (22)
344 (315)
20 (13)
8 (6)
3 (10)
518 (160)
347 (305)
5 (16)
17 (8)
1 (2)
504 (163)
0 (3)
244 (245)
105 (60)
103 (32)
57 (143)
391 (129)
198 (172)

5. TRAFFIC IMPACT ANALYSIS

Auxiliary Turn-Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2029 Build volumes. Turn-lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) Section 9.5.1.

Based on the anticipated build-out volumes, auxiliary tune lanes on Neely Ferry Road are not warranted at the site access.

Turn-lane analyses are provided in *Appendix C*.

Level of Service Criteria

The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service "A" represents the best conditions and Level of Service "F" represents the worst. Synchro Traffic Modeling software was used to determine the level of service for study intersections. Note for unsignalized intersection analysis, the level of service noted is for the worst approach of the intersection. This is typically the left turn movement for the side street approach, due to the number of opposing movements. The Highway Capacity Manual thresholds are shown in *Table 4*.

Table 4 – *HCM 6th Edition* LOS Criteria for Unsignalized and Signalized Intersections

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

Intersection Capacity Analysis

Capacity analyses were conducted using *Synchro*, Version 11 software for the study intersections considering 2026 Existing conditions, 2029 No-Build conditions, and 2029 Build conditions.

As part of the capacity analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered. Using the *Synchro* software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods. The results of the intersection capacity analyses are summarized in *Table 5.*

Table 5 – Intersection Capacity Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2026 Existing Conditions		2029 No-Build Conditions		2029 Build Conditions	
		AM	PM	AM	PM	AM	PM
West Georgia Road & Neely Ferry Road (Signalized)	EB	D/41.8	C/26.3	D/52.3	C/32.4	D/54.2	C/34.7
	WB	C/24.9	D/34.5	C/29.8	D/51.0	C/30.4	D/53.7
	NB	D/51.9	D/43.6	E/61.5	D/45.8	E/65.1	D/47.7
	SB	C/30.1	C/33.6	D/35.5	D/35.1	D/37.0	C/35.1
	Overall	*D/35.8*	*C/32.9*	*D/43.4*	*D/43.4*	*D/45.2*	*D/45.5*
Neely Ferry Road & Pine Tree Drive	WB[2]	B/11.9	B/10.0	B/12.3	B/10.0	B/12.3	B/10.1
	SB[1]	A/8.4	A/7.6	A/8.5	A/7.6	A/8.5	A/7.7
Neely Ferry Road & Capewood Road (All-way Stop)	EB	D/34.7	B/11.5	F/51.6	B/12.2	F/54.1	B/12.6
	WB	B/10.3	A/9.6	B/10.9	A/10.0	B/11.0	B/10.1
	SB	B/14.8	B/10.6	C/16.8	B/11.3	C/17.5	B/11.6
Neely Ferry Road & Site Access	EB[2]	-	-	-	-	C/16.5	B/11.9
	NB[1]	-	-	-	-	A/8.1	A/8.0

[1]-LOS for major street left-turn movement; [2]-LOS for minor street approach

West Georgia Road & Neely Ferry Road

The signalized intersection should continue to operate adequately after construction of the project. No changes are recommended.

Neely Ferry Road Intersections

The Pine Tree Drive intersection will continue to operate with minimal delays. The All-Way Stop at Neely Ferry Road & Capewood Road will continue to experience moderate delays on the EB approach in the AM Peak Hour. These delays are likely a function of traffic associated with Plain Elementary School just north of the site, as delays during the rest of the day are minimal. The proposed site will add minimal amounts of traffic to the intersection, no changes are recommended.

Site Access

The site access should operate adequately with one egress lane and one ingress lane. The driveway should be constructed in accordance with SCDOT standards.

Capacity analysis worksheets are provided in *Appendix D.*

SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Timbers Edge residential development in accordance to SCDOT guidelines. The development is proposed west of Neely Ferry Road (S-23-1046) in Simpsonville, Greenville County, South Carolina. The development is planned to have 50 single family homes with a full access on Neely Ferry Road. The following intersections are studied:

- West Georgia Road (S-23-272) & Neely Ferry Road
- Neely Ferry Road & Pine Tree Drive
- Neely Ferry Road & Capewood Road (S-23-958)
- Neely Ferry Road & Site Access 1

The Institute of Transportation Engineers (ITE) estimates that a residential development consisting of 50 single family homes could be expected to generate 39 trips in the AM peak hour (11 entering, 28 exiting) and 51 trips in the PM peak hour (32 entering, 19 exiting).

The signal at West Georgia Road & Neely Ferry Road should continue to operate adequately after construction of the project. The Neely Ferry Road & Pine Tree Drive intersection will continue to operate with minimal delays. No changes are recommended.

The All-Way Stop at Neely Ferry Road & Capewood Road will continue to experience moderate delays on the EB approach in the AM Peak Hour. These delays are likely a function of traffic associated with Plain Elementary School just north of the site, as delays during the rest of the day are minimal. The proposed site will add minimal amounts of traffic to the intersection, no changes are recommended.

The site access should operate adequately with one ingress lane and one egress lane. Based on the build out volumes, auxiliary turn lanes on Neely Ferry Road are not warranted. The access should be built in accordance with SCDOT standards.

APPENDIX A

Traffic Count Data

735 Maryland St
Columbia, SC 29201
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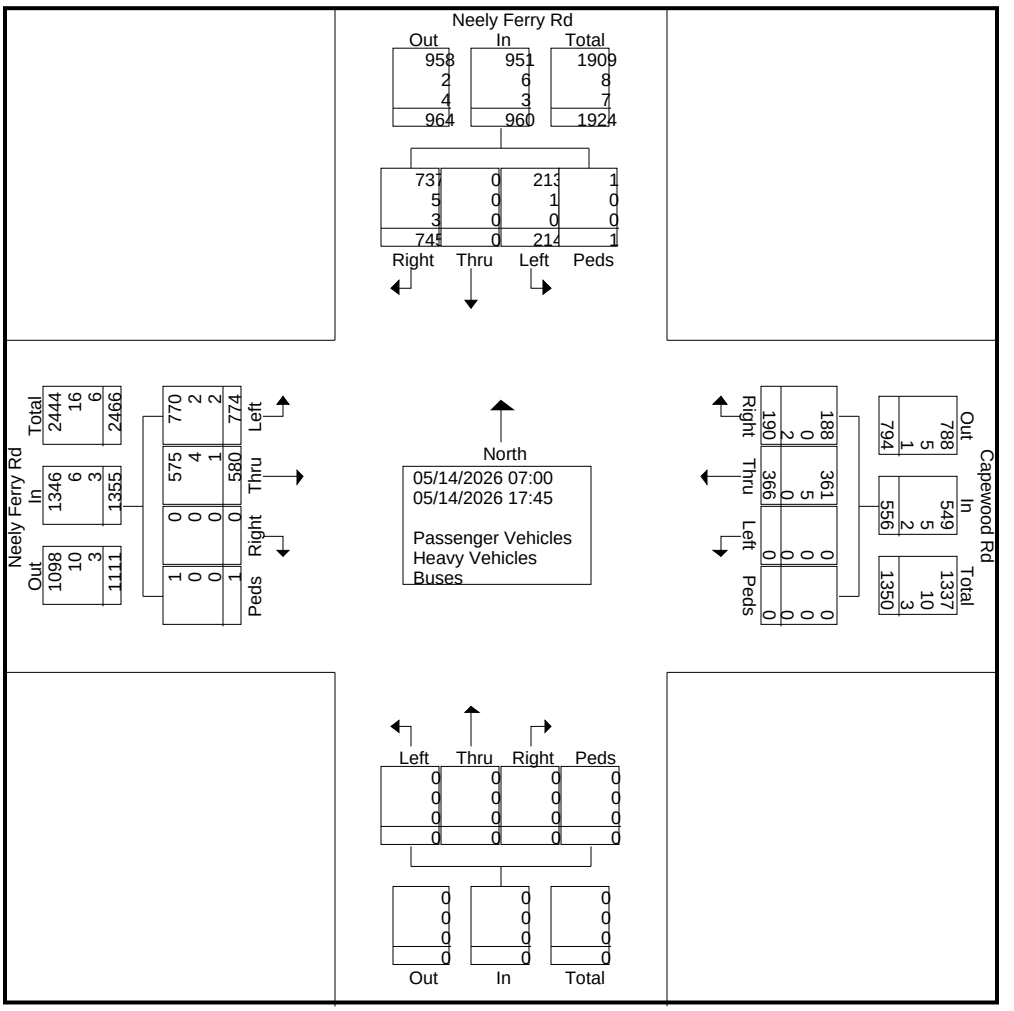
File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
Start Date : 05/14/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Neely Ferry Rd Southbound				Capewood Rd Westbound				Northbound				Neely Ferry Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	19	0	33	1	0	14	21	0	0	0	0	0	85	45	0	0	218
07:15	40	0	82	0	0	12	35	0	0	0	0	0	112	36	0	0	317
07:30	30	0	85	0	0	22	31	0	0	0	0	0	107	44	0	0	319
07:45	6	0	21	0	0	5	8	0	0	0	0	0	58	59	0	0	157
Total	95	0	221	1	0	53	95	0	0	0	0	0	362	184	0	0	1011
08:00	8	0	19	0	0	12	8	0	0	0	0	0	60	36	0	0	143
08:15	3	0	21	0	0	18	7	0	0	0	0	0	36	30	0	0	115
08:30	7	0	25	0	0	15	9	0	0	0	0	0	60	35	0	0	151
08:45	8	0	16	0	0	12	10	0	0	0	0	0	39	23	0	0	108
Total	26	0	81	0	0	57	34	0	0	0	0	0	195	124	0	0	517
16:00	11	0	48	0	0	31	6	0	0	0	0	0	24	22	0	0	142
16:15	8	0	55	0	0	30	14	0	0	0	0	0	26	20	0	0	153
16:30	10	0	59	0	0	27	8	0	0	0	0	0	29	35	0	0	168
16:45	16	0	54	0	0	31	6	0	0	0	0	0	21	46	0	0	174
Total	45	0	216	0	0	119	34	0	0	0	0	0	100	123	0	0	637
17:00	14	0	43	0	0	46	3	0	0	0	0	0	23	36	0	1	166
17:15	14	0	63	0	0	28	11	0	0	0	0	0	41	29	0	0	186
17:30	10	0	64	0	0	28	7	0	0	0	0	0	29	49	0	0	187
17:45	10	0	57	0	0	35	6	0	0	0	0	0	24	35	0	0	167
Total	48	0	227	0	0	137	27	0	0	0	0	0	117	149	0	1	706
Grand Total	214	0	745	1	0	366	190	0	0	0	0	0	774	580	0	1	2871
Apprch %	22.3	0	77.6	0.1	0	65.8	34.2	0	0	0	0	0	57.1	42.8	0	0.1	
Total %	7.5	0	25.9	0	0	12.7	6.6	0	0	0	0	0	27	20.2	0	0	
Passenger Vehicles	213	0	737	1	0	361	188	0	0	0	0	0	770	575	0	1	2846
% Passenger Vehicles	99.5	0	98.9	100	0	98.6	98.9	0	0	0	0	0	99.5	99.1	0	100	99.1
Heavy Vehicles	1	0	5	0	0	5	0	0	0	0	0	0	2	4	0	0	17
% Heavy Vehicles	0.5	0	0.7	0	0	1.4	0	0	0	0	0	0	0.3	0.7	0	0	0.6
Buses	0	0	3	0	0	0	2	0	0	0	0	0	2	1	0	0	8
% Buses	0	0	0.4	0	0	0	1.1	0	0	0	0	0	0.3	0.2	0	0	0.3

735 Maryland St
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We Can't say we're the Best, but you Can!

File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
Start Date : 05/14/2026
Page No : 2



SHORT COUNTS
Traffic Data Specialists

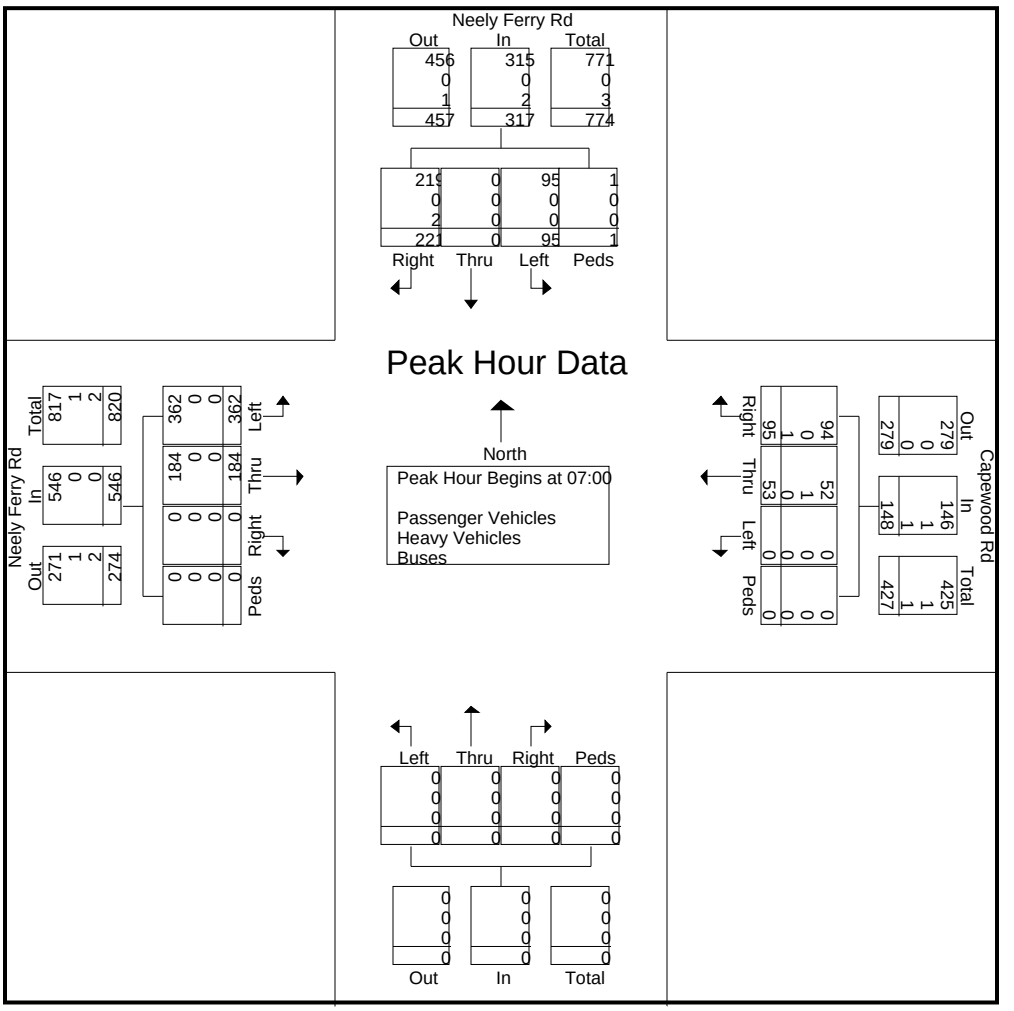
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File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
Start Date : 05/14/2026
Page No : 3

	Neely Ferry Rd Southbound					Capewood Rd Westbound					Northbound					Neely Ferry Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	19	0	33	1																	
07:15	40	0	82	0	122	0	12	35	0	47	0	0	0	0	0	112	36	0	0	148	317
07:30	30	0	85	0	115	0	22	31	0	53	0	0	0	0	0	107	44	0	0	151	319
07:45	6	0	21	0	27	0	5	8	0	13	0	0	0	0	0	58	59	0	0	117	157
Total Volume	95	0	221	1	317	0	53	95	0	148	0	0	0	0	0	362	184	0	0	546	1011
% App. Total	30	0	69.7	0.3		0	35.8	64.2	0		0	0	0	0		66.3	33.7	0	0		
PHF	.594	.000	.650	.250	.650	.000	.602	.679	.000	.698	.000	.000	.000	.000	.000	.808	.780	.000	.000	.904	.792
Passenger Vehicles	95	0	219	1	315	0	52	94	0	146	0	0	0	0	0	362	184	0	0	546	1007
% Passenger Vehicles	100	0	99.1	100	99.4	0	98.1	98.9	0	98.6	0	0	0	0	0	100	100	0	0	100	99.6
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	1.9	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	0	0.9	0	0.6	0	0	1.1	0	0.7	0	0	0	0	0	0	0	0	0	0	0.3

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File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
Start Date : 05/14/2026
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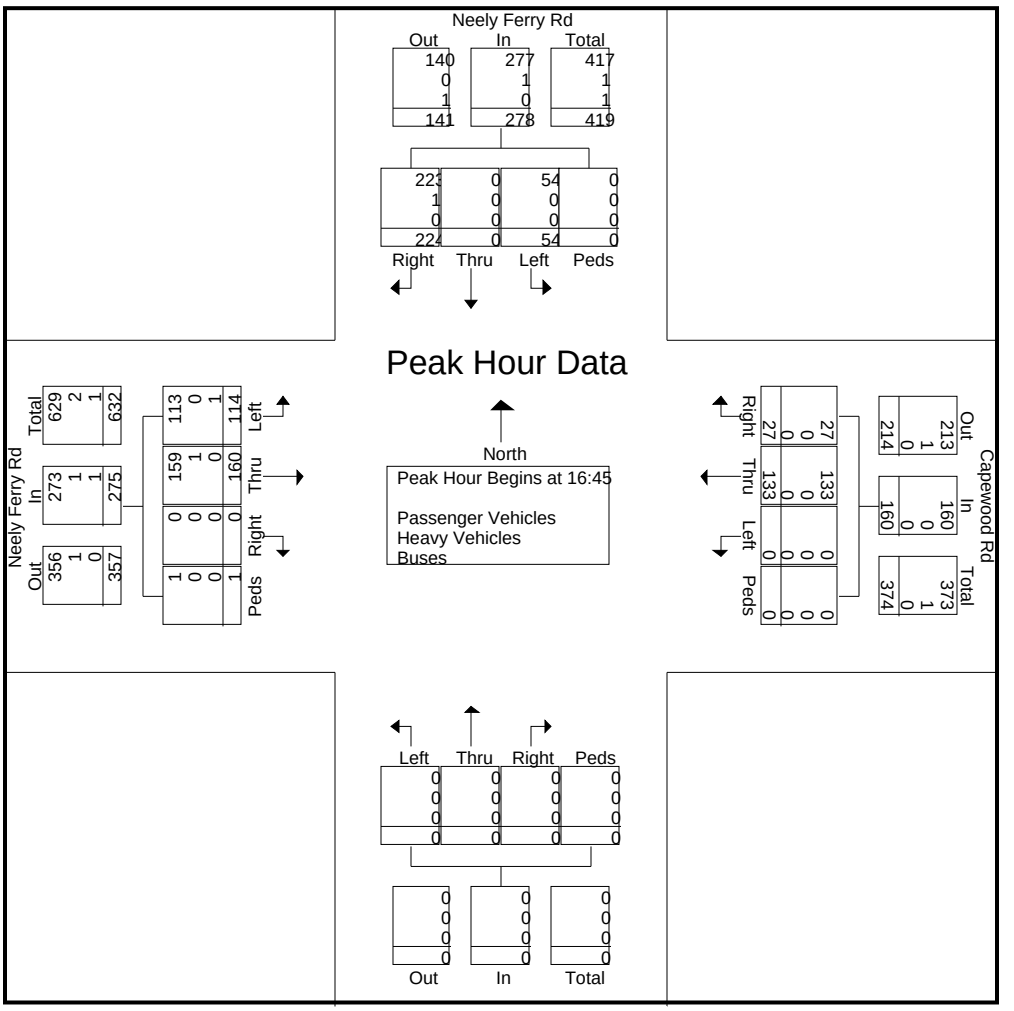
735 Maryland St
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File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
Start Date : 05/14/2026

