

CITY OF SIMPSONVILLE: CITY COUNCIL BUSINESS MEETING
— AGENDA —

Council Chambers, Simpsonville City Hall | Aug. 11, 2026 | 6 p.m.



1. **CALL TO ORDER**
Paul Shewmaker, Mayor

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

3. **PLEDGE OF ALLEGIANCE**
Paul Shewmaker, Mayor

4. **APPROVAL OF MINUTES**
Business Meeting on July 14, 2026

5. **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.

6. **BUSINESS**

- A. **Second Reading of SP-2026-02, proposed Major Change to Timber's Edge Innovative Development**
Jon Derby, City Planner

- B. **Second Reading of Ordinance O-2026-08, to authorize a referendum on Nov. 3, 2026, per S.C. § 5-41-110, Municipal Tax Relief Act**
Tee Coker, City Administrator

- C. **First Reading of Ordinance O-2026-10, a proposed ordinance to establish requirements for the naming of city-owned and city-controlled properties and infrastructure**
Chad O'Rear, Councilmember

- D. **Resolution R-2026-15, a proposed resolution to approve the Greenville County Multi-Jurisdictional Hazard Mitigation & Resiliency Plan**
Tee Coker, City Administrator

- E. **Resolution R-2026-18, a proposed resolution to establish an annual Simpsonville Teacher of the Year Award in September via public nominations of teachers employed by a school in the city limits and subsequent selection by City Council**
Sherry Roche, Councilmember

- F. **Speed limit in League Estates, to set the speed limit in League Estates at 20 miles per hour**
Aaron Rupe, Councilmember

- G. **Speed humps on Foxhound Road, to place speed humps on Foxhound Road on the east and west portions of the road near or adjacent to the park/playground**
Sherry Roche, Councilmember

- H. **Livestreaming of City Council meetings, to make all City Council meetings available in real-time via livestream starting January 2027**
Sherry Roche, Councilmember

7. **ADJOURNMENT**
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: Justin Campbell

Department: Administration

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Approval of Minutes

Summary of Item/Purpose:

Approval of Minutes for the Business Meeting on July 14, 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 BUSINESS MEETING
— MINUTES —

Council Chambers, Simpsonville City Hall | July 14, 2026 | 6 p.m.

1. CALL TO ORDER

Mayor Paul Shewmaker called the meeting to order at 6:04 p.m.

2. ROLL CALL

City Clerk Justin Campbell called the roll:

<u>Councilmember</u>	<u>Present</u>	<u>Absent</u>
Ward 1 – Chad O’Rear	✓	
Ward 2 – Aaron Rupe	✓	
Ward 3 – Shannon Williams	✓	
Ward 4 – Sherry Roche	✓	
Ward 5 – Tim Pinkerton	✓	
Ward 6 – Jerry Tusso	✓	
Mayor Paul Shewmaker	✓	



3. PLEDGE OF ALLEGIANCE

Mayor Shewmaker led Council Chambers in the Pledge of Allegiance.

4. APPROVAL OF MINUTES

The minutes for the Business Meeting on June 9, 2026 were approved as submitted.

5. CITIZEN COMMENTS

No one eligible signed up for Citizen Comments.

6. BUSINESS

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

Charlene Carter, City Planner

Motion by Councilmember Williams with a second by Councilmember Rupe to approve second reading of Ordinance O-2026-07. Yes – 7. No – 0. Motion carried.

B. First Reading of Ordinance SP-2026-02, proposed Major Change to Timber’s Edge Innovative Development

Jon Derby, Planning Director

- Motion by Councilmember Pinkerton with a second by Councilmember O’Rear to suspend the rules to present Ordinance SP-2026-02 for Council’s consideration. Yes – 7. No – 0. Motion carried.
- Motion by Councilmember Pinkerton with a second by Councilmember O’Rear to approve first reading of Ordinance SP-2026-02, proposed Major Change to Timber’s Edge Innovative Development. Yes – 7. No – 0. Motion carried.

- C. First Reading of Ordinance O-2026-08, to authorize a referendum on November 3, 2026, per S.C. Code of Laws § 5-41-110, Municipal Tax Relief Act**
Tee Coker, City Administrator

Motion by Councilmember Pinkerton with a second by Councilmember Roche to approve first reading of Ordinance O-2026-08. Yes – 7. No – 0. Motion carried.

- D. 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

Motion by Councilmember Roche with a second by Councilmember Williams to approve Resolution R-2026-14. Yes – 7. No – 0. Motion carried.