	Neely Ferry Rd Southbound					Capewood Rd Westbound					Northbound					Neely Ferry Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	16																				
17:00	14	0	43	0	57	0	46	3	0	49	0	0	0	0	0	23	36	0	1	60	166
17:15	14	0	63	0	77	0	28	11	0	39	0	0	0	0	0	41	29	0	0	70	186
17:30	10	0	64	0	74	0	28	7	0	35	0	0	0	0	0	29	49	0	0	78	187
Total Volume	54	0	224	0	278	0	133	27	0	160	0	0	0	0	0	114	160	0	1	275	713
% App. Total	19.4	0	80.6	0		0	83.1	16.9	0		0	0	0	0		41.5	58.2	0	0.4		
PHF	.844	.000	.875	.000	.903	.000	.723	.614	.000	.816	.000	.000	.000	.000	.000	.695	.816	.000	.250	.881	.953
Passenger Vehicles	54	0	223	0	277	0	133	27	0	160	0	0	0	0	0	113	159	0	1	273	710
% Passenger Vehicles	100	0	99.6	0	99.6	0	100	100	0	100	0	0	0	0	0	99.1	99.4	0	100	99.3	99.6
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% Heavy Vehicles	0	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.4	0.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0.4	0.1

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File Name : Neely Ferry Rd @ Capewood Rd
Site Code :
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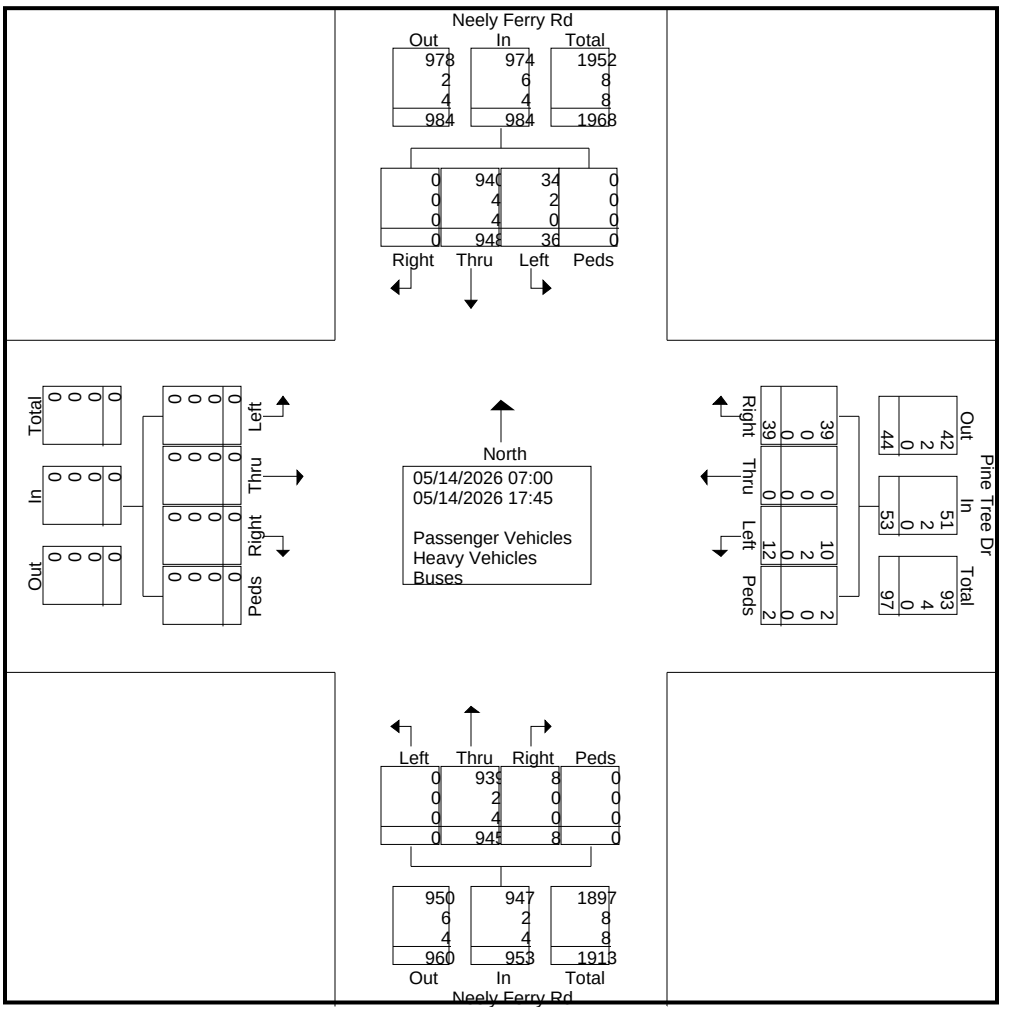
File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
Start Date : 05/14/2026

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Neely Ferry Rd Southbound				Pine Tree Dr Westbound				Neely Ferry Rd Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	45	0	0	0	0	7	0	0	95	0	0	0	0	0	0	149
07:15	1	126	0	0	0	0	3	0	0	148	0	0	0	0	0	0	278
07:30	1	115	0	0	1	0	5	0	0	149	0	0	0	0	0	0	271
07:45	1	29	0	0	0	0	1	0	0	74	0	0	0	0	0	0	105
Total	5	315	0	0	1	0	16	0	0	466	0	0	0	0	0	0	803
08:00	3	24	0	0	0	0	1	0	0	38	0	0	0	0	0	0	66
08:15	1	25	0	0	0	0	6	0	0	43	0	0	0	0	0	0	75
08:30	2	30	0	0	1	0	2	0	0	69	0	0	0	0	0	0	104
08:45	4	19	0	0	3	0	4	0	0	54	0	0	0	0	0	0	84
Total	10	98	0	0	4	0	13	0	0	204	0	0	0	0	0	0	329
16:00	0	55	0	0	1	0	0	0	0	32	2	0	0	0	0	0	90
16:15	2	62	0	0	3	0	2	1	0	38	1	0	0	0	0	0	109
16:30	2	68	0	0	0	0	1	0	0	37	1	0	0	0	0	0	109
16:45	2	72	0	0	1	0	0	0	0	26	1	0	0	0	0	0	102
Total	6	257	0	0	5	0	3	1	0	133	5	0	0	0	0	0	410
17:00	5	59	0	0	0	0	5	1	0	23	0	0	0	0	0	0	93
17:15	4	73	0	0	1	0	1	0	0	51	1	0	0	0	0	0	131
17:30	1	69	0	0	1	0	1	0	0	38	2	0	0	0	0	0	112
17:45	5	77	0	0	0	0	0	0	0	30	0	0	0	0	0	0	112
Total	15	278	0	0	2	0	7	1	0	142	3	0	0	0	0	0	448
Grand Total	36	948	0	0	12	0	39	2	0	945	8	0	0	0	0	0	1990
Apprch %	3.7	96.3	0	0	22.6	0	73.6	3.8	0	99.2	0.8	0	0	0	0	0	
Total %	1.8	47.6	0	0	0.6	0	2	0.1	0	47.5	0.4	0	0	0	0	0	
Passenger Vehicles	34	940	0	0	10	0	39	2	0	939	8	0	0	0	0	0	1972
% Passenger Vehicles	94.4	99.2	0	0	83.3	0	100	100	0	99.4	100	0	0	0	0	0	99.1
Heavy Vehicles	2	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	10
% Heavy Vehicles	5.6	0.4	0	0	16.7	0	0	0	0	0.2	0	0	0	0	0	0	0.5
Buses	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	8
% Buses	0	0.4	0	0	0	0	0	0	0	0.4	0	0	0	0	0	0	0.4

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File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
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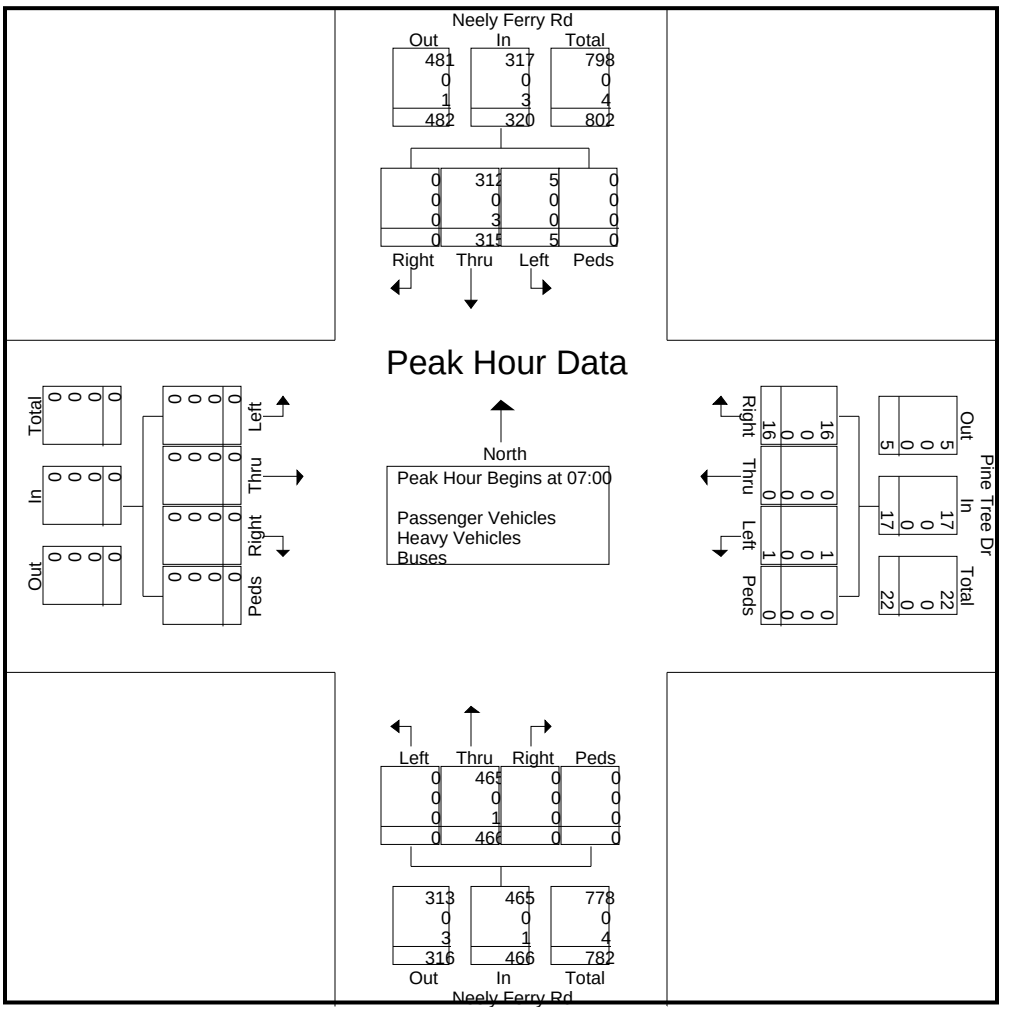
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File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
Start Date : 05/14/2026

	Neely Ferry Rd Southbound					Pine Tree Dr Westbound					Neely Ferry Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	2							7		7											
07:15	1	126	0	0	127	0	0	3	0	3	0	148	0	0	148	0	0	0	0	0	278
07:30	1	115	0	0	116	1	0	5	0	6	0	149	0	0	149	0	0	0	0	0	271
07:45	1	29	0	0	30	0	0	1	0	1	0	74	0	0	74	0	0	0	0	0	105
Total Volume	5	315	0	0	320	1	0	16	0	17	0	466	0	0	466	0	0	0	0	0	803
% App. Total	1.6	98.4	0	0		5.9	0	94.1	0		0	100	0	0		0	0	0	0		
PHF	.625	.625	.000	.000	.630	.250	.000	.571	.000	.607	.000	.782	.000	.000	.782	.000	.000	.000	.000	.000	.722
Passenger Vehicles	5	312	0	0	317	1	0	16	0	17	0	465	0	0	465	0	0	0	0	0	799
% Passenger Vehicles	100	99.0	0	0	99.1	100	0	100	0	100	0	99.8	0	0	99.8	0	0	0	0	0	99.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Buses	0	1.0	0	0	0.9	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.5

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File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
Start Date : 05/14/2026
Page No : 4



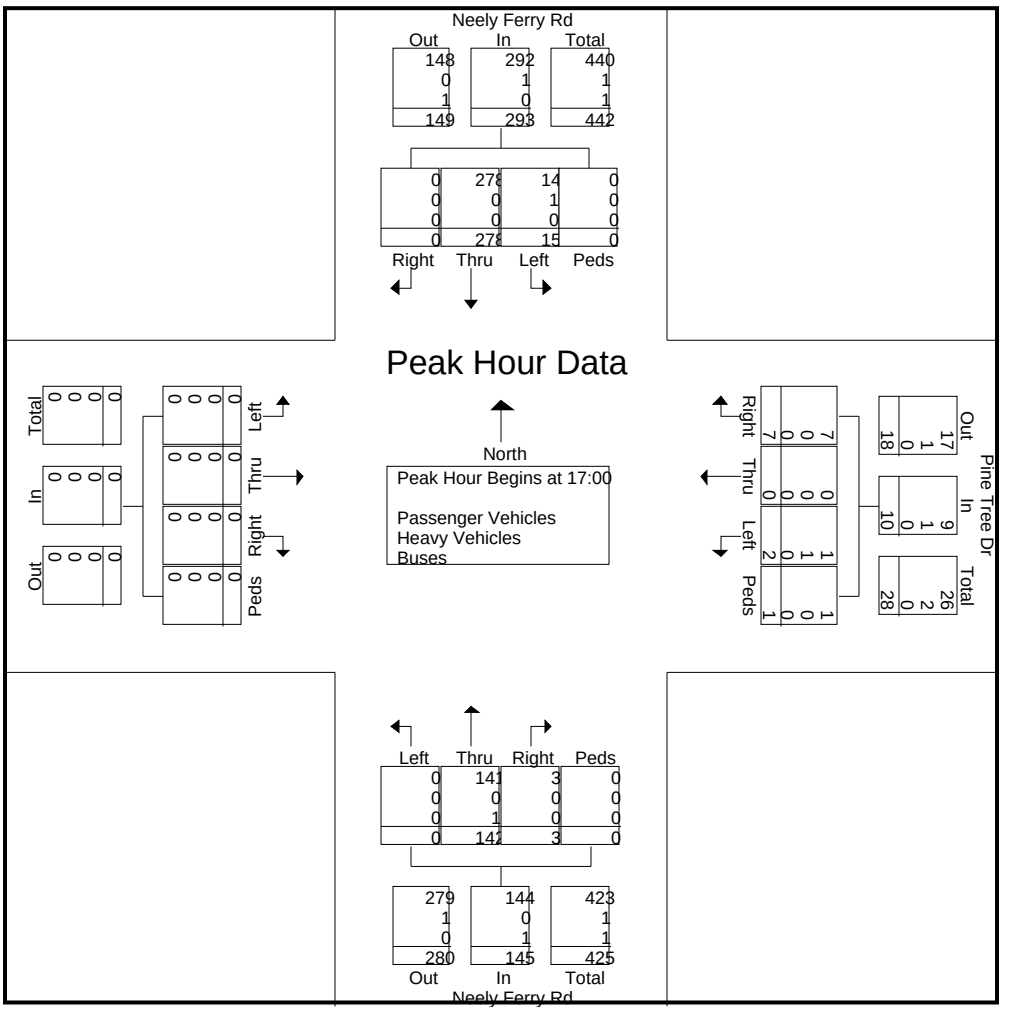
735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
Start Date : 05/14/2026
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	Neely Ferry Rd Southbound					Pine Tree Dr Westbound					Neely Ferry Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	5							5	1	6											
17:15	4	73	0	0	77	1	0	1	0	2	0	51	1	0	52	0	0	0	0	0	131
17:30	1	69	0	0	70	1	0	1	0	2	0	38	2	0	40	0	0	0	0	0	112
17:45	5	77	0	0	82	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	112
Total Volume	15	278	0	0	293	2	0	7	1	10	0	142	3	0	145	0	0	0	0	0	448
% App. Total	5.1	94.9	0	0		20	0	70	10		0	97.9	2.1	0		0	0	0	0		
PHF	.750	.903	.000	.000	.893	.500	.000	.350	.250	.417	.000	.696	.375	.000	.697	.000	.000	.000	.000	.000	.855
Passenger Vehicles	14	278	0	0	292	1	0	7	1	9	0	141	3	0	144	0	0	0	0	0	445
% Passenger Vehicles	93.3	100	0	0	99.7	50.0	0	100	100	90.0	0	99.3	100	0	99.3	0	0	0	0	0	99.3
Heavy Vehicles	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	6.7	0	0	0	0.3	50.0	0	0	0	10.0	0	0	0	0	0	0	0	0	0	0	0.4
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.2

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File Name : Neely Ferry Rd @ Pine Tree Dr
Site Code :
Start Date : 05/14/2026
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SHORT COUNTS
Traffic Data Specialists

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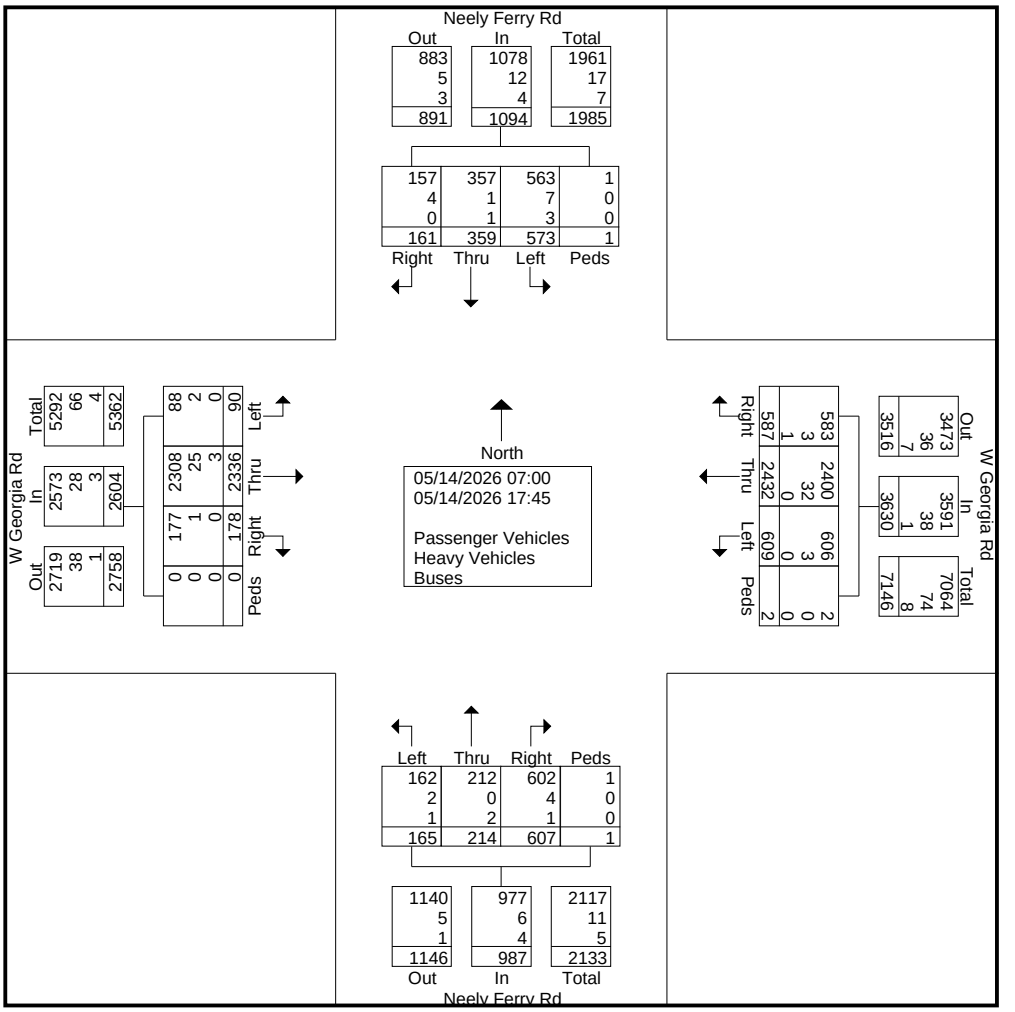
File Name : Neely Ferry Rd @ W Georgia Rd
Site Code :
Start Date : 05/14/2026
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Neely Ferry Rd Southbound				W Georgia Rd Westbound				Neely Ferry Rd Northbound				W Georgia Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	26	20	3	0	32	91	15	1	14	19	65	0	0	145	22	0	453
07:15	42	51	8	0	63	110	17	1	13	26	78	0	5	75	32	0	521
07:30	42	38	8	0	58	129	33	0	22	24	59	0	8	128	25	0	574
07:45	37	8	4	0	13	135	23	0	10	16	44	0	2	181	4	0	477
Total	147	117	23	0	166	465	88	2	59	85	246	0	15	529	83	0	2025
08:00	28	16	3	0	16	126	29	0	2	10	57	0	2	194	5	0	488
08:15	32	14	7	0	20	110	18	0	7	8	37	0	7	166	6	0	432
08:30	22	12	4	0	33	99	19	0	8	5	41	0	7	173	18	0	441
08:45	22	7	11	0	25	99	17	0	7	13	29	1	4	154	5	0	394
Total	104	49	25	0	94	434	83	0	24	36	164	1	20	687	34	0	1755
16:00	31	18	17	0	35	183	45	0	7	10	27	0	10	127	4	0	514
16:15	36	24	13	0	45	196	54	0	5	12	27	0	13	126	4	0	555
16:30	44	34	13	0	47	189	48	0	9	14	27	0	4	127	7	0	563
16:45	52	20	9	0	40	156	53	0	11	8	21	0	8	146	13	0	537
Total	163	96	52	0	167	724	200	0	32	44	102	0	35	526	28	0	2169
17:00	39	22	11	0	40	218	57	0	5	12	21	0	4	127	15	0	571
17:15	40	24	13	0	52	199	50	0	14	12	32	0	5	172	4	0	617
17:30	31	23	16	0	52	202	59	0	15	15	24	0	5	168	9	0	619
17:45	49	28	21	1	38	190	50	0	16	10	18	0	6	127	5	0	559
Total	159	97	61	1	182	809	216	0	50	49	95	0	20	594	33	0	2366
Grand Total	573	359	161	1	609	2432	587	2	165	214	607	1	90	2336	178	0	8315
Apprch %	52.4	32.8	14.7	0.1	16.8	67	16.2	0.1	16.7	21.7	61.5	0.1	3.5	89.7	6.8	0	
Total %	6.9	4.3	1.9	0	7.3	29.2	7.1	0	2	2.6	7.3	0	1.1	28.1	2.1	0	
Passenger Vehicles	563	357	157	1	606	2400	583	2	162	212	602	1	88	2308	177	0	8219
% Passenger Vehicles	98.3	99.4	97.5	100	99.5	98.7	99.3	100	98.2	99.1	99.2	100	97.8	98.8	99.4	0	98.8
Heavy Vehicles	7	1	4	0	3	32	3	0	2	0	4	0	2	25	1	0	84
% Heavy Vehicles	1.2	0.3	2.5	0	0.5	1.3	0.5	0	1.2	0	0.7	0	2.2	1.1	0.6	0	1
Buses	3	1	0	0	0	0	1	0	1	2	1	0	0	3	0	0	12
% Buses	0.5	0.3	0	0	0	0	0.2	0	0.6	0.9	0.2	0	0	0.1	0	0	0.1

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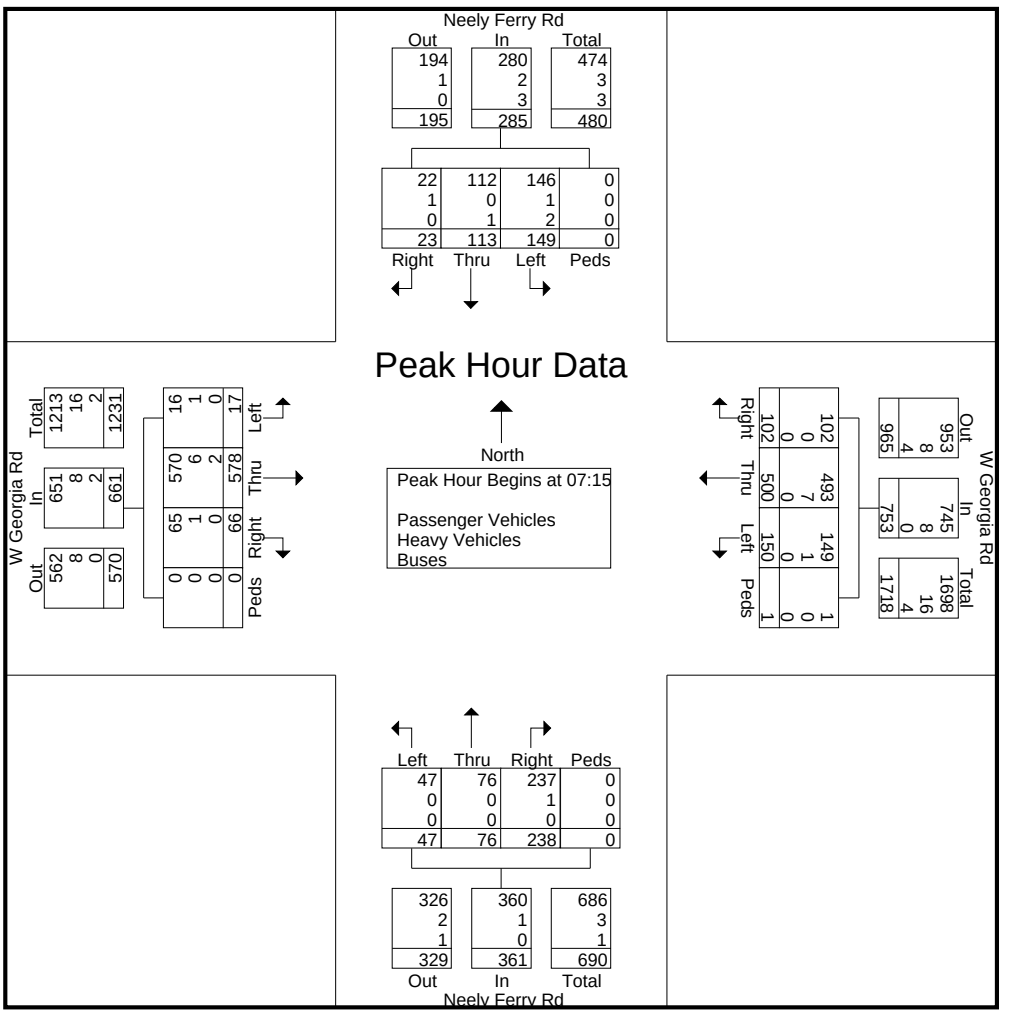
File Name : Neely Ferry Rd @ W Georgia Rd
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File Name : Neely Ferry Rd @ W Georgia Rd
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	Neely Ferry Rd Southbound					W Georgia Rd Westbound					Neely Ferry Rd Northbound					W Georgia Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**42**	**51**	**8**	0	**101**	**63**	110	17	**1**	191	13	**26**	**78**	0	**117**	5	75	**32**	0	112	521
07:30	42	38	8	0	88	58	129	**33**	0	**220**	**22**	24	59	0	105	**8**	128	25	0	161	**574**
07:45	37	8	4	0	49	13	**135**	23	0	171	10	16	44	0	70	2	181	4	0	187	477
08:00	28	16	3	0	47	16	126	29	0	171	2	10	57	0	69	2	**194**	5	0	**201**	488
Total Volume	149	113	23	0	285	150	500	102	1	753	47	76	238	0	361	17	578	66	0	661	2060
% App. Total	52.3	39.6	8.1	0		19.9	66.4	13.5	0.1		13	21.1	65.9	0		2.6	87.4	10	0		
PHF	.887	.554	.719	.000	.705	.595	.926	.773	.250	.856	.534	.731	.763	.000	.771	.531	.745	.516	.000	.822	.897
Passenger Vehicles	146	112	22	0	280	149	493	102	1	745	47	76	237	0	360	16	570	65	0	651	2036
% Passenger Vehicles																					
Heavy Vehicles	1	0	1	0	2	1	7	0	0	8	0	0	1	0	1	1	6	1	0	8	19
% Heavy Vehicles	0.7	0	4.3	0	0.7	0.7	1.4	0	0	1.1	0	0	0.4	0	0.3	5.9	1.0	1.5	0	1.2	0.9
Buses	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
% Buses	1.3	0.9	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.2

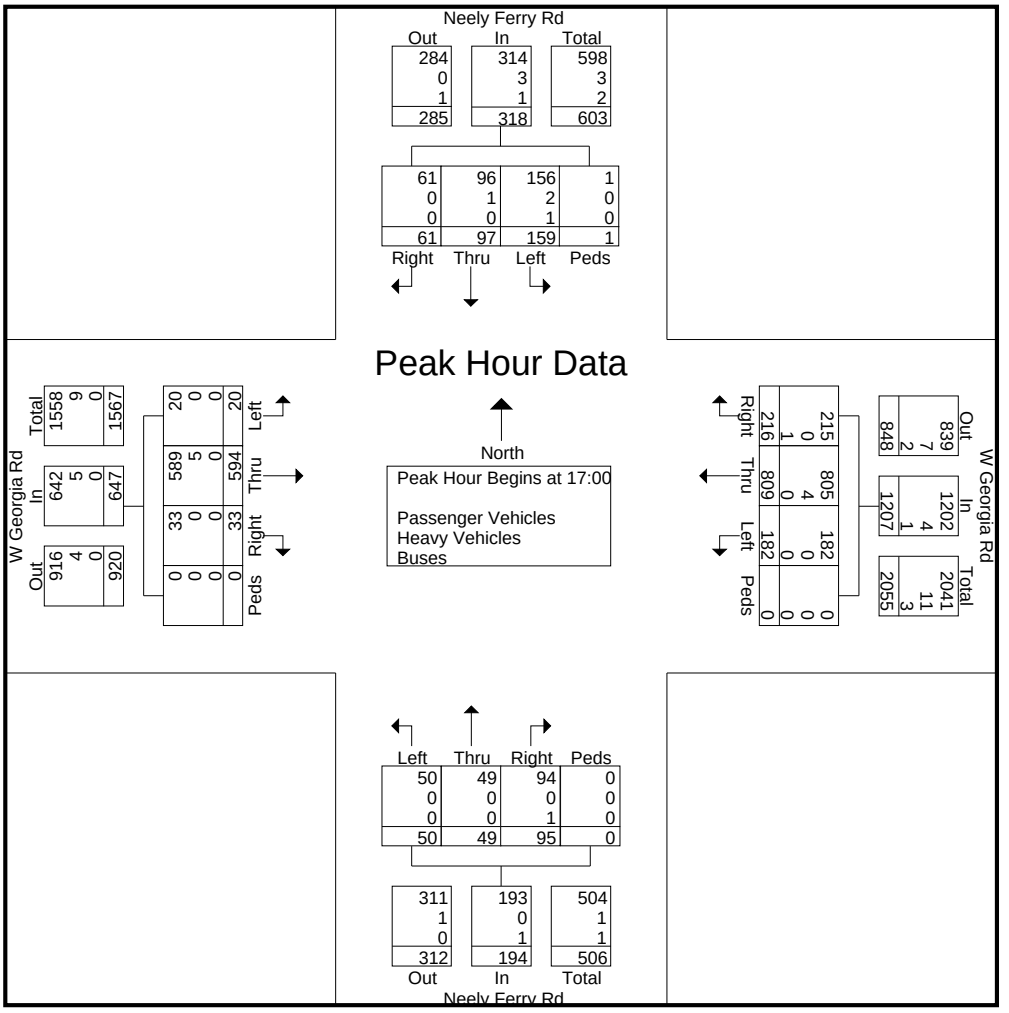


SHORT COUNTS
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File Name : Neely Ferry Rd @ W Georgia Rd
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	Neely Ferry Rd Southbound					W Georgia Rd Westbound					Neely Ferry Rd Northbound					W Georgia Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	39	22	11	0	72	40	**218**	57	0	**315**	5	12	21	0	38	4	127	**15**	0	146	571
17:15	40	24	13	0	77	**52**	199	50	0	301	14	12	**32**	0	**58**	5	**172**	4	0	181	617
17:30	31	23	16	0	70	52	202	**59**	0	313	15	**15**	24	0	54	5	168	9	0	**182**	**619**
17:45	**49**	**28**	**21**	**1**	**99**	38	190	50	0	278	**16**	10	18	0	44	**6**	127	5	0	138	559
Total Volume	159	97	61	1	318	182	809	216	0	1207	50	49	95	0	194	20	594	33	0	647	2366
% App. Total	50	30.5	19.2	0.3		15.1	67	17.9	0		25.8	25.3	49	0		3.1	91.8	5.1	0		
PHF	.811	.866	.726	.250	.803	.875	.928	.915	.000	.958	.781	.817	.742	.000	.836	.833	.863	.550	.000	.889	.956
Passenger Vehicles	156	96	61	1	314	182	805	215	0	1202	50	49	94	0	193	20	589	33	0	642	2351
% Passenger Vehicles																					
Heavy Vehicles	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	12
% Heavy Vehicles	1.3	1.0	0	0	0.9	0	0.5	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.8	0.5
Buses	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
% Buses	0.6	0	0	0	0.3	0	0	0.5	0	0.1	0	0	1.1	0	0.5	0	0	0	0	0	0.1



SHORT COUNTS
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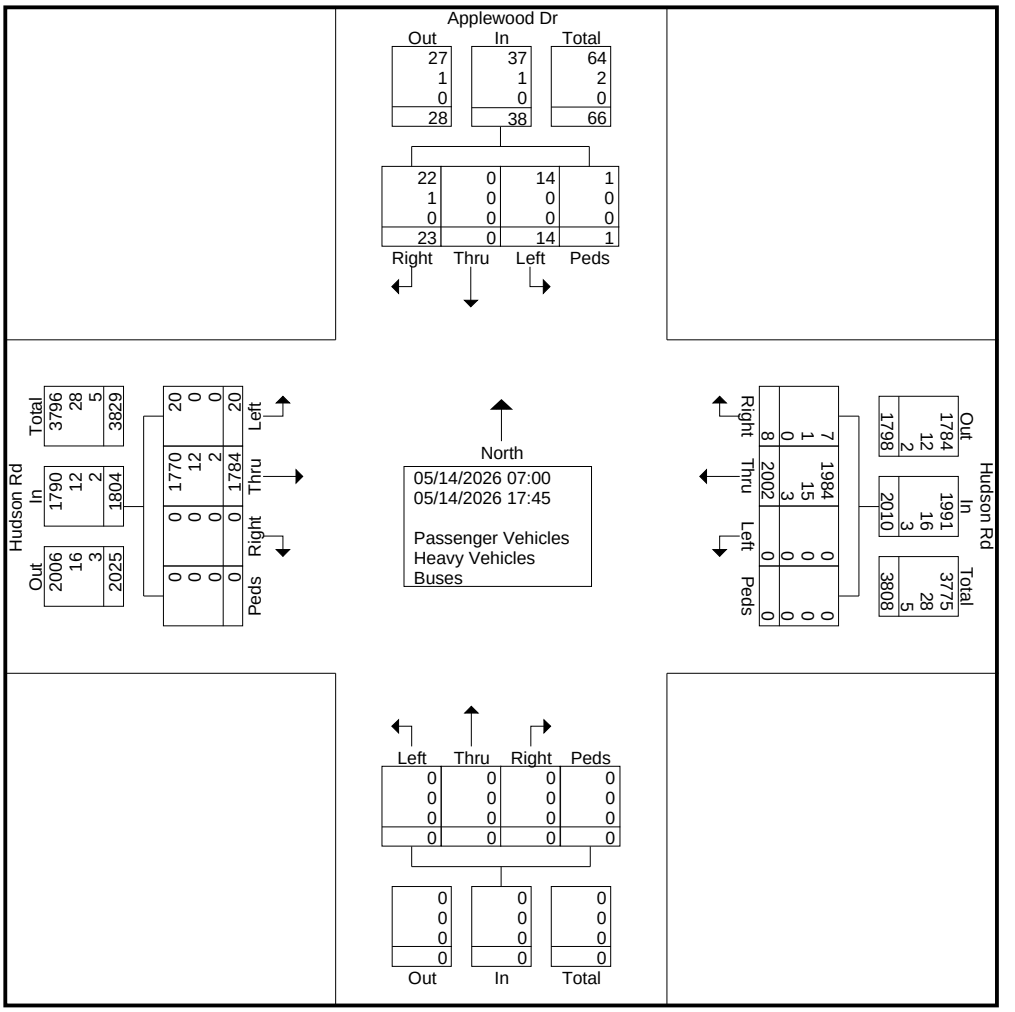
File Name : Hudson Rd @ Applewood Dr
Site Code :
Start Date : 05/14/2026
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Applewood Dr Southbound				Hudson Rd Westbound				Northbound				Hudson Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	142	0	0	0	0	0	0	0	38	0	0	180
07:15	0	0	3	0	0	168	0	0	0	0	0	0	0	57	0	0	228
07:30	1	0	0	1	0	203	0	0	0	0	0	0	0	62	0	0	267
07:45	0	0	2	0	0	178	0	0	0	0	0	0	2	72	0	0	254
Total	1	0	5	1	0	691	0	0	0	0	0	0	2	229	0	0	929
08:00	0	0	1	0	0	163	0	0	0	0	0	0	0	60	0	0	224
08:15	3	0	4	0	0	166	0	0	0	0	0	0	0	61	0	0	234
08:30	1	0	4	0	0	150	0	0	0	0	0	0	0	68	0	0	223
08:45	0	0	2	0	0	134	0	0	0	0	0	0	1	89	0	0	226
Total	4	0	11	0	0	613	0	0	0	0	0	0	1	278	0	0	907
16:00	1	0	1	0	0	91	0	0	0	0	0	0	5	146	0	0	244
16:15	1	0	0	0	0	84	1	0	0	0	0	0	1	129	0	0	216
16:30	2	0	0	0	0	82	2	0	0	0	0	0	2	165	0	0	253
16:45	1	0	3	0	0	86	0	0	0	0	0	0	2	147	0	0	239
Total	5	0	4	0	0	343	3	0	0	0	0	0	10	587	0	0	952
17:00	0	0	0	0	0	82	1	0	0	0	0	0	0	169	0	0	252
17:15	1	0	2	0	0	71	1	0	0	0	0	0	2	181	0	0	258
17:30	1	0	1	0	0	102	2	0	0	0	0	0	3	195	0	0	304
17:45	2	0	0	0	0	100	1	0	0	0	0	0	2	145	0	0	250
Total	4	0	3	0	0	355	5	0	0	0	0	0	7	690	0	0	1064
Grand Total	14	0	23	1	0	2002	8	0	0	0	0	0	20	1784	0	0	3852
Apprch %	36.8	0	60.5	2.6	0	99.6	0.4	0	0	0	0	0	1.1	98.9	0	0	
Total %	0.4	0	0.6	0	0	52	0.2	0	0	0	0	0	0.5	46.3	0	0	
Passenger Vehicles	14	0	22	1	0	1984	7	0	0	0	0	0	20	1770	0	0	3818
% Passenger Vehicles	100	0	95.7	100	0	99.1	87.5	0	0	0	0	0	100	99.2	0	0	99.1
Heavy Vehicles	0	0	1	0	0	15	1	0	0	0	0	0	0	12	0	0	29
% Heavy Vehicles	0	0	4.3	0	0	0.7	12.5	0	0	0	0	0	0	0.7	0	0	0.8
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
% Buses	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0.1