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

Motion by Councilmember Roche with a second by Councilmember Pinkerton to approve the reallocation of \$21,000 in Accommodations Tax Funds forfeited by Everything Outdoor Fest in accordance with staff recommendations*. Yes – 7. No – 0. Motion carried.

7. ADJOURNMENT

Mayor Shewmaker adjourned the meeting without objection at 6:41 p.m.

***Staff recommendations referenced in 6.E. are included with the Minutes for the Business Meeting on July 14, 2026.**

ATAX Funds Reallocation for 2026-2027

Organization	Event	Funds Requested	Funds Approved	Difference / Recommendation
Chamber of Commerce	Sippin' in Simpsonville (Wine Tasting)	\$12,500	\$11,000	\$1,500
Chamber of Commerce	Sippin' in Simpsonville (Beer Tasting)	\$12,500	\$11,000	\$1,500
SAFI	Oktoberfest	\$10,000	\$8,000	\$2,000
SAFI	Spring Into Art	\$5,000	\$2,000	\$3,000
Simpsonville Youth Theatre	Acting Up/Camp Classes	\$15,000	\$10,000	\$5,000
Simpsonville Echoes Ensemble	Ensemble Special Needs	\$10,000	\$6,000	\$4,000
Simpsonville Parks & Recreation	Movies in the Park	\$6,000	\$5,000	\$1,000
Simpsonville Parks & Recreation	Music Series	\$15,000	\$12,000	\$3,000

TOTAL AVAILABLE FOR REALLOCATION: \$21,000



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 Department

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Ordinance SP-2026-02

Summary of Item/Purpose:

Second Reading of Ordinance SP-2026-02, a proposed ordinance to approve Major Change to Timber's Edge Innovative Development

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

AGENDA ITEM

To: City Council

Meeting Date: 8/11/2026

Agenda Item: ID- Major Change Request (2nd Reading)

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 ☒ Proposed Ordinance

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.

Nothing has changed since the first reading on July 14, 2026.

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;

SP-2026-02

- 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.

ORDINANCE NO. SP-2026-02

AN ORDINANCE APPROVING A MAJOR CHANGE IN THE INNOVATIVE DEVELOPMENT DISTRICT (ID) OF CERTAIN REAL PROPERTY IN THE CITY OF SIMPSONVILLE LOCATED AT 612 NEELY FERRY ROAD AND KNOWN AS THE TIMBERS EDGE SUBDIVISION

WHEREAS, Jeffrey Anders, Lonnie Anders, and Jerry Anders are the owners of properties located at 612 Neely Ferry Road, Simpsonville, SC 29681, identified as Greenville County Parcel Numbers 0574020101600 and 0574020101605 (the “Property”); and,

WHEREAS, the Property is within the Innovative Design District (ID) and governed by Article 2:11 of the City of Simpsonville Zoning Ordinance; and,

WHEREAS, the City of Simpsonville previously approved the zoning of the Property pursuant to an approved statement of intent dated October 20, 2021 attached hereto as **Exhibit A**. The applicant now desires to amend the previously approve a major change pursuant to the terms and conditions set forth in the amended Statement of Intent attached hereto as **Exhibit B**; and,

WHEREAS, pursuant to Article 2:11.7, any change which the Planning Director determines would significantly alter the basic concept and general characteristics of the ID or the Planning Director determines should be reviewed by City Council due to the community impact of the proposed change is a “Major Change” must be approved according to the procedures set forth in Article 2:11:7; and,

WHEREAS, on June 2, 2026 the Simpsonville Planning Commission held a public hearing and made a recommendation of approval to the Simpsonville City Council; and,

WHEREAS, after consideration of the Statement of Intent, the proposed amendments to the Statement of Intent, the City’s Comprehensive Plan, and the impact of the amendment upon surrounding properties, the Mayor and City Council find that it is in the best interest of the City of Simpsonville to approve the requested change to the ID zoning.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Council of the City of Simpsonville, South Carolina that the ID zoning of the property is modified to amend the Statement of Intent and the Site Plan from the original submitted ID rezoning.

This ordinance shall be effective immediately upon second reading approval.

**CITY OF SIMPSONVILLE, SOUTH
CAROLINA**

Paul Shewmaker, Mayor

ATTEST:

Justin Campbell, Municipal Clerk

First Reading: July 14, 2026

Second and
Final Reading: August 11, 2026

Approved as to form: _____
Daniel R. Hughes
City Attorney

EXHIBIT A

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.