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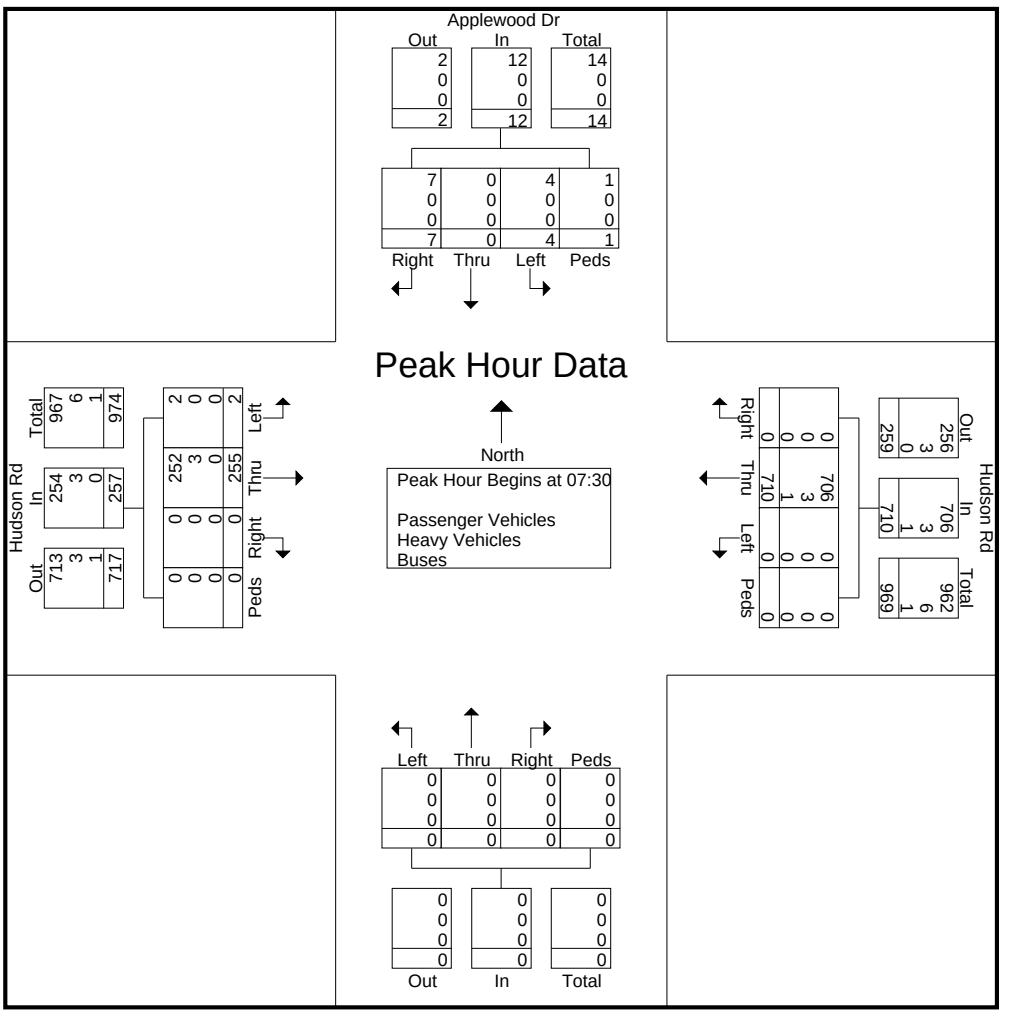
File Name : Hudson Rd @ Applewood Dr
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File Name : Hudson Rd @ Applewood Dr
Site Code :
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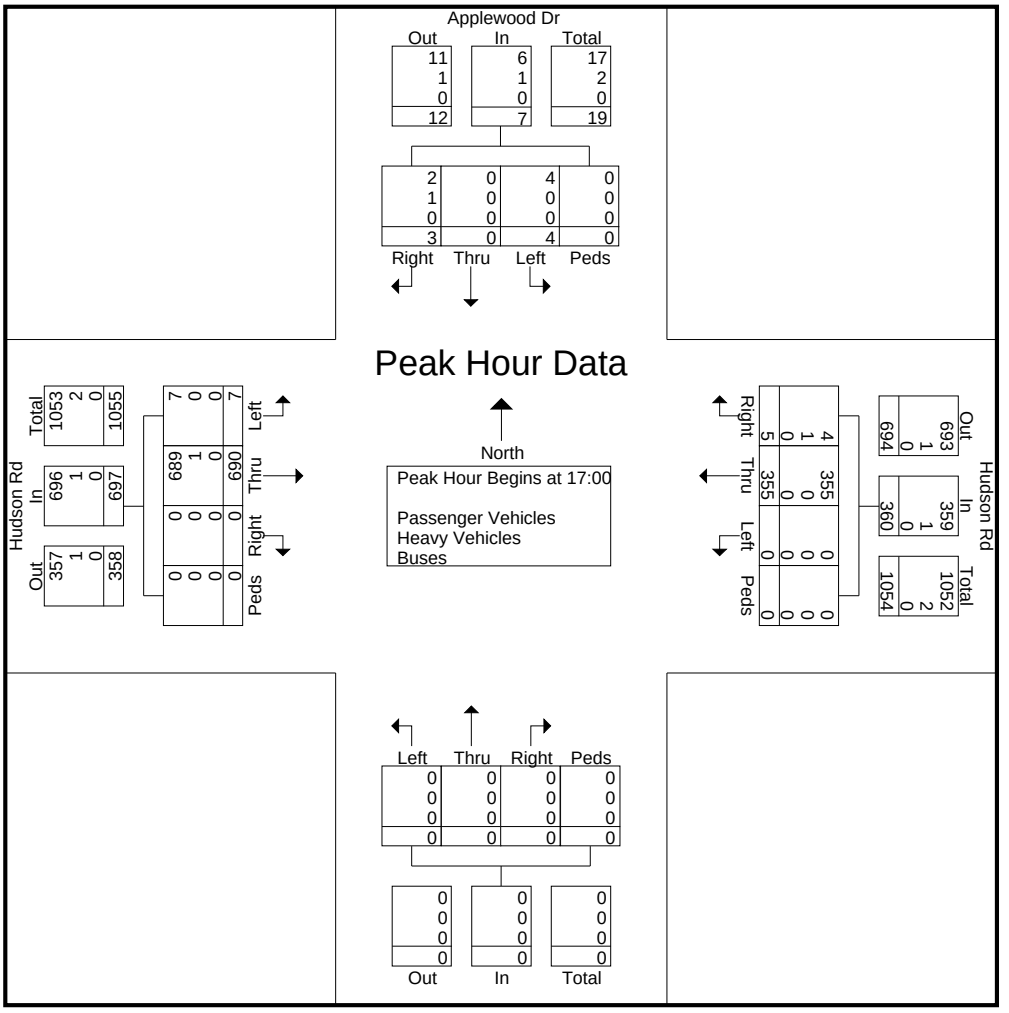
	Applewood Dr Southbound					Hudson Rd Westbound					Northbound					Hudson Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	1	0	0	**1**	2	0	**203**	0	0	**203**	0	0	0	0	0	0	62	0	0	62	**267**
07:45	0	0	2	0	2	0	178	0	0	178	0	0	0	0	0	**2**	**72**	0	0	**74**	254
08:00	0	0	1	0	1	0	163	0	0	163	0	0	0	0	0	0	60	0	0	60	224
08:15	**3**	0	**4**	0	**7**	0	166	0	0	166	0	0	0	0	0	0	61	0	0	61	234
Total Volume	4	0	7	1	12	0	710	0	0	710	0	0	0	0	0	2	255	0	0	257	979
% App. Total	33.3	0	58.3	8.3		0	100	0	0		0	0	0	0		0.8	99.2	0	0		
PHF	.333	.000	.438	.250	.429	.000	.874	.000	.000	.874	.000	.000	.000	.000	.000	.250	.885	.000	.000	.868	.917
Passenger Vehicles	4	0	7	1	12	0	706	0	0	706	0	0	0	0	0	2	252	0	0	254	972
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	1.2	0	0	1.2	0.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hudson Rd @ Applewood Dr
Site Code :
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	Applewood Dr Southbound					Hudson Rd Westbound					Northbound					Hudson Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	82	1	0	83	0	0	0	0	0	0	169	0	0	169	252
17:15	1	0	**2**	0	**3**	0	71	1	0	72	0	0	0	0	0	2	181	0	0	183	258
17:30	1	0	1	0	2	0	**102**	**2**	0	**104**	0	0	0	0	0	**3**	**195**	0	0	**198**	**304**
17:45	**2**	0	0	0	2	0	100	1	0	101	0	0	0	0	0	2	145	0	0	147	250
Total Volume	4	0	3	0	7	0	355	5	0	360	0	0	0	0	0	7	690	0	0	697	1064
% App. Total	57.1	0	42.9	0		0	98.6	1.4	0		0	0	0	0		1	99	0	0		
PHF	.500	.000	.375	.000	.583	.000	.870	.625	.000	.865	.000	.000	.000	.000	.000	.583	.885	.000	.000	.880	.875
Passenger Vehicles	4	0	2	0	6	0	355	4	0	359	0	0	0	0	0	7	689	0	0	696	1061
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
% Heavy Vehicles	0	0	33.3	0	14.3	0	0	20.0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX B

Traffic Volume Development & ITE Trip Generation Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Neely Ferry Road @ Capewood Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 14, 2025

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	362	184			53	95				95		221
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
Years To Buildout (2029)	3	3			3	3				3		3
Yearly Growth Rate	2.5%	2.5%			2.5%	2.5%				2.5%		2.5%
Background Traffic Growth	27	14			4	7				7		17
2029 NO-BUILD TRAFFIC VOLUMES	389	198			57	102				102		238
Inbound Trip Distribution Percentage	20%					10%						
Outbound Trip Distribution Percentage										10%		20%
Inbound New Project Traffic	2					1						
Outbound New Project Traffic										3		6
Total New Project Traffic	2					1				3		6
2029 BUILD TRAFFIC VOLUMES	391	198			57	103				105		244

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	114	160			133	27				54		224
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
Years To Buildout (2029)	3	3			3	3				3		3
Yearly Growth Rate	2.5%	2.5%			2.5%	2.5%				2.5%		2.5%
Background Traffic Growth	9	12			10	2				4		17
2029 NO-BUILD TRAFFIC VOLUMES	123	172			143	29				58		241
Inbound Trip Distribution Percentage	20%					10%						
Outbound Trip Distribution Percentage										10%		20%
Inbound New Project Traffic	6					3						
Outbound New Project Traffic										2		4
Total New Project Traffic	6					3				2		4
2029 BUILD TRAFFIC VOLUMES	129	172			143	32				60		245

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Neely Ferry Road @ Pine Tree Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 14, 2025

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES				1		16		466	0	5	315	
Heavy Vehicle Percentage				2%		2%		2%	2%	2%	2%	
Years To Buildout (2029)				3		3		3	3	3	3	
Yearly Growth Rate				2.5%		2.5%		2.5%	2.5%	2.5%	2.5%	
Background Traffic Growth				0		1		35	0	0	24	
2029 NO-BUILD TRAFFIC VOLUMES				1		17		501	0	5	339	
Inbound Trip Distribution Percentage								30%				
Outbound Trip Distribution Percentage											30%	
Inbound New Project Traffic								3				
Outbound New Project Traffic											8	
Total New Project Traffic								3			8	
2029 BUILD TRAFFIC VOLUMES				1		17		504	0	5	347	

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES				2		7		142	3	15	278	
Heavy Vehicle Percentage				50%		2%		2%	2%	7%	2%	
Years To Buildout (2029)				3		3		3	3	3	3	
Yearly Growth Rate				2.5%		2.5%		2.5%	2.5%	2.5%	2.5%	
Background Traffic Growth				0		1		11	0	1	21	
2029 NO-BUILD TRAFFIC VOLUMES				2		8		153	3	16	299	
Inbound Trip Distribution Percentage								30%				
Outbound Trip Distribution Percentage											30%	
Inbound New Project Traffic								10				
Outbound New Project Traffic											6	
Total New Project Traffic								10			6	
2029 BUILD TRAFFIC VOLUMES				2		8		163	3	16	305	

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Neely Ferry Road @ West Georgia Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 14, 2025

AM PEAK HOUR (7:15-8:15 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	17	578	66	150	500	102	47	76	238	149	113	23
Heavy Vehicle Percentage	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
Years To Buildout (2029)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic Growth	1	43	5	11	38	8	4	6	18	11	8	2
2029 NO-BUILD TRAFFIC VOLUMES	18	621	71	161	538	110	51	82	256	160	121	25
Inbound Trip Distribution Percentage			15%	40%							15%	
Outbound Trip Distribution Percentage							15%	15%	40%			
Inbound New Project Traffic			2	4							2	
Outbound New Project Traffic							4	4	11			
Total New Project Traffic			2	4			4	4	11		2	
2029 BUILD TRAFFIC VOLUMES	18	621	73	165	538	110	55	86	267	160	123	25

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	20	594	33	182	809	216	50	49	95	159	97	61
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2029)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic Growth	2	45	2	14	61	16	4	4	7	12	7	5
2029 NO-BUILD TRAFFIC VOLUMES	22	639	35	196	870	232	54	53	102	171	104	66
Inbound Trip Distribution Percentage			15%	40%							15%	
Outbound Trip Distribution Percentage							15%	15%	40%			
Inbound New Project Traffic			5	13							4	
Outbound New Project Traffic							3	3	8			
Total New Project Traffic			5	13			3	3	8		4	
2029 BUILD TRAFFIC VOLUMES	22	639	40	209	870	232	57	56	110	171	108	66

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Neely Ferry Raod @ Site Access

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	0		0				0	482			320	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2029)	3		3				3	3			3	3
Yearly Growth Rate	2.5%		2.5%				2.5%	2.5%			2.5%	2.5%
Background Traffic Growth	0		0				0	36			24	0
2029 NO-BUILD TRAFFIC VOLUMES	0		0				0	518			344	0
Inbound Trip Distribution Percentage							30%					70%
Outbound Trip Distribution Percentage	70%		30%									
Inbound New Project Traffic							3					8
Outbound New Project Traffic	20		8									
Total New Project Traffic	20		8				3					8
2029 BUILD TRAFFIC VOLUMES	20		8				3	518			344	8

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2026 TRAFFIC VOLUMES	0		0				0	149			293	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2029)	3		3				3	3			3	3
Yearly Growth Rate	2.5%		2.5%				2.5%	2.5%			2.5%	2.5%
Background Traffic Growth	0		0				0	11			22	0
2029 NO-BUILD TRAFFIC VOLUMES	0		0				0	160			315	0
Inbound Trip Distribution Percentage							30%					70%
Outbound Trip Distribution Percentage	70%		30%									
Inbound New Project Traffic							10					22
Outbound New Project Traffic	13		6									
Total New Project Traffic	13		6				10					22
2029 BUILD TRAFFIC VOLUMES	13		6				10	160			315	22

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Single-Family Detached Housing
(210)

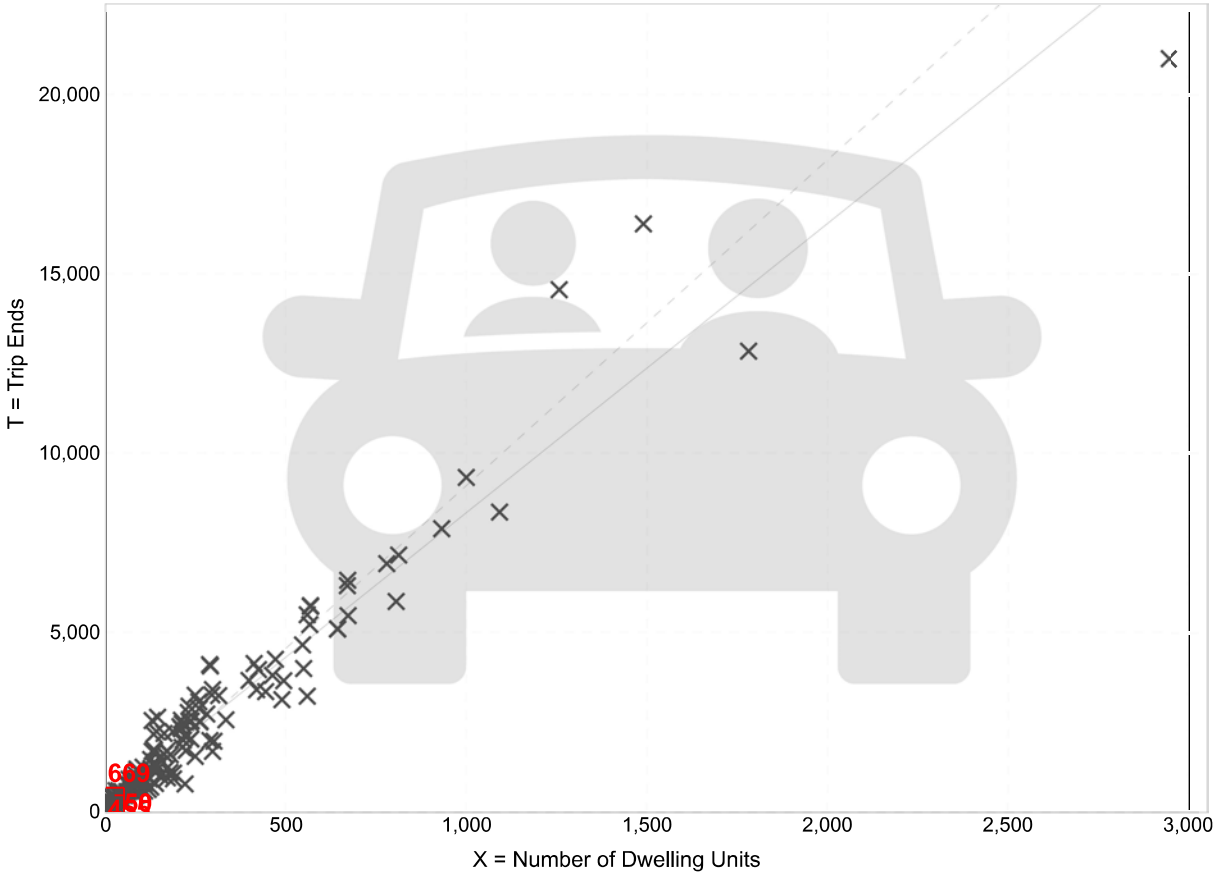
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