EXHIBIT A

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.

EXHIBIT B

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.

EXHIBIT B

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.

Timbers Edge

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

**Statement of Intent
October 20, 2021**

Community Development

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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.

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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

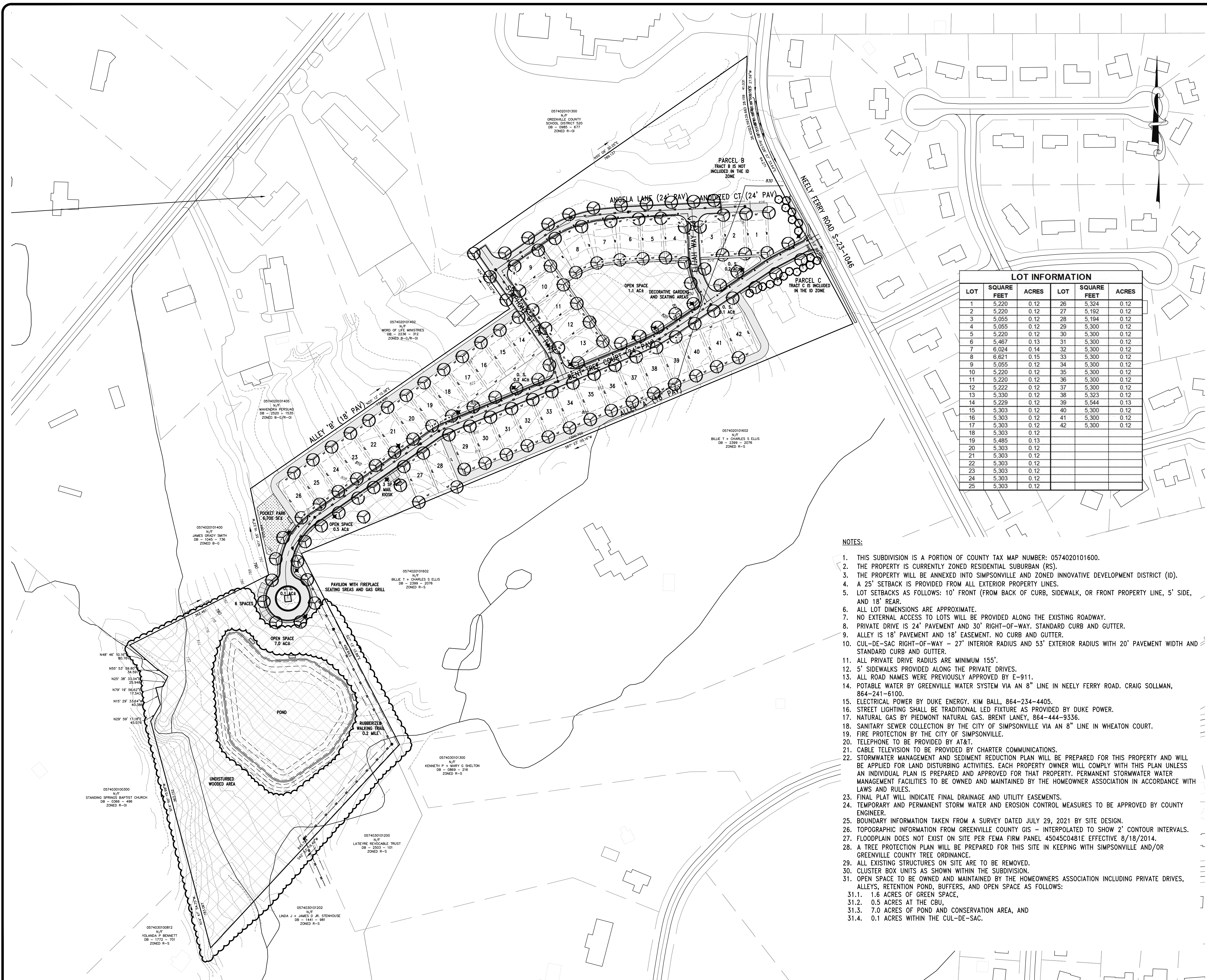
The proposed setbacks for this project are as follows:

- 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

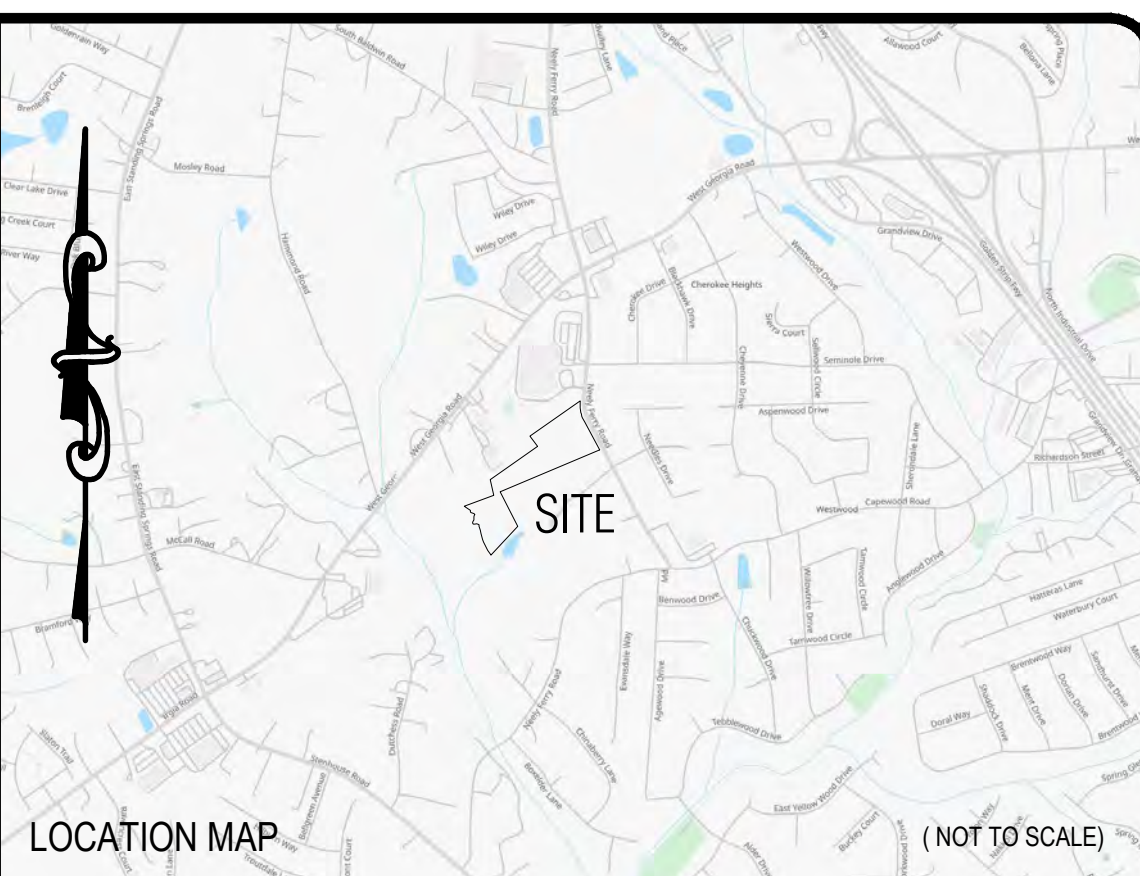
All storm features will be constructed to meet applicable design standards and turned over to the Homeowners Association (HOA) for ownership and maintenance. The common area, stormwater pond, roads, and entrance features will be privately owned and maintained by the established Homeowners Association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

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



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

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

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@alldlc.net

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

DRAWN:	AMA	DESIGN:	JM3	APPROVED:	JM3	DATE:	OCTOBER 14, 2021
FILE:	21548-PLM.DWG					JOB NO.	21548

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

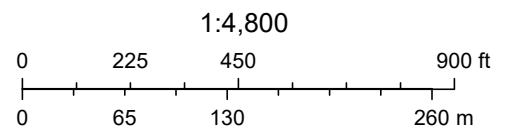
All storm features will be constructed to meet applicable design standards and turned over to the Homeowners Association (HOA) for ownership and maintenance. The common area, stormwater pond, roads, and entrance features will be privately owned and maintained by the established Homeowners Association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

SP-2026-02 Timbers Edge ID Major Change



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



CITY OF SIMPSONVILLE ANNEXATION APPLICATION

SITE/PROPERTY LOCATION:Property Address: 612 Neely Ferry Rd
Simpsonville, SC 29680Tax Map Number: 0574020101600
0574020101605**APPLICANT:** Chris Laney - Whitelane Acquisitions, LLCMailing Address: PO Box 1552City, State, Zip: Greenville, SC 29602Phone Number: 770-596-5370E-mail Address: chris@southernid.com**PROPERTY OWNER** (if different from Applicant): Jeffrey Anders / Lonnie Anders / Jerry AndersMailing Address: 612 Neely Ferry RdCity, State, Zip: Simpsonville, SC 29680Phone 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 subdivision 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.