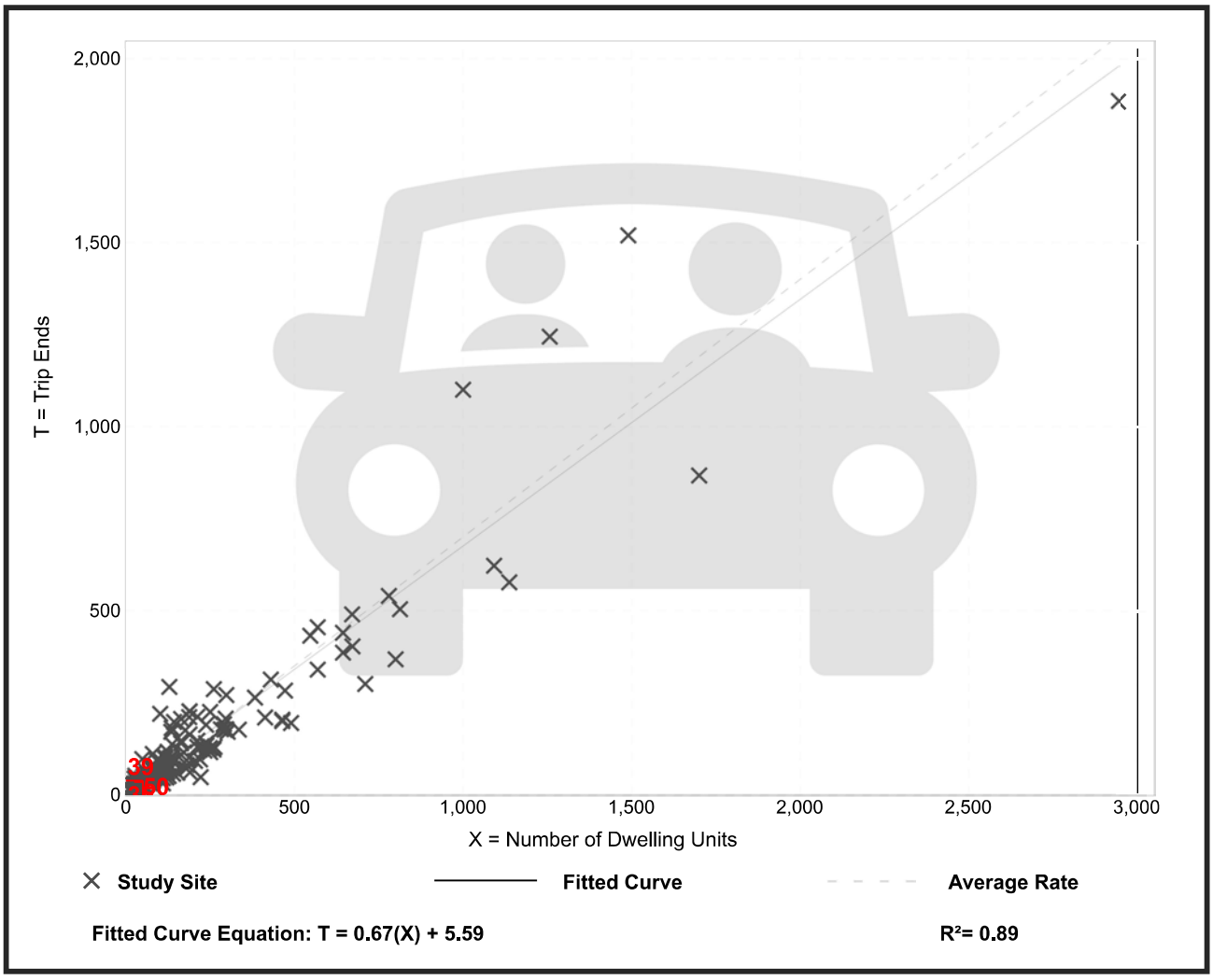
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 153
Avg. Num. of Dwelling Units: 239
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



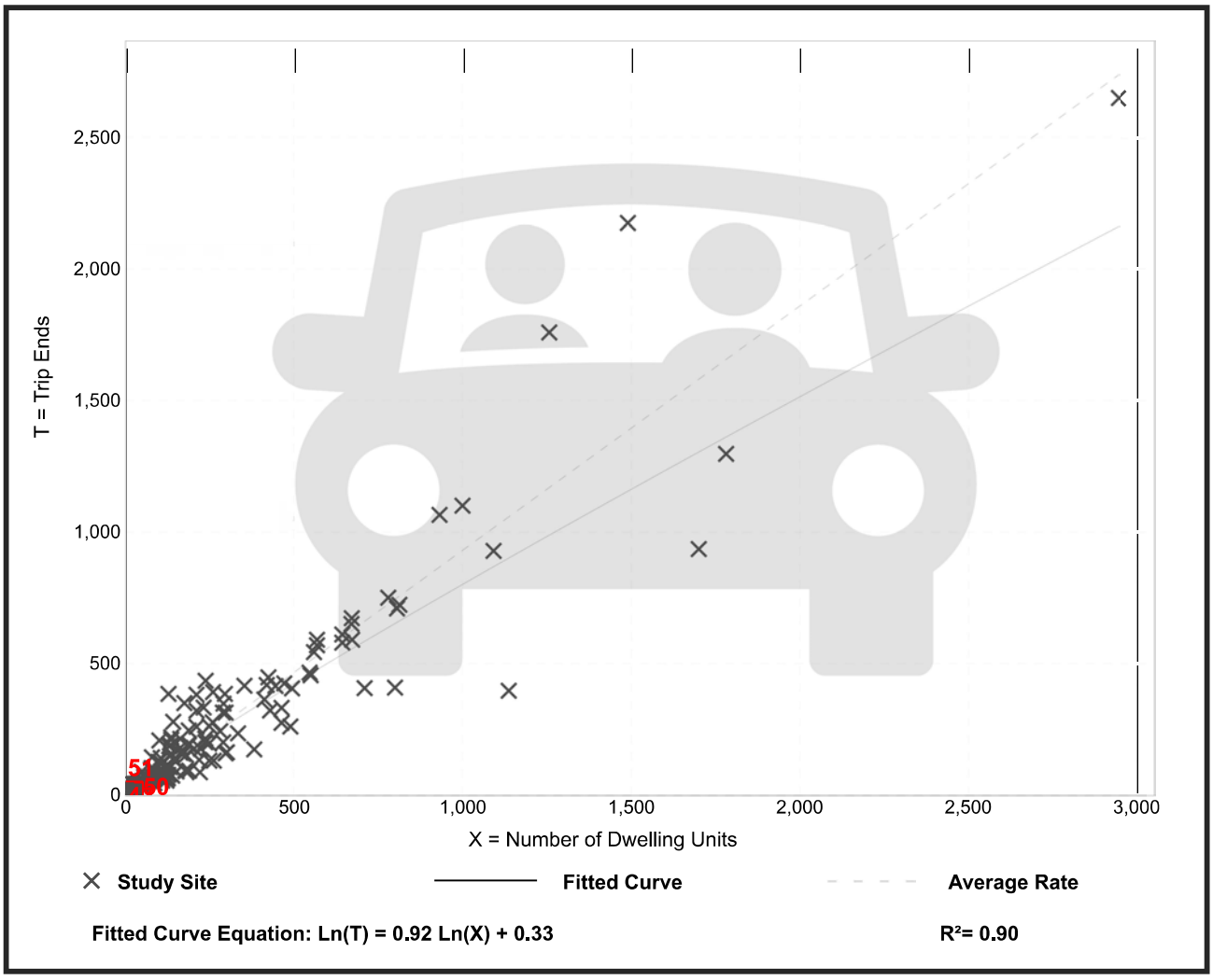
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation

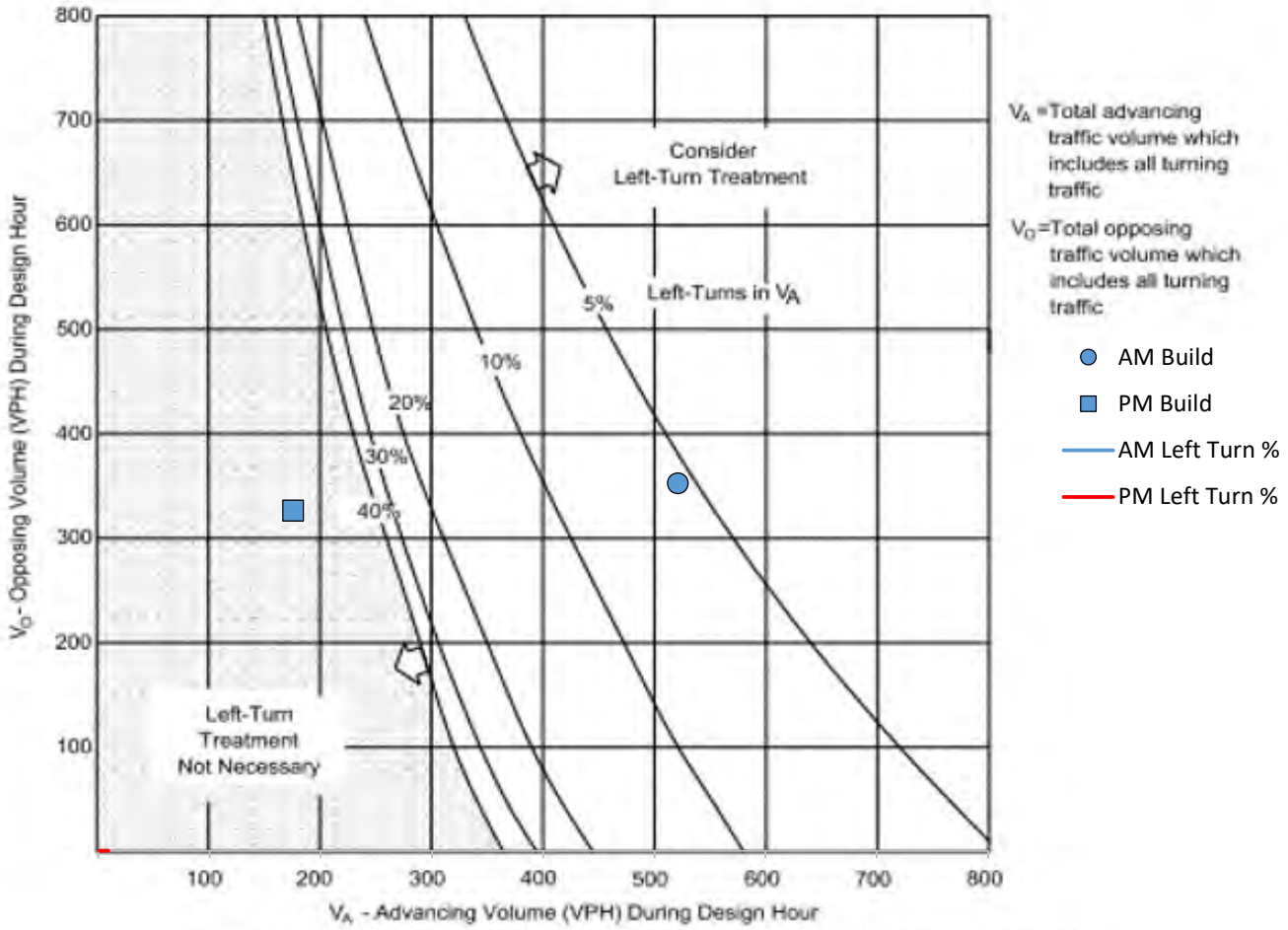


APPENDIX C

Turn Lane Analysis

Timbers Edge TIS

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

INTERSECTION: Neely Ferry Road & Site Access

MOVEMENT: Northbound left turn

SCENARIO	Advancing Volume (V_a)	Northbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	521	3	352	0.6%	●
PM Build	175	10	326	5.7%	■

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APPENDIX D

Capacity Analysis

2026 Existing Conditions

Intersection	
Intersection Delay, s/veh	24.9
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	362	184	53	95	95	221
Future Vol, veh/h	362	184	53	95	95	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	200	58	103	103	240
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	34.7	10.3	14.8
HCM LOS	D	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	0%	30%
Vol Thru, %	34%	36%	0%
Vol Right, %	0%	64%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	546	148	316
LT Vol	362	0	95
Through Vol	184	53	0
RT Vol	0	95	221
Lane Flow Rate	593	161	343
Geometry Grp	1	1	1
Degree of Util (X)	0.879	0.244	0.531
Departure Headway (Hd)	5.334	5.461	5.562
Convergence, Y/N	Yes	Yes	Yes
Cap	677	655	646
Service Time	3.374	3.52	3.615
HCM Lane V/C Ratio	0.876	0.246	0.531
HCM Control Delay	34.7	10.3	14.8
HCM Lane LOS	D	B	B
HCM 95th-tile Q	10.6	1	3.1

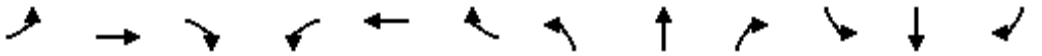
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	16	466	0	5	315
Future Vol, veh/h	1	16	466	0	5	315
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	507	0	5	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	859	507	0	0	507	0
Stage 1	507	-	-	-	-	-
Stage 2	352	-	-	-	-	-
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	327	566	-	-	1058	-
Stage 1	605	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	566	-	-	1058	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	1058	-
HCM Lane V/C Ratio	-	-	0.034	0.005	-
HCM Control Delay (s)	-	-	11.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	578	66	150	500	102	47	76	238	149	113	23
Future Volume (veh/h)	17	578	66	150	500	102	47	76	238	149	113	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	18	628	72	163	543	111	51	83	259	162	123	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	4
Cap, veh/h	245	683	639	239	786	804	408	92	289	258	423	86
Arrive On Green	0.02	0.37	0.37	0.07	0.42	0.42	0.04	0.23	0.23	0.09	0.28	0.28
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1781	399	1247	1781	1509	307
Grp Volume(v), veh/h	18	628	72	163	543	111	51	0	342	162	0	148
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1781	0	1646	1781	0	1815
Q Serve(g_s), s	0.6	31.9	2.8	5.5	23.5	3.7	2.1	0.0	20.0	6.7	0.0	6.3
Cycle Q Clear(g_c), s	0.6	31.9	2.8	5.5	23.5	3.7	2.1	0.0	20.0	6.7	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.17
Lane Grp Cap(c), veh/h	245	683	639	239	786	804	408	0	381	258	0	509
V/C Ratio(X)	0.07	0.92	0.11	0.68	0.69	0.14	0.12	0.00	0.90	0.63	0.00	0.29
Avail Cap(c_a), veh/h	367	772	715	267	786	804	610	0	448	265	0	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	30.1	18.5	23.0	23.5	13.0	27.3	0.0	37.0	27.3	0.0	28.0
Incr Delay (d2), s/veh	0.1	15.0	0.1	6.0	2.6	0.1	0.1	0.0	18.6	4.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	16.3	1.1	2.5	10.2	1.3	0.9	0.0	10.0	3.1	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	45.1	18.6	29.0	26.1	13.1	27.4	0.0	55.6	31.8	0.0	28.3
LnGrp LOS	C	D	B	C	C	B	C	A	E	C	A	C
Approach Vol, veh/h		718			817			393			310	
Approach Delay, s/veh		41.8			24.9			51.9			30.1	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	42.3	9.8	33.8	8.0	47.7	14.6	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	41.0	15.0	21.0	9.0	41.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	7.5	33.9	4.1	8.3	2.6	25.5	8.7	22.0
Green Ext Time (p_c), s	0.1	2.4	0.1	0.6	0.0	3.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	160	133	27	54	224
Future Vol, veh/h	114	160	133	27	54	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	174	145	29	59	243
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.5	9.6	10.6
HCM LOS	B	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	19%
Vol Thru, %	58%	83%	0%
Vol Right, %	0%	17%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	274	160	278
LT Vol	114	0	54
Through Vol	160	133	0
RT Vol	0	27	224
Lane Flow Rate	298	174	302
Geometry Grp	1	1	1
Degree of Util (X)	0.409	0.238	0.388
Departure Headway (Hd)	4.946	4.922	4.62
Convergence, Y/N	Yes	Yes	Yes
Cap	721	722	774
Service Time	3.021	3.005	2.682
HCM Lane V/C Ratio	0.413	0.241	0.39
HCM Control Delay	11.5	9.6	10.6
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2	0.9	1.8

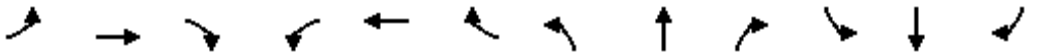
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	7	142	3	15	278
Future Vol, veh/h	2	7	142	3	15	278
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	7	2
Mvmt Flow	2	8	154	3	16	302

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	490	156	0	0	157	0
Stage 1	156	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.9	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	461	890	-	-	1393	-
Stage 1	768	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	455	890	-	-	1393	-
Mov Cap-2 Maneuver	455	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1393	-
HCM Lane V/C Ratio	-	-	0.013	0.012	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	594	33	182	809	216	50	49	95	159	97	61
Future Volume (veh/h)	20	594	33	182	809	216	50	49	95	159	97	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	646	36	198	879	235	54	53	103	173	105	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	796	741	322	907	930	263	67	130	296	191	120
Arrive On Green	0.02	0.43	0.43	0.08	0.48	0.48	0.04	0.12	0.12	0.10	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	568	1104	1781	1074	675
Grp Volume(v), veh/h	22	646	36	198	879	235	54	0	156	173	0	171
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1672	1781	0	1749
Q Serve(g_s), s	0.6	26.7	1.1	5.3	40.3	6.3	2.3	0.0	8.0	7.3	0.0	7.9
Cycle Q Clear(g_c), s	0.6	26.7	1.1	5.3	40.3	6.3	2.3	0.0	8.0	7.3	0.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		0.39
Lane Grp Cap(c), veh/h	138	796	741	322	907	930	263	0	196	296	0	311
V/C Ratio(X)	0.16	0.81	0.05	0.61	0.97	0.25	0.21	0.00	0.80	0.58	0.00	0.55
Avail Cap(c_a), veh/h	278	912	839	357	912	935	371	0	284	296	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	22.2	12.8	17.3	22.1	8.8	32.2	0.0	37.9	29.2	0.0	33.0
Incr Delay (d2), s/veh	0.5	5.0	0.0	2.7	22.5	0.1	0.4	0.0	9.5	2.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.7	0.4	2.1	21.1	2.1	1.0	0.0	3.8	3.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	27.2	12.8	20.0	44.6	9.0	32.6	0.0	47.3	32.1	0.0	35.1
LnGrp LOS	C	C	B	B	D	A	C	A	D	C	A	D
Approach Vol, veh/h		704			1312			210			344	
Approach Delay, s/veh		26.3			34.5			43.6			33.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	43.5	9.7	21.7	8.1	48.8	15.0	16.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	43.0	9.0	15.0	9.0	43.0	9.0	15.0
Max Q Clear Time (g_c+I1), s	7.3	28.7	4.3	9.9	2.6	42.3	9.3	10.0
Green Ext Time (p_c), s	0.1	3.6	0.0	0.4	0.0	0.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

2029 No-Build Conditions

Intersection	
Intersection Delay, s/veh	34.7
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	389	198	57	102	102	238
Future Vol, veh/h	389	198	57	102	102	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	423	215	62	111	111	259
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	51.6	10.9	16.8
HCM LOS	F	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	0%	30%
Vol Thru, %	34%	36%	0%
Vol Right, %	0%	64%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	587	159	340
LT Vol	389	0	102
Through Vol	198	57	0
RT Vol	0	102	238
Lane Flow Rate	638	173	370
Geometry Grp	1	1	1
Degree of Util (X)	0.971	0.273	0.59
Departure Headway (Hd)	5.476	5.679	5.746
Convergence, Y/N	Yes	Yes	Yes
Cap	664	627	625
Service Time	3.529	3.758	3.816
HCM Lane V/C Ratio	0.961	0.276	0.592
HCM Control Delay	51.6	10.9	16.8
HCM Lane LOS	F	B	C
HCM 95th-tile Q	14.3	1.1	3.8

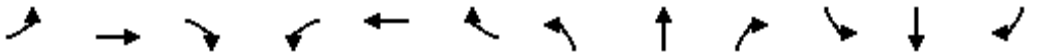
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	17	501	0	5	339
Future Vol, veh/h	1	17	501	0	5	339
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	18	545	0	5	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	923	545	0	0	545	0
Stage 1	545	-	-	-	-	-
Stage 2	378	-	-	-	-	-
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	299	538	-	-	1024	-
Stage 1	581	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	297	538	-	-	1024	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	1024	-
HCM Lane V/C Ratio	-	-	0.038	0.005	-
HCM Control Delay (s)	-	-	12.3	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	621	71	161	538	110	51	82	256	160	121	25
Future Volume (veh/h)	18	621	71	161	538	110	51	82	256	160	121	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	20	675	77	175	585	120	55	89	278	174	132	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	4
Cap, veh/h	227	703	596	220	807	684	402	96	300	239	432	88
Arrive On Green	0.02	0.38	0.38	0.08	0.43	0.43	0.04	0.24	0.24	0.08	0.29	0.29
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1781	399	1247	1781	1507	308
Grp Volume(v), veh/h	20	675	77	175	585	120	55	0	367	174	0	159
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1781	0	1646	1781	0	1815
Q Serve(g_s), s	0.8	37.8	3.4	6.2	27.8	5.0	2.5	0.0	23.4	7.8	0.0	7.4
Cycle Q Clear(g_c), s	0.8	37.8	3.4	6.2	27.8	5.0	2.5	0.0	23.4	7.8	0.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.17
Lane Grp Cap(c), veh/h	227	703	596	220	807	684	402	0	396	239	0	520
V/C Ratio(X)	0.09	0.96	0.13	0.80	0.72	0.18	0.14	0.00	0.93	0.73	0.00	0.31
Avail Cap(c_a), veh/h	336	714	605	233	807	684	584	0	414	239	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	32.7	22.0	24.9	25.3	18.8	28.9	0.0	39.9	29.6	0.0	29.9
Incr Delay (d2), s/veh	0.2	23.9	0.1	16.5	3.3	0.1	0.2	0.0	26.5	10.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	20.8	1.3	3.4	12.3	1.9	1.1	0.0	12.4	4.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	56.6	22.1	41.4	28.5	18.9	29.1	0.0	66.4	40.3	0.0	30.3
LnGrp LOS	C	E	C	D	C	B	C	A	E	D	A	C
Approach Vol, veh/h		772			880			422			333	
Approach Delay, s/veh		52.3			29.8			61.5			35.5	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	46.4	10.0	36.8	8.2	52.3	15.0	31.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	41.0	15.0	21.0	9.0	41.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	8.2	39.8	4.5	9.4	2.8	29.8	9.8	25.4
Green Ext Time (p_c), s	0.0	0.6	0.1	0.6	0.0	3.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	172	143	29	58	241
Future Vol, veh/h	123	172	143	29	58	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	187	155	32	63	262
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	12.2	10	11.3
HCM LOS	B	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	19%
Vol Thru, %	58%	83%	0%
Vol Right, %	0%	17%	81%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	295	172	299
LT Vol	123	0	58
Through Vol	172	143	0
RT Vol	0	29	241
Lane Flow Rate	321	187	325
Geometry Grp	1	1	1
Degree of Util (X)	0.448	0.266	0.426
Departure Headway (Hd)	5.033	5.127	4.715
Convergence, Y/N	Yes	Yes	Yes
Cap	705	705	754
Service Time	3.129	3.127	2.798
HCM Lane V/C Ratio	0.455	0.265	0.431
HCM Control Delay	12.2	10	11.3
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.3	1.1	2.1

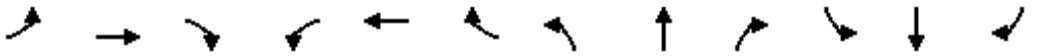
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	153	3	16	299
Future Vol, veh/h	2	8	153	3	16	299
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	7	2
Mvmt Flow	2	9	166	3	17	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	527	168	0	0	169	0
Stage 1	168	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.9	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	437	876	-	-	1379	-
Stage 1	758	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	430	876	-	-	1379	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	726	1379	-
HCM Lane V/C Ratio	-	-	0.015	0.013	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	639	35	196	870	232	54	53	102	171	104	66
Future Volume (veh/h)	22	639	35	196	870	232	54	53	102	171	104	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	695	38	213	946	252	59	58	111	186	113	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	783	732	291	900	922	259	71	137	292	194	124
Arrive On Green	0.03	0.42	0.42	0.09	0.48	0.48	0.04	0.12	0.12	0.10	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	574	1099	1781	1068	680
Grp Volume(v), veh/h	24	695	38	213	946	252	59	0	169	186	0	185
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1673	1781	0	1748
Q Serve(g_s), s	0.7	30.7	1.2	5.8	43.0	7.1	2.5	0.0	8.8	7.9	0.0	8.7
Cycle Q Clear(g_c), s	0.7	30.7	1.2	5.8	43.0	7.1	2.5	0.0	8.8	7.9	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		0.39
Lane Grp Cap(c), veh/h	125	783	732	291	900	922	259	0	208	292	0	318
V/C Ratio(X)	0.19	0.89	0.05	0.73	1.05	0.27	0.23	0.00	0.81	0.64	0.00	0.58
Avail Cap(c_a), veh/h	260	900	831	314	900	922	362	0	281	292	0	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	24.0	13.3	19.2	23.2	9.3	32.1	0.0	38.1	29.6	0.0	33.4
Incr Delay (d2), s/veh	0.7	9.7	0.0	7.9	44.3	0.2	0.4	0.0	12.3	4.6	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	0.4	2.7	27.7	2.4	1.1	0.0	4.3	3.7	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	33.8	13.3	27.0	67.5	9.4	32.5	0.0	50.4	34.2	0.0	36.1
LnGrp LOS	C	C	B	C	F	A	C	A	D	C	A	D
Approach Vol, veh/h		757			1411			228			371	
Approach Delay, s/veh		32.4			51.0			45.8			35.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	43.4	9.8	22.3	8.2	49.0	15.0	17.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	43.0	9.0	15.0	9.0	43.0	9.0	15.0
Max Q Clear Time (g_c+I1), s	7.8	32.7	4.5	10.7	2.7	45.0	9.9	10.8
Green Ext Time (p_c), s	0.1	3.3	0.0	0.4	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

2029 Build Conditions

Intersection	
Intersection Delay, s/veh	36.2
Intersection LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	391	198	57	103	105	244
Future Vol, veh/h	391	198	57	103	105	244
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	425	215	62	112	114	265
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	54.1	11	17.5
HCM LOS	F	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	0%	30%
Vol Thru, %	34%	36%	0%
Vol Right, %	0%	64%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	589	160	349
LT Vol	391	0	105
Through Vol	198	57	0
RT Vol	0	103	244
Lane Flow Rate	640	174	379
Geometry Grp	1	1	1
Degree of Util (X)	0.981	0.277	0.608
Departure Headway (Hd)	5.516	5.728	5.768
Convergence, Y/N	Yes	Yes	Yes
Cap	653	623	622
Service Time	3.571	3.81	3.84
HCM Lane V/C Ratio	0.98	0.279	0.609
HCM Control Delay	54.1	11	17.5
HCM Lane LOS	F	B	C
HCM 95th-tile Q	14.7	1.1	4.1

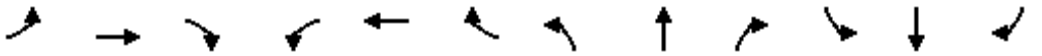
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	17	504	0	5	347
Future Vol, veh/h	1	17	504	0	5	347
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	18	548	0	5	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	935	548	0	0	548	0
Stage 1	548	-	-	-	-	-
Stage 2	387	-	-	-	-	-
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	295	536	-	-	1021	-
Stage 1	579	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	293	536	-	-	1021	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1021	-
HCM Lane V/C Ratio	-	-	0.038	0.005	-
HCM Control Delay (s)	-	-	12.3	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	621	73	165	538	110	55	86	267	160	123	25
Future Volume (veh/h)	18	621	73	165	538	110	55	86	267	160	123	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	20	675	79	179	585	120	60	93	290	174	134	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	4
Cap, veh/h	225	699	653	218	805	813	406	99	308	231	439	89
Arrive On Green	0.02	0.37	0.37	0.08	0.43	0.43	0.04	0.25	0.25	0.08	0.29	0.29
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1781	400	1246	1781	1511	304
Grp Volume(v), veh/h	20	675	79	179	585	120	60	0	383	174	0	161
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1781	0	1646	1781	0	1816
Q Serve(g_s), s	0.8	38.6	3.4	6.5	28.3	4.4	2.7	0.0	25.0	7.8	0.0	7.5
Cycle Q Clear(g_c), s	0.8	38.6	3.4	6.5	28.3	4.4	2.7	0.0	25.0	7.8	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		0.17
Lane Grp Cap(c), veh/h	225	699	653	218	805	813	406	0	406	231	0	528
V/C Ratio(X)	0.09	0.97	0.12	0.82	0.73	0.15	0.15	0.00	0.94	0.75	0.00	0.30
Avail Cap(c_a), veh/h	331	702	656	227	805	813	566	0	407	231	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	33.5	19.9	25.4	25.8	14.0	28.9	0.0	40.4	30.1	0.0	30.1
Incr Delay (d2), s/veh	0.2	25.7	0.1	20.2	3.3	0.1	0.2	0.0	30.4	13.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	21.5	1.3	3.8	12.6	1.6	1.2	0.0	13.5	4.2	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	59.2	20.0	45.6	29.1	14.1	29.1	0.0	70.8	43.1	0.0	30.5
LnGrp LOS	C	E	B	D	C	B	C	A	E	D	A	C
Approach Vol, veh/h		774			884			443			335	
Approach Delay, s/veh		54.2			30.4			65.1			37.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	46.8	10.2	37.8	8.3	53.0	15.0	33.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	41.0	14.0	22.0	9.0	41.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	8.5	40.6	4.7	9.5	2.8	30.3	9.8	27.0
Green Ext Time (p_c), s	0.0	0.2	0.1	0.6	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	8	3	518	344	8
Future Vol, veh/h	20	8	3	518	344	8
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	9	3	563	374	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	948	379	383	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	569	-	-	-	-	-
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	289	668	1175	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	288	668	1175	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	344	-	-
HCM Lane V/C Ratio	0.003	-	0.088	-	-
HCM Control Delay (s)	8.1	0	16.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	129	172	143	32	60	245
Future Vol, veh/h	129	172	143	32	60	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	187	155	35	65	266
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	12.6	10.1	11.6
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	0%	20%
Vol Thru, %	57%	82%	0%
Vol Right, %	0%	18%	80%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	301	175	305
LT Vol	129	0	60
Through Vol	172	143	0
RT Vol	0	32	245
Lane Flow Rate	327	190	332
Geometry Grp	1	1	1
Degree of Util (X)	0.469	0.272	0.437
Departure Headway (Hd)	5.16	5.154	4.847
Convergence, Y/N	Yes	Yes	Yes
Cap	703	700	749
Service Time	3.16	3.163	2.847
HCM Lane V/C Ratio	0.465	0.271	0.443
HCM Control Delay	12.6	10.1	11.6
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.5	1.1	2.2

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	163	3	16	305
Future Vol, veh/h	2	8	163	3	16	305
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	7	2
Mvmt Flow	2	9	177	3	17	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	545	179	0	0	180	0
Stage 1	179	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.9	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	426	864	-	-	1366	-
Stage 1	749	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	420	864	-	-	1366	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1366	-
HCM Lane V/C Ratio	-	-	0.015	0.013	-
HCM Control Delay (s)	-	-	10.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	639	40	209	870	232	57	56	110	171	108	66
Future Volume (veh/h)	22	639	40	209	870	232	57	56	110	171	108	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	695	43	227	946	252	62	61	120	186	117	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	768	720	288	893	915	264	74	145	289	203	125
Arrive On Green	0.03	0.41	0.41	0.09	0.48	0.48	0.04	0.13	0.13	0.10	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	563	1108	1781	1084	667
Grp Volume(v), veh/h	24	695	43	227	946	252	62	0	181	186	0	189
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1671	1781	0	1750
Q Serve(g_s), s	0.7	31.4	1.4	6.3	43.0	7.2	2.7	0.0	9.5	8.0	0.0	8.9
Cycle Q Clear(g_c), s	0.7	31.4	1.4	6.3	43.0	7.2	2.7	0.0	9.5	8.0	0.0	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		0.38
Lane Grp Cap(c), veh/h	125	768	720	288	893	915	264	0	219	289	0	328
V/C Ratio(X)	0.19	0.90	0.06	0.79	1.06	0.28	0.23	0.00	0.83	0.64	0.00	0.58
Avail Cap(c_a), veh/h	258	893	826	303	893	915	364	0	278	289	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	24.9	13.8	19.5	23.5	9.6	31.8	0.0	38.1	29.6	0.0	33.3
Incr Delay (d2), s/veh	0.7	11.5	0.0	12.4	47.1	0.2	0.5	0.0	14.8	4.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.1	0.5	3.2	28.3	2.4	1.2	0.0	4.8	3.7	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	36.4	13.8	32.0	70.7	9.7	32.3	0.0	52.9	34.4	0.0	35.8
LnGrp LOS	C	D	B	C	F	A	C	A	D	C	A	D
Approach Vol, veh/h		762			1425			243			375	
Approach Delay, s/veh		34.7			53.7			47.7			35.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	43.0	9.9	22.9	8.3	49.0	15.0	17.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	43.0	9.0	15.0	9.0	43.0	9.0	15.0
Max Q Clear Time (g_c+I1), s	8.3	33.4	4.7	10.9	2.7	45.0	10.0	11.5
Green Ext Time (p_c), s	0.1	3.2	0.0	0.4	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	6	10	160	315	22
Future Vol, veh/h	13	6	10	160	315	22
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	7	11	174	342	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	550	354	366	0	-	0
Stage 1	354	-	-	-	-	-
Stage 2	196	-	-	-	-	-
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	496	690	1193	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	491	690	1193	-	-	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1193	-	540	-	-
HCM Lane V/C Ratio	0.009	-	0.038	-	-
HCM Control Delay (s)	8	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Tee Coker

Department: Administration

Date Submitted: 06/16/2026

Please include the following item on the agenda for (date of meeting): 06/23/2026

Agenda Item Title:

Ordinance O-2026-08, Municipal Tax Relief Act

Summary of Item/Purpose:

I am requesting Council to consider moving forward to First Reading an ordinance authorizing a referendum to be held on November 3, 2026 under the provisions set forth in SC 5-41-110, "Municipal Tax Relief Act." The referendum would include a $12 million tax credit to 4% property owners within city limits as well as $48 million in local infrastructure projects, including city-owned streets, drainage systems, sidewalks, intersections, and safety improvements. Staff has prepared supporting materials for Council consideration, including a memorandum, presentation, and draft project list with accompanying maps. Should Council send this item to first reading, it would include a draft ordinance, ballot question. and prioritized project list.

Action Requested of Council:

Discussion Only ☐
Move to Business Meeting ☑
First Reading ☐
Second Reading ☐
Approval/Vote (e.g. resolutions) ☐
Presentation ☐
Proclamation ☐
Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

Tee Coker
CITY ADMINISTRATOR
864.967.9526
TCoker@Simpsonville.com

To: **Mayor Shewmaker and Members of City Council**
Date: **June 19, 2026**
Re: **S. 866 — Municipal Tax Relief Act: Proposed 1% Municipal Sales Tax Referendum**

On May 19, 2026, Governor McMaster signed S. 866, the Municipal Tax Relief Act, into law. The Act creates a new capital project funding tool that would allow the City of Simpsonville to impose, subject to voter approval, a municipal-level sales and use tax of up to 1% for up to eight years to fund certain "core government services," which include "highways, roads, streets, bridges, public parking lots, public parking garages, core local government services, and related facilities."

Under the Act, a minimum of 20% of the revenue generated by the tax must be rebated to City homeowners. According to projections by the State Office of Revenue and Fiscal Affairs, under an eight-year, 20% rebate scenario, Simpsonville homeowners would receive a total of $10.8 million in tax credits, the equivalent of a 9.9 mil (or 17.8%) reduction in City property taxes. At the same time, the tax would generate upwards of $43.3 million for eligible projects.

Because Greenville County has never imposed a local option sales or use tax, the City of Simpsonville could conduct a referendum as early as November 3, 2026. The option to conduct a referendum is limited only to cities that do not already have a county local option sales tax, so the opportunity for Simpsonville to take advantage of this funding mechanism exists only while Greenville County has no countywide sales tax.

Should Council decide to authorize a referendum for this November, the City will need to prepare an enabling ordinance, ballot question, and prioritized project list and then convey them to the Greenville County Voter Registration and Election Board by August 17.

Respectfully,

Tee Coker, City Administrator

I. Statutory Authority

S. 866, the Municipal Tax Relief Act (MTRA, signed May 19, 2026), codified at Chapter 41, Title 5 of the South Carolina Code of Laws, authorizes municipalities located in counties that do not have a local option sales tax to impose a 1% local option sales tax at any qualifying general election. Since Greenville County has never enacted a Chapter 10 or Chapter 37, Title 4 tax, Simpsonville enjoys a §5-41-120(A)(2) pathway that allows a 2026 referendum, rather than the general pathway under (A)(1) which prohibits placement until the 2028 General Election.

Key statutory requirements relevant to the MTRA referendum:

- The tax rate is not to exceed 1% with duration set in 2-year increments, up to 8 years maximum;
- At least 20% of all revenues must fund a property tax credit on owner-occupied residential property (4%, assessed under §12-43-220(c));
- The remaining revenues must fund eligible capital projects, such as roads, bridges, drainage, public safety facilities, civic buildings, and related infrastructure;
- The enabling ordinance must specify project list with costs and a priority order for expenditure;
- If bonds are proposed, the ordinance and ballot question must state the maximum principal amount and repayment source;
- The tax is approved by majority vote of qualified City electors at a general election;
- All referendum expenses are paid by the municipality;
- The SC Department of Revenue administers and collects the tax, then distributes the net proceeds quarterly to the City; and
- The total cumulative state and local sales tax rate may not exceed 9% (the current rate is 6%, leaving the City below the ceiling).

II. Revenue Projections

The SC Revenue and Fiscal Affairs Office (RFA) has provided official revenue projections based on the City's FY2024-25 net taxable sales base of $541,066,663.

RFA applied growth rates adopted by the S.C. Board of Economic Advisors: 4.0% in FY2025-26, 3.0% in FY2026-27, and 3.5% annually thereafter through FY2034-35.