SignatureChris Laney**Printed Name**5/11/26**Date****FOR CITY STAFF USE ONLY**

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

Initial

Date

Comments: _____

Public Works Review _____

Fire Marshal Review _____

Planning & Zoning Review _____

PC Review: _____ CC Review: _____

☐ **APPROVED** (☐ with conditions) ☐ **DENIED**

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.

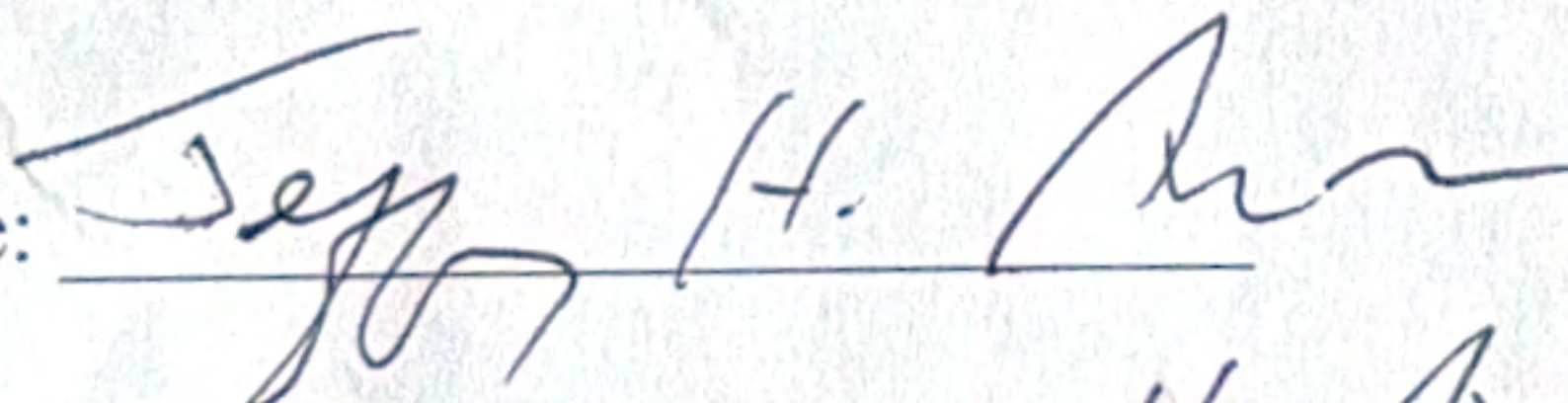
The nature of the proposed major change is to:

- 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:



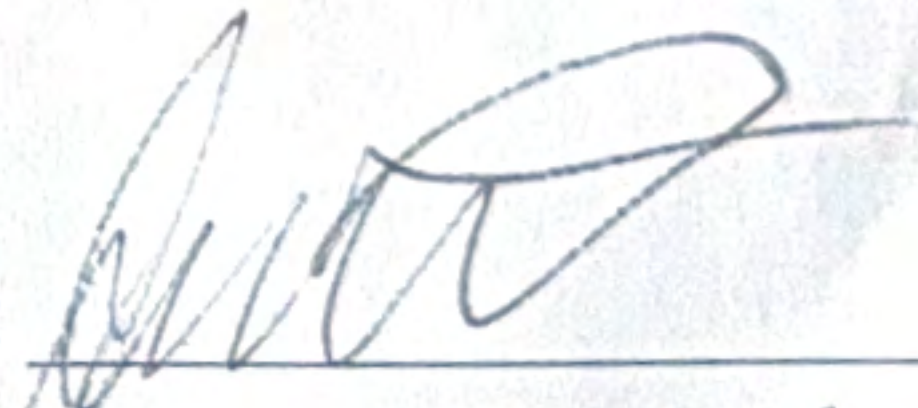
Printed Name:

Jeff H. Anderson

Date:

5-14-26

Signature:



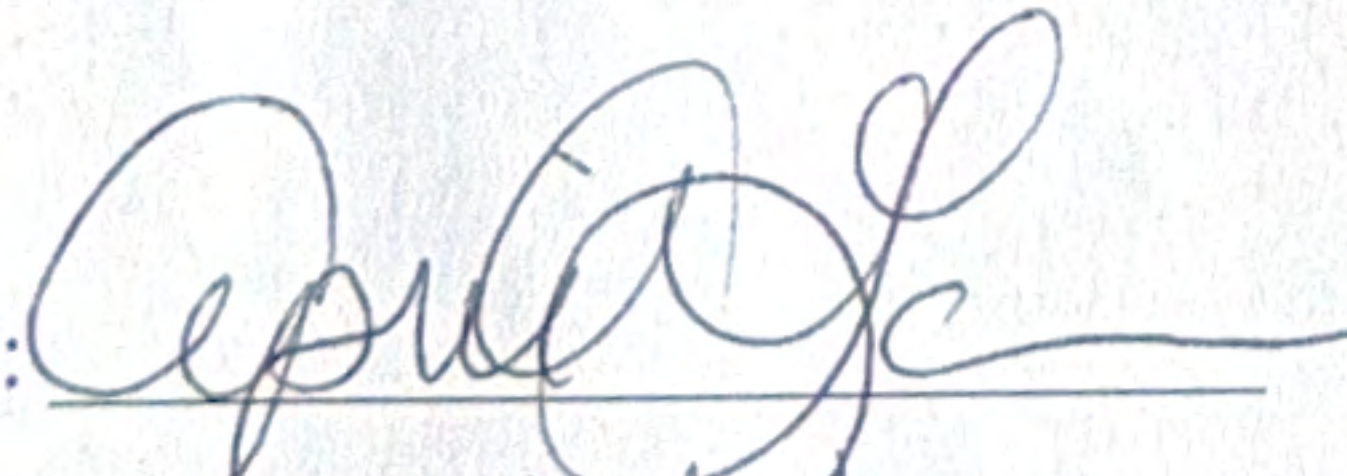
Printed Name:

JERRY ANDERSON

Date:

5-14-26

Signature:



Printed Name:

April A. Lance

Date:

5-14-26

Signature:

Printed Name:

Date:





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.



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SURFSIDE



WACCAMAW



HAYLEIGH



KINGSTREE



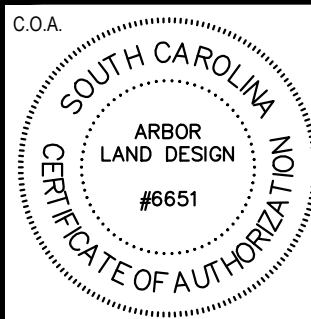
OSMAN



RORY



THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. ARBOR ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES.



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:			
SCALE:	1" = 30'		

JOB NO. 26048

DRAWING NO.