These projections are conservative relative to Simpsonville's retail trajectory; the City leads all Greenville County municipalities in insurance license tax per capita and has experienced consistent commercial growth upwards of 8% in recent years.

Fiscal Year	Net Taxable Sales	Growth Rate	Est. 1% Revenue	Cumulative (8-Yr)
FY2026-27	$562,709,329	4.0%	$5,627,093	$5,627,093
FY2027-28	$579,390,609	3.0%	$5,793,906	$11,420,999
FY2028-29	$599,669,280	3.5%	$5,996,693	$17,417,692
FY2029-30	$620,657,705	3.5%	$6,206,577	$23,624,269
FY2030-31	$642,380,725	3.5%	$6,423,807	$30,048,076
FY2031-32	$664,864,050	3.5%	$6,648,641	$36,696,717
FY2032-33	$688,134,292	3.5%	$6,881,343	$43,578,060
FY2033-34	$712,219,192	3.5%	$7,122,192	$50,700,252
FY2034-35	$737,146,864	3.5%	$7,371,469	**$54,172,000***

** RFA total-period estimate; minor rounding from annual sum. Figures represent gross 1% tax collections before SCDOR administrative deduction (not to exceed 1% of revenues).*

III. Proposed Use of Proceeds

Staff recommends a two-bucket structure consistent with the statutory minimum: 20% to property tax credit and 80% to capital infrastructure.

The following project list is proposed for Council discussion. Council may adjust the allocation ratio above 20% for the tax credit, increase or substitute capital projects, or consider bond-backed financing against projected revenues.

For the purposes of project planning, Staff recommends using a total budget of $48.5M, which would be more in line with municipal commercial sales growth.

Proposed projects involve improvements to city-owned streets (with one exception: South Pliney Circle in League Estates). Below is a summary of proposed projects along with a project map:

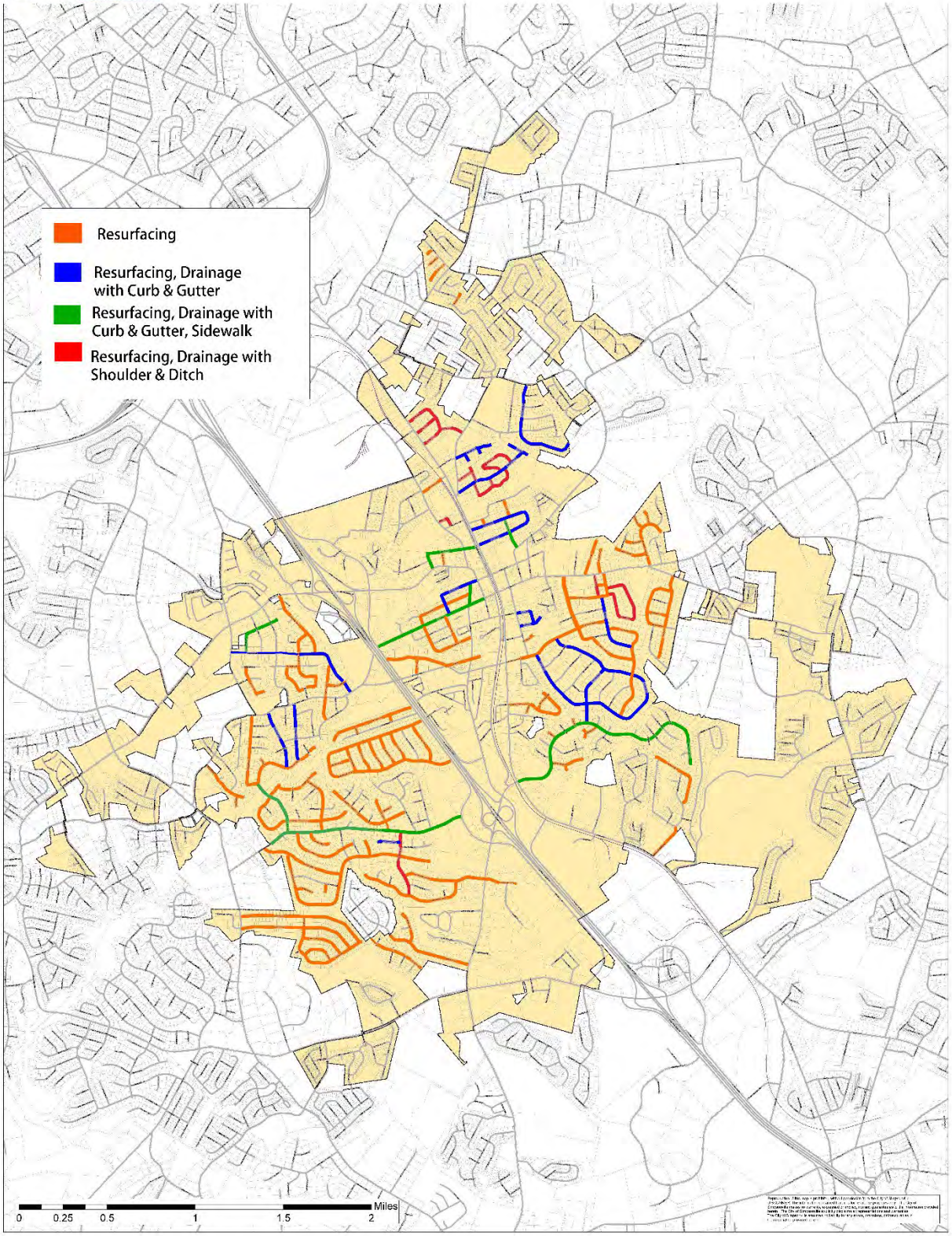
- Total project funding of $48,494,432
- 138 projects on 40.07 miles of city-owned streets
- Four project types:
    1. Street Resurfacing: 26.45 miles at an estimated cost of $635,055 per mile; 97 streets
    2. Resurfacing and Drainage Improvements with Shoulder & Ditches: 2.70 miles at an estimated cost of $1,332,172 per mile; 14 streets
    3. Resurfacing and Drainage Improvements with Curb & Gutter: 6.40 miles at an estimated cost of $2,434,381 per mile; 19 streets
    4. Resurfacing and Drainage Improvements with Curb & Gutter and Sidewalk (One Side): 4.52 miles at an estimated cost of $2,768,503 per mile; 8 streets
- Project funding would be an amount equivalent to 80 years of resurfacing projects at today's funding levels.
- The projects would include 45.8% of the overall city-maintained road system and improve 68.8% of city streets in fair or poor condition.
- The projects would be supplemented by future CTC and City matching funds.
- Projects by Ward:
    1. Ward 1: 27 projects, $9.78 million
    2. Ward 2: 28 projects, $8.74 million
    3. Ward 3: 21 projects, $5.35 million
    4. Ward 4: 20 projects, $5.36 million
    5. Ward 5: 12 projects, $2.08 million
    6. Ward 6: 24 projects, $5.82 million

7. Multiple Wards: 6 projects, $11.37 million

- In total, projects would occur in front of approximately 3,120 residential parcels, directly impacting over 40% of city homeowners.
- Projects would be in all or part of the following neighborhoods:
    - Amber Gate
    - Bellingham
    - Brentwood
    - Chancellors Park
    - Eastview Heights
    - Forest Park
    - Fox Trace
    - Heritage Creek
    - Hudders Creek
    - Hunters Woods
    - League Estates
    - Martins Grove
    - Neely Forest
    - Poinsettia
    - Powderhorn
    - Roland Heights
    - Rosemont
    - Stonebridge
    - Wemberly
    - Westwood
    - Woodcliff
    - Woodside Mill Village
- Projects would be on numerous other residential streets.

The City of Simpsonville SOUTH CAROLINA

DRAFT - Project List - 6/17/2026

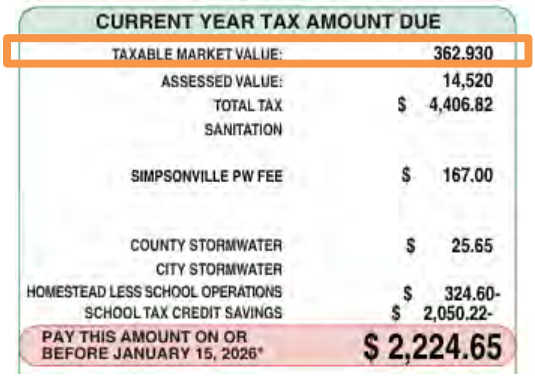


IV. City Resident Impact Analysis

The tax would apply to discretionary purchases made within the city limits of Simpsonville. An estimated 30% of revenue collected would come from non-resident individuals. The remainder would come from commercial buyers (both inside and outside of the City) and City residents (renters and homeowners).

The household tax burden for Simpsonville residents would be entirely dependent on the amount of eligible goods and services purchased in establishments within the City. Mortgages, rents, utilities, fuel, autos, groceries, and pharmacy purchases are tax-exempt. Prepared food, home goods, and other discretionary items are taxable. Each $1,000 in eligible purchases would create $10 in tax burden.

The tax burden for City homeowners would be offset (either partially or fully, depending on their specific situation) by an annual tax credit in the amount of the percentage to be rebated (20%, in this instance). The tax credit applies only to the taxable market value of owner-occupied residential property. Taxable market value may be found on a real estate property tax bill (see image at right). Renters and commercial property owners pay the sales tax but do not receive the property tax credit. This is a feature of the statute.



The table below details the estimated tax credit to homeowners based on several different taxable market values (TMV) for residential properties in the City. The median TMV in the City is $257k. The credit amounts reflect a 20% rebate scenario.

FY	$150k TMV Rebate	$250k TMV Rebate	$400k TMV Rebate
2026-27	$ 8.06	$ 13.43	$ 21.49
2027-28	$ 95.36	$ 158.94	$ 254.30
2028-29	$ 94.00	$ 156.67	$ 250.67
2029-30	$ 92.65	$ 154.42	$ 247.07
2030-31	$ 91.33	$ 152.21	$ 243.54
2031-32	$ 90.02	$ 150.04	$ 240.07
2032-33	$ 88.74	$ 147.90	$ 236.63
2033-34	$ 87.48	$ 145.79	$ 233.27
2034-35	$ 79.03	$ 131.72	$ 210.75

V. Bond Financing (Optional)

The Act explicitly permits the City to issue bonds pledged to future tax revenues, provided the ordinance and ballot question disclose the maximum principal amount and repayment source. Bonding would allow the City to begin road resurfacing, utility and environmental permitting, easement acquisition (if needed), and engineering design in Year 1 at full scale rather than on a pay-as-you-go basis, shortening the delivery timeline by several years.

Staff recommends that Council authorize staff to evaluate bond feasibility and maximum exposure ("not to exceed" ceiling) as part of the ordinance drafting process. A bond authorization ceiling of $10,000,000 is proposed as a starting point for discussion.

A decision on whether to issue bonds requires a separate City ordinance that would be determined by Council following voter approval of the ballot question.

VI. Implementation Timeline

The Act requires City Council to adopt an ordinance to approve the ballot question and project list for the referendum. The timeline is tight and the deadlines are fixed, but Council may conduct special meetings for first and/or second readings, if necessary.

The timeline below assumes the adoption of the ordinance will be conducted during scheduled Council meetings.

June 23	Formal Consideration (Committee of the Whole)
July 14	First Reading (Business Meeting)
August 11	Second Reading and Adoption (Business Meeting)
August 17	Last Day to Convey Adopted Ordinance to Greenville County Voter Registration and Election Board
October 21	Ballot Question and Project List Published (by Voter Registration and Election Board)
November 4	Election Day
Mid-November	Project Bonding (If Desired)
May 1, 2027	Effective Day of Tax Collection
August 2027	First Quarterly Distribution to City

VII. Potential Ballot Language

Should Council decide to send this item to First Reading, an ordinance containing a ballot question is required. To simplify the projects into specific purposes, Staff recommends creating three categories with estimated costs totaling $48M. They are as follows:

#	Purpose	Estimated Cost	Notes
1	Neighborhood Street Resurfacing and Pavement Rehabilitation Program	$28,000,000	Total program includes 40.1 miles of city-owned streets
2	Neighborhood Stormwater Drainage and Flood Reduction Improvements	$12,000,000	Included in 13.6 miles in program
3	Sidewalk Construction and Safety Improvements (Pedestrian and Vehicular)	$8,000,000	Included in 4.5 miles of program
TOTAL		**$48,000,000**	

Any ballot question must comply with the language laid out in the statute. Staff recommends the following as a starting point. If bonds are to be used, additional verbiage will be required as part of the question.

> *Must a 1% sales and use tax be levied in the City of Simpsonville for no more than 8 years for the purpose of allowing a credit against certain municipal ad valorem tax liability and for the purpose of raising the amounts specified for the following purposes?*
>
> 1. *$28,000,000 for neighborhood street repair and resurfacing;*
> 2. *$12,000,000 for drainage improvements and flood reduction;*
> 3. *$8,000,000 for sidewalks and neighborhood safety improvements.*
>
> *Yes []*
>
> *No []*

VIII. Open Questions and Points of Consideration

Questions for Council:

- Should the property tax credit allocation exceed the statutory 20% minimum? A higher percentage increases homeowner benefit but reduces capital project funding.
- Should the City pursue bond-backed financing to front-load road resurfacing, or operate on a pay-as-you-go basis?
- Should the duration be set at the maximum 8 years, or a shorter period instead?

Points of Consideration:

- Greenville County Council is considering a Transportation Sales Tax Referendum in November 2026. The adoption of a countywide local sales tax would remove the option for Simpsonville to conduct its own referendum later. 2026 then would be the only year Simpsonville has to conduct a city referendum.
- At the same time, other cities in Greenville County are considering their own municipal sales tax referenda.
- An approved countywide transportation sales tax would make project approval in Simpsonville contingent on County Council approval. There would be no guarantee of any Simpsonville projects under this scenario. On the other hand, a county tax would net $1.1B, so there would likely be numerous projects within City limits.
- If Greenville County and Simpsonville both decide to pursue a sales tax referendum, there would be two similar ballot questions for City residents. It would require education to help them understand the difference between both questions.

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Justin Campbell

Department: Administration

Date Submitted: 06/15/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Resolution R-2026-14

Summary of Item/Purpose:

Adoption of Resolution R-2026-14 would approve the "Cooperative Agreement" between Greenville County and the municipality of Simpsonville to obtain Urban County Status with the United States Department of Housing & Urban Development and appoint the Greenville County Redevelopment Authority as its agent for the purpose of administering any grant funds received as a result of the agreement.

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☑
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

RESOLUTION NO. R-2026-14

TO APPROVE THE COOPERATIVE AGREEMENT BETWEEN GREENVILLE COUNTY AND THE MUNICIPALITY OF SIMPSONVILLE TO OBTAIN URBAN COUNTY STATUS WITH THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND APPOINT THE GREENVILLE COUNTY REDEVLOPMENT AUTHORITY (GCRA) AS ITS AGENT FOR THE PURPOSE OF ADMINISTERING ANY GRANT FUNDS RECEIVED AS A RESULT OF THE AGREEMENT.

WHEREAS, since 1978 the County of Greenville has joined with the five included small municipalities of Fountain Inn, Greer, Mauldin, Simpsonville, and Travelers Rest, executing a Cooperative Agreement every three years, in order to obtain Urban County status with the United States Department of Housing and Urban Development and be eligible to receive annual Urban County entitlement grants of Community Development Block Grant, HOME Investment Partnerships Program and Emergency Solutions Grant funds; and

WHEREAS, the partnership has been successful, resulting in the receipt of millions of dollars in grant funds by the County and these municipalities which has been vital in providing and improving housing for low- and moderate-income families in the County and the municipalities, as well as the infrastructure in their communities, economic development, recreation, and social services throughout the County; and

WHEREAS, the Simpsonville City Council finds that participation by the municipality of Simpsonville in the County of Greenville Urban County Community Development Block Grant and the HOME Investment Partnership Grant programs has been advantageous to the City of Simpsonville in assisting in the redevelopment of the city ; and

WHEREAS, the County and the municipalities have designated the Greenville County Redevelopment Authority (GCRA) as their agent to administer the grant funds; and

WHEREAS, the prior Cooperative Agreement between the County and the municipalities, dated on or about August 14, 2014 (the "2014 Agreement"), automatically renewed for an additional three qualifying periods covering Federal Fiscal Years 2018-2020, 2021-2023, and 2024-2026, the last of which was confirmed by Greenville County Council Resolution No. 1933 (July 18, 2023); and

WHEREAS, the auto-renewal capacity of the 2014 Agreement is fully expended at the close of Federal Fiscal Year 2026, requiring the parties to enter a new Cooperative Agreement to support qualification for Federal Fiscal Years 2027-2029 and successive three-year qualification periods; and

WHEREAS, the elected governing body of the City of Simpsonville has chosen to continue participation in the grant programs and enter a new Cooperative

Agreement with the County for the period FY 2027-2029 with successive three-year qualification periods.

NOW, THEREFORE, BE IT RESOLVED by the City of Simpsonville City Council that the City of Simpsonville shall enter a new Cooperative Agreement and shall appoint the Greenville County Redevelopment Authority (GCRA) as its agent for the purpose of administering any grant funds received as a result of this Agreement.

DONE IN REGULAR MEETING THIS _____ DAY OF _____, 2026.

_____

ATTEST:

Paul Shewmaker
Mayor

_____

Daniel Hughes, City Attorney

_____

Tee Coker
City Administrator

_____

Justin Lee Campbell
City Clerk

STATE OF SOUTH CAROLINA)
)
COUNTY OF GREENVILLE)

COOPERATIVE AGREEMENT

THIS COOPERATIVE AGREEMENT (this "Agreement") is entered as of the ____ day of _____, 2026, by and among GREENVILLE COUNTY, a body politic and corporate of the State of South Carolina (the "County"); the GREENVILLE COUNTY REDEVELOPMENT AUTHORITY, a body politic and corporate established under Act 516, General and Permanent Laws 1969, and S.C. Code Ann. § 31-10-10 ("GCRA"); and the CITY OF SIMPSONVILLE, South Carolina, a municipal corporation organized under the laws of the State of South Carolina (the "Municipality").

BACKGROUND

1. Since 1978 the County and the Municipality have, through successive Cooperative Agreements, qualified for Urban County Entitlement Status under the Housing and Community Development Act of 1974, 42 U.S.C. §§ 5301, *et seq*. (the "HCDA"), and have received annual Urban County entitlement grants of Community Development Block Grant ("CDBG"), HOME Investment Partnerships ("HOME"), and Emergency Solutions Grants ("ESG") funds.

2. The prior Cooperative Agreement between the County and the Municipality, dated on or about August 14, 2014 (the "2014 Agreement"), automatically renewed for an additional three qualifying periods covering Federal Fiscal Years 2018-2020, 2021-2023, and 2024-2026, the last of which was confirmed by Greenville County Council Resolution No. 1933 (July 18, 2023).

3. The auto-renewal capacity of the 2014 Agreement is fully expended at the close of Federal Fiscal Year 2026, requiring the parties to enter a new Cooperative Agreement to support qualification for Federal Fiscal Years 2027-2029 and successive three-year qualification periods.

4. Retention of Urban County Status is mutually advantageous in obtaining funds and providing programs authorized under the HCDA, the Cranston-Gonzalez National Affordable Housing Act of 1990, the Housing and Community Development Act of 1992, the Homeless Emergency Assistance and Rapid Transition to Housing Act of 2009, and the implementing regulations of each.