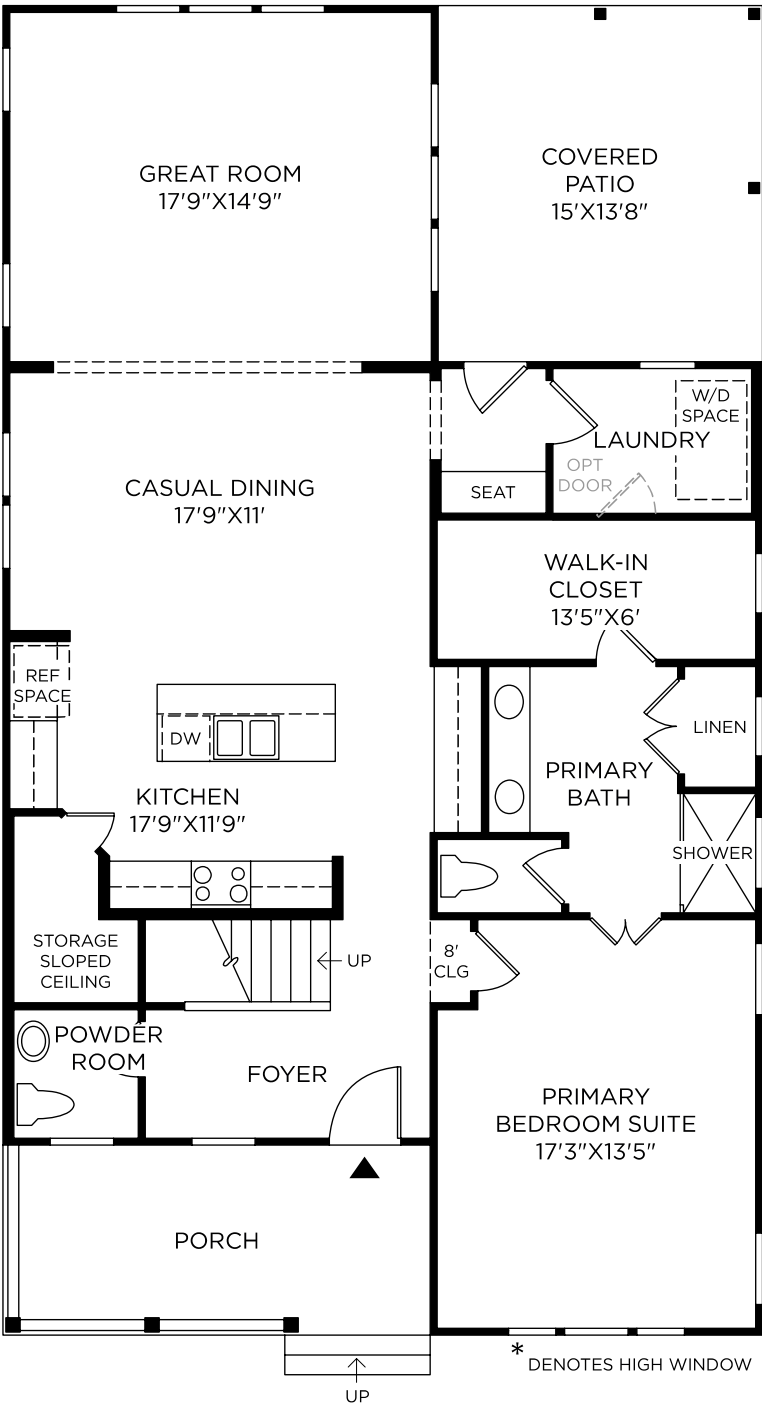
SP-1

SHEET NO.

1 OF 1

Toll Brothers

Osman First Floor

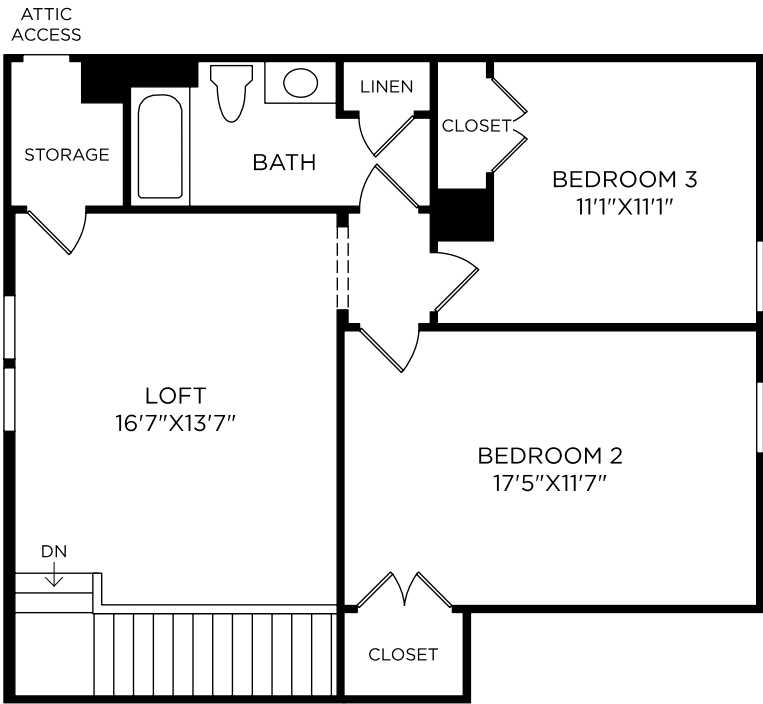


No Options Selected

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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

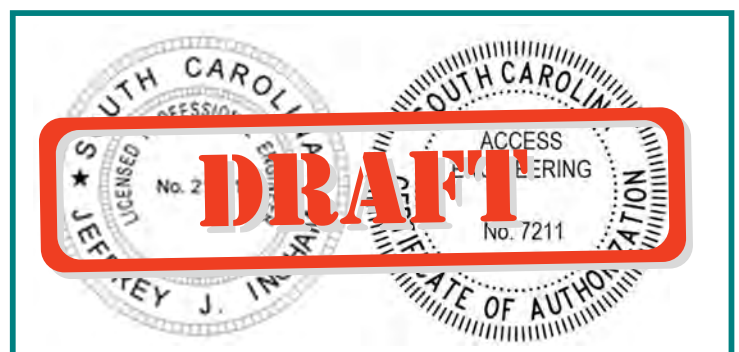
Prepared for
Southern Investment
& Development
P.O. Box 1552
Greenville, SC 29602



Prepared by
Access Engineering LLC



Project #26050



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*.