5. The U.S. Department of Housing and Urban Development ("HUD"), through CPD Notice CPD-26-08 (issued May 15, 2026, superseding CPD Notice 25-04, and remaining in effect until amended, superseded, or rescinded), requires Urban County Cooperation Agreements to include funding through Federal Fiscal Year 2029, to contain the provisions specified in CPD Notice CPD-26-08, and (effective for

the Federal Fiscal Year 2027 Urban County qualification process) to limit "auto-renewal" of Cooperation Agreements to one additional three-year qualification period following the initial three-year qualification period.

6. The County has demonstrated its capacity to administer such a county-wide program and to assist the participating municipalities through its designated agency, GCRA, pursuant to Act 516, General and Permanent Laws 1969, and S.C. Code Ann. § 31-10-10.

7. Greenville County Council, operating under the Council-Administrator form of government, S.C. Code Ann. §§ 4-9-610, *et seq.*, is the appropriate body and is fully authorized to approve the terms and provisions of this Agreement, and the Chairman of County Council is authorized to execute this Agreement on the County's behalf.

8. The Mayor of the Municipality is authorized by Resolution No. R-2026-14 to execute this Agreement on the Municipality's behalf.

9. The Chairman of the Board of GCRA is authorized to execute this Agreement on GCRA's behalf.

TERMS OF AGREEMENT

In consideration of the mutual covenants set forth in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the parties agree as follows:

1. **PURPOSE.** The County and the Municipality agree to cooperate to undertake, or assist in undertaking, essential community development and housing assistance activities, as approved and authorized between the parties in the CDBG Agreements, including the Consolidated Plan.

2. **PROGRAMS COVERED.** This Agreement covers the following formula funding programs administered by HUD where the County is awarded and accepts funding directly from HUD: the CDBG Program, the HOME Program, and the ESG Program. The Municipality understands and agrees that it may receive a formula allocation under the HOME and ESG Programs only through the Urban County. This does not preclude the County or the Municipality from applying for HOME or ESG funds from the State of South Carolina, if the State so allows.

3. **QUALIFICATION PERIOD.** This Agreement shall remain in effect for the three-year program period of Federal Fiscal Years 2027, 2028, and 2029, and until funds granted and program income received during that three-year program period are expended and the funded activities completed. Neither the County nor the Municipality may terminate, withdraw, or be removed from the program during the three-year program period.

4. **AUTOMATIC RENEWAL.** This Agreement will renew automatically for participation in one successive three-year Urban County qualification period covering Federal Fiscal Years 2030, 2031, and 2032, unless the Municipality or the County provides written notice to the other party that it elects not to participate in a new qualification period. The terminating party shall send a copy of the notice of termination to the HUD field office by the date specified on the HUD.gov Urban Counties website. The County shall notify the Municipality in writing of the Municipality's right to make this election, and a copy of the County's notification shall be sent to the HUD field office by the date specified on the HUD.gov Urban Counties website. Upon the close of Federal Fiscal Year 2032, this Agreement shall expire unless the parties reauthorize and re-execute a new Cooperation Agreement to continue participation in successive Urban County qualification periods, consistent with HUD's "auto-renewal" policy at CPD Notice CPD-26-08 § 3.7.

5. **AGREEMENT TO AMEND ON FUTURE HUD REQUIREMENTS.** The parties agree to adopt amendment(s) to this Agreement as may be required by HUD to meet any new Urban County Qualification requirement(s), when applicable. Failure by either party to adopt any such amendment, and to submit such amendment to HUD, will void the agreement for such qualification period.

6. **NO STATE CDBG GRANTS.** The Municipality understands and agrees that it may not apply for grants under the State CDBG Program for the fiscal years during the period in which the Municipality participates in the County's CDBG Program. During the term of this Agreement, including any automatic renewal, the Municipality may not apply for grants under the Small Cities or State CDBG Programs or participate in a HOME consortium or the ESG Program except through the Urban County, unless allowed by State HOME or ESG programs.

7. **GRANT APPLICATIONS.** Upon obtaining the agreement of all necessary participating municipalities, the County shall make applications for funding as an Urban County Entitlement Recipient under the HCDA, the Cranston-Gonzalez National Affordable Housing Act of 1990, the Housing and Community Development Act of 1992, the Homeless Emergency Assistance and Rapid Transition to Housing Act of 2009, and the implementing regulations of each. The Municipality authorizes the County to include the Municipality's population as the basis for calculating and securing such funding.

8. **COUNTY AS GRANT RECIPIENT.** The County shall be the recipient of the grants and is responsible for ensuring that all activities undertaken with grant funds are eligible under the statutes named in section 7. The County is given full and complete authority to administer and monitor any projects or programs undertaken in the Municipality to assure compliance.

9. **GRANT ADMINISTRATION.** The County shall administer and distribute all funds received from HUD as a result of CDBG, HOME, ESG, and

related grant applications through its designated agency, GCRA, pursuant to Act 516, General and Permanent Laws 1969 and S.C. Code Ann. § 31-10-10 (1976), as amended. GCRA shall provide such technical assistance as is necessary to ensure compliance with all provisions of the statutes named in section 7.

10. **FUNDING FORMULA.** Funds received from CDBG, HOME, ESG, and related grant applications shall be made available to the parties according to the formula agreed to in 1978, as revised in 1999, marked "Exhibit A" and incorporated in this Agreement by reference, with the understanding that actual dollar amounts the parties are eligible to receive will increase or decrease proportionate to: (a) the annual entitlement amount established by HUD; and (b) such distribution as may be necessary to comply with the requirements of Title I of the HCDA and applicable implementing regulations. Additional funding obtained as a result of the 1979 "Urban County" amendment to the HCDA, regarding municipalities partially located within two counties, shall accrue exclusively to the affected municipalities (*i.e.*, Fountain Inn and Greer) in proportion to the respective increase in population attributable to each municipality. Related HUD funding and other Federal and State funding shall be distributed not on a formula basis, but as appropriate to opportunities within the individual municipalities.

11. **PROJECT ELIGIBILITY.** The Municipality may develop projects to be implemented within its boundaries. The County, through GCRA, shall have final responsibility for project selection to ensure that federal program guidelines are met. The County, through GCRA, shall have sole responsibility for preparation and filing of Consolidated Plans and Annual Action Plans regarding program activities to be undertaken. All projects and programs undertaken by the Urban County and the Municipality shall implement and further the goals and objectives set forth in the Consolidated Plan established for the Urban County, and any revisions, extensions, or replacement Consolidated Plans duly submitted and approved.

12. **CONSOLIDATED PLAN COMPLIANCE.** The parties shall take all appropriate legal, administrative, and legislative actions authorized by State and local laws necessary to successfully complete all programs included in the Consolidated Plan or any component thereof, and to satisfy the requirements of the CDBG, HOME, and ESG Programs undertaken with grant funds.

13. **PROGRAM INCOME.** The County, through GCRA, shall receive, monitor, and distribute all program income generated by all projects and programs operated in the Municipality or in the unincorporated areas of the County. The County, through GCRA, shall ensure that all such activities are eligible under the acts and regulations cited in this Agreement, including activities affected by the Separation of Church and State Doctrine, fair housing provisions, and other federally mandated programs.

14. **TITLE TO REAL PROPERTY.** Title to any real property acquired with CDBG, HOME, or ESG funds allocated to the Municipality, and located within the Municipality when acquired, may be vested in the Municipality, program requirements permitting, or in GCRA. Title to any real property acquired with CDBG, HOME, or ESG funds, and not situated within the corporate limits of a participating municipality when acquired, shall be vested in GCRA, or its designee. Title to any property acquired by GCRA through other federal programs or non-public resources shall reside in GCRA's name, or its designee, whether the property is situated within a participating municipality or within the unincorporated area.

15. **REAL PROPERTY USAGE.** Any real property acquired with CDBG, HOME, ESG, or related grant funds for use by the Municipality shall conform to such usages as may be specified as eligible under the provisions of the statutes named in section 7 and their accompanying regulations. Should the Municipality desire to change the usage or dispose of any such property, it shall first obtain the approval of GCRA in order to assure conformance with applicable law.

16. **EXCESSIVE FORCE.** The County and the Municipality each have adopted and are enforcing:

A. A policy prohibiting the use of excessive force by law enforcement agencies within their jurisdictions against any individuals engaged in nonviolent civil rights demonstrations; and

B. A policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of nonviolent civil rights demonstrations within their jurisdictions.

17. **SUBRECIPIENT REQUIREMENTS.** Pursuant to 24 C.F.R. § 570.501(b), the Municipality is subject to the same requirements applicable to subrecipients, including the requirement of a written agreement as described in 24 C.F.R. § 570.503.

18. **COMPLIANCE WITH FEDERAL LAW; AFFIRMATIVELY FURTHERING FAIR HOUSING.** The County and the Municipality shall take all actions necessary to assure compliance with the County's certification under section 104(b) of Title I of the HCDA, that the grant will be conducted and administered in conformity with Title VI of the Civil Rights Act of 1964 (and the implementing regulations at 24 C.F.R. pt. 1) and the Fair Housing Act, Title VIII of the Civil Rights Act of 1968 (and the implementing regulations at 24 C.F.R. pt. 100), and shall comply with the obligation to affirmatively further fair housing. The parties shall comply with section 109 of Title I of the HCDA (and the implementing regulations at 24 C.F.R. pt. 6, which incorporate section 504 of the Rehabilitation Act of 1973 and the implementing regulations at 24 C.F.R. pt. 8, Title II of the Americans with Disabilities Act and the implementing regulations at 28 C.F.R. pt. 35, the Age

Discrimination Act of 1975 and the implementing regulations at 24 C.F.R. pt. 146, section 3 of the Housing and Urban Development Act of 1968, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the implementing regulations at 49 C.F.R. pt. 24, and section 104(d) of the HCDA and the implementing regulations at 24 C.F.R. pt. 42), the Davis-Bacon Act, the National Environmental Policy Act of 1969, Executive Order 11988, and all other applicable laws and regulations. The parties further agree that Urban County funding shall not be used for activities in, or in support of, any cooperating unit of general local government that impedes the County's actions to comply with the County's fair housing certification and duty to affirmatively further fair housing.

19. **NO SALE, TRADE, OR TRANSFER OF FUNDS.** Parties to this Agreement understand and agree that they may not sell, trade, or otherwise transfer all or any portion of CDBG funds to a Metropolitan City, Urban County, unit of general local government, or insular area that directly or indirectly receives CDBG funds in exchange for any funds, credits, or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974, as amended.

20. **HOLD HARMLESS.** The parties agree that should a grant be withheld, withdrawn, or terminated for any reason, the County and GCRA shall be held harmless and shall not be subjected to any actions by the Municipality for any resulting consequences.

21. **AMENDMENT.** Except as provided in section 5 (which governs amendments required by HUD), this Agreement may not be amended except by written instrument signed by all parties and approved by HUD. The terms of this Agreement bind the parties, their successors, and assigns.

22. **ENTIRE AGREEMENT.** This Agreement, together with Exhibit A, is the entire agreement among the parties with respect to its subject matter and supersedes the 2014 Agreement and any prior agreements covering the same subject matter. This Agreement binds the parties, their successors, and assigns.

GREENVILLE COUNTY

_____
Benton Blount, Chairman
Greenville County Council

ATTEST:

_____
Regina McCaskill
Clerk to Council

_____
Joseph M. Kernell
County Administrator

GREENVILLE COUNTY REDEVELOPMENT AUTHORITY

ATTEST:

_____
[PRINT NAME]

_____
[PRINT NAME]
Chairman of the Board, GCRA

CITY OF SIMPSONVILLE

_____
Tee Coker, City Administrator

_____
Paul Shewmaker, Mayor

ATTEST:

_____
Daniel Hughes, City Attorney

_____
Justin Lee Campbell, City Clerk

EXHIBIT A

The amount of CDBG and HOME annually budgeted to the municipalities will be based on the total annual allocation of CDBG and HOME, Total Population, Number of Persons in Poverty, and Number and Proportion of Overcrowded Units as determined by most recent American Community Survey and CHAS (Comprehensive Housing Affordability Strategy) data.

EXHIBIT B

Qualification Schedule, paragraph J.



D. Notification of Split Places

Counties seeking qualification as urban counties and having units of general local government with any population located only partly within the county must notify these units of their rights by the date provided in Section II, Qualification Schedule, paragraph B. Specifically, the county must provide the following notifications:

1. Where a split place is partly located within only one urban county, one of the following rules applies:

   a. If it is a split place in which the county has essential powers, the entire area of the split place will be included in the urban county for the urban county qualification period unless the split place has opted out; or

   b. If the split place can only be included in the county upon the execution of a cooperation agreement, the entire area of the split place will be included in the urban county for the urban county qualification period upon execution of such an agreement.

2. Where the split place is partially located within two or more urban counties, the split place may elect one of the following:

   a. to be excluded from all urban counties;

   b. to be entirely included in one urban county and excluded from all other such counties; or

   c. to participate as a part of more than one of the urban counties in which it is partially located provided that a single portion of the split place cannot be included in more than one entitled urban county at a time, and all parts of the split place are included in one of the urban counties.

E. Notification of Opportunity to Terminate Agreement

Urban counties that have agreements that will be automatically renewed at the end of the current qualification period unless action is taken by the unit of government to terminate the agreement must, by the date provided in Section II, Qualification Schedule, paragraph D, notify such units that they can terminate the agreement and not participate during the 2015-2017 qualification period.

IV. DOCUMENTS TO BE SUBMITTED TO HUD

SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Maria Tooley

Department: Finance

Date Submitted: 06/15/2026

Please include the following item on the agenda for (date of meeting): June 23, 2026

Agenda Item Title:

Re-Allocation of Accommodations Tax Funds from Everything Outdoor Fest

Summary of Item/Purpose:

Council allocated $21,000 in accommodations tax funds to the Everything Outdoor Fest at the Feb. 10, 2026 Business Meeting. The organizers notified City staff in the email "Everything Outdoor Fest 2026" they are unable to have and therefore are cancelling the event. Staff is recommending to Council allotting the $21,000 originally granted to Everything Outdoor Fest to the other applicants for accommodations tax funds. Please see the attached spreadsheet

Action Requested of Council:

- Discussion Only ☐
- Move to Business Meeting ☑
- First Reading ☐
- Second Reading ☐
- Approval/Vote (e.g. resolutions) ☐
- Presentation ☐
- Proclamation ☐
- Other: ☐

Are supporting documents attached?

☑ Yes ☐ No

EXHIBIT A

Outlook

Everything Outdoor Fest 2026

From Caroline Warthen <caroline@jbmshows.com>
Date Thu 5/21/2026 11:20 AM
To Maria Tooley <mtooley@simpsonville.com>

Hi Maria,
After careful consideration, we have made the difficult decision to cancel this year's Everything Outdoor Fest. Due to a combination of limited funding and the continued increase in costs of goods and event production, we are unfortunately unable to move forward with the event as planned.

This was not an easy decision, as we truly value the support, enthusiasm, and partnership we have received from each of you. We are incredibly grateful for your interest in being part of Everything Outdoor Fest and appreciate the time and commitment you invested.

Thank you again for your understanding and continued support. We sincerely hope to have the opportunity to work together on future events.
Please feel free to reach out if you have any questions.
Best regards,

Caroline Warthen
Event Director, Everything Outdoor Fest
www.everythingoutdoorfest.com
864-616-0073

EVERYTHING OUTDOOR FEST

EXHIBIT B

Funds Requested

	Organization Name	*Project*	*Projected Event Date*	*Funds Awarded 2021-2022*	*Funds Awarded 2022-2023*	*Funds Awarded 2023-2024*	*Funds Awarded 2024-2025*	*Funds Awarded 2025-2026*	*Staff Recommendations 2026-2027*	*Fund Requested 2026-2027*	*A-Tax Committee Recommendations to Council*	*Approved by Council*
1	City of Simpsonville	Simply Freedom Fest	July 2026	$35,000.00	$42,000.00	$45,000.00	$38,000.00	$50,000.00	$50,000.00	$50,000.00	$ 50,000.00	***$ 50,000.00***
2	Simpsonville Area Chamber of Commerce	Sipping in Simpsonville Wine Tasting	September/ October 2026	$7,000.00	$5,000.00	$5,000.00	$4,500.00	$10,000.00	$11,000.00	$12,500.00	$ 11,000.00	***$ 11,000.00***
3	Simpsonville Area Chamber of Commerce	Halloween at Heritage Park	October/ November 2026	$4,500.00	$4,500.00	$4,500.00	$3,000.00	$7,500.00	$7,500.00	$8,500.00	$ 7,500.00	***$ 8,500.00***
4	Simpsonville Area Chamber of Commerce	Sipping in Simpsonville Beer Tasting	May/June 2027	$7,000.00	$5,000.00	$5,000.00	$4,500.00	$10,000.00	$11,000.00	$12,500.00	$ 11,000.00	***$ 11,000.00***
5	Simpsonville Area Chamber of Commerce	Update Historic Walking Tour	November/ December 2025	$2,000.00	$0.00	$0.00	$0.00	$1,000.00	$0.00	$0.00	$ -	***$ -***
6	Simpsonville Garden Club	Civic Beutification Project		$0.00	$0.00	$0.00	$0.00	$0.00	$1,500.00	$3,500.00	$ 2,000.00	***$ 2,000.00***
7	Simpsonville Arts Foundation (SAFi)	Oktoberfest	September/ October 2025	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,500.00	$8,000.00	$10,000.00	$ 8,000.00	***$ 8,000.00***
8	Simpsonville Arts Foundation (SAFi)	Spring Into Art	April/ May 2027	$0.00	$0.00	$2,500.00	$1,000.00	$1,000.00	$3,000.00	$5,000.00	$ 3,000.00	***$ 2,000.00***
9	Simpsonville Arts Foundation (SAFi)	Walking Art Tour Brochure		$0.00	$0.00	$0.00	$0.00	$0.00	$500.00	$1,000.00	$1,000.00	***$ -***
10	Everything Outdoor Fest	Everything Outdoor Fest	October 2026	$0.00	$10,000.00	$0.00	$0.00	$15,000.00	$20,000.00	$30,000.00	$ 21,000.00	***$ 21,000.00***
11	SC Koi & Water Garden Society	South Carolina Koi & Goldfish Show	September 25-27 2026	$10,000.00	$4,000.00	$7,000.00	$4,000.00	$5,000.00	$10,000.00	$10,000.00	$ 10,000.00	***$ 10,000.00***
12	Simpsonville Youth Theatre	Acting Up Camp/Classes/Shows		$0.00	$0.00	$0.00	$0.00	$0.00	$10,000.00	$15,000.00	$ 10,000.00	***$ 10,000.00***
13	Simponville Echoes Ensemble Theatre	Ensemble Special Needs		$0.00	$0.00	$0.00	$0.00	$0.00	$8,000.00	$10,000.00	$ 6,000.00	***$ 6,000.00***
14	Simpsonville Parks & Rec	Movies in the Park	May/June 2027	$0.00	$0.00	$0.00	$0.00	$0.00	$4,000.00	$6,000.00	$ 4,000.00	***$ 5,000.00***
15	Simpsonville Parks & Rec	Food Truck Rodeo and Concert Series	March/June 2026	$7,000.00	$10,000.00	$11,000.00	$7,000.00	$15,000.00	$12,000.00	$15,000.00	$ 12,000.00	***$ 12,000.00***
		TOTAL		***$77,500.00***	***$85,500.00***	***$85,000.00***	***$67,000.00***	***$120,000.00***	***$156,500.00***	***$189,000.00***	***$ 156,500.00***	$156,500.00

Total Amount Available for Allocation 2025-2026 ***$156,500.00***