Timbers Edge Residential Subdivision - Traffic Impact Study

Figure 1 - Project Location Map



Timbers Edge Residential Subdivision - Traffic Impact Study

Figure 2 - Conceptual Site Plan

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	--

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

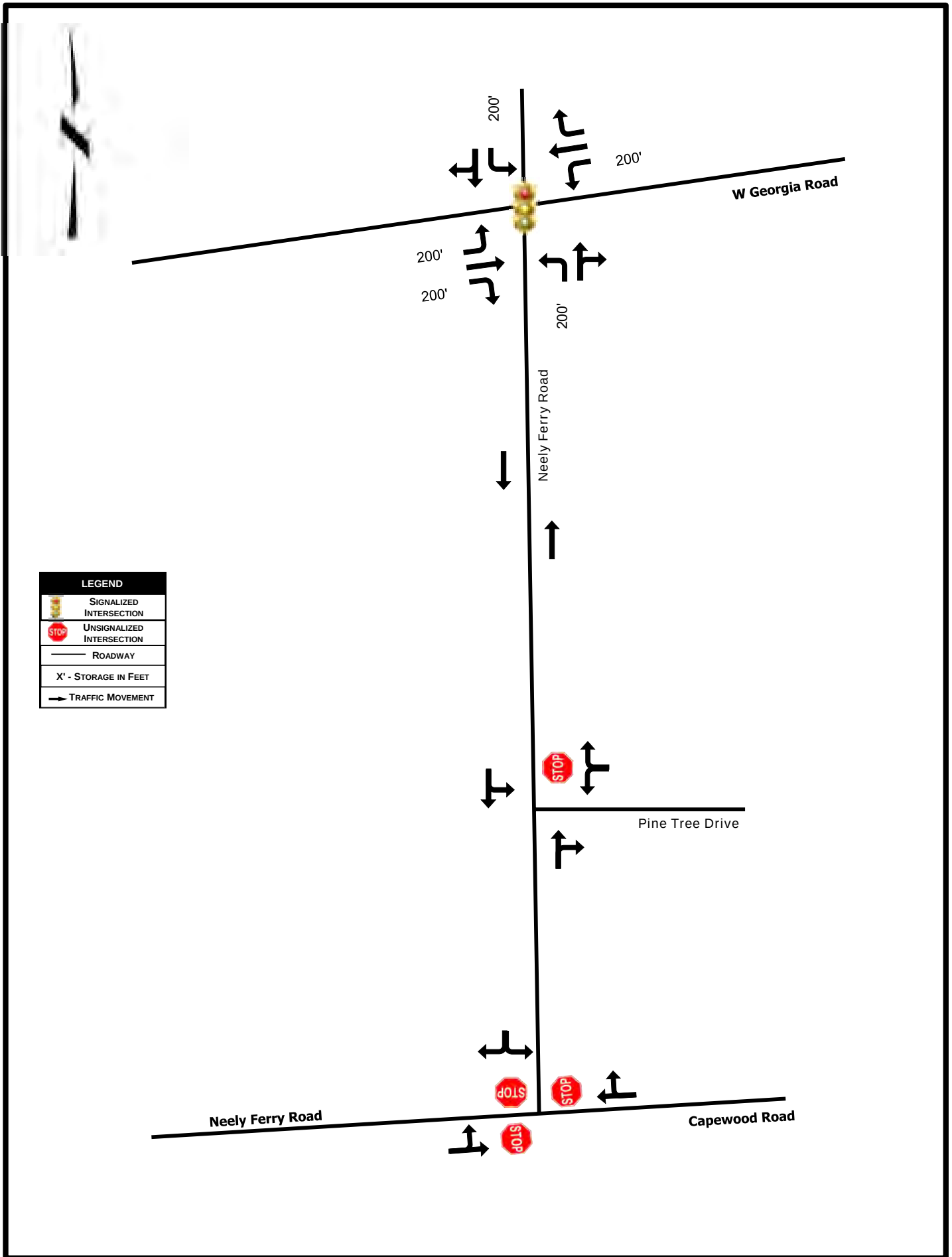
Current Traffic Volumes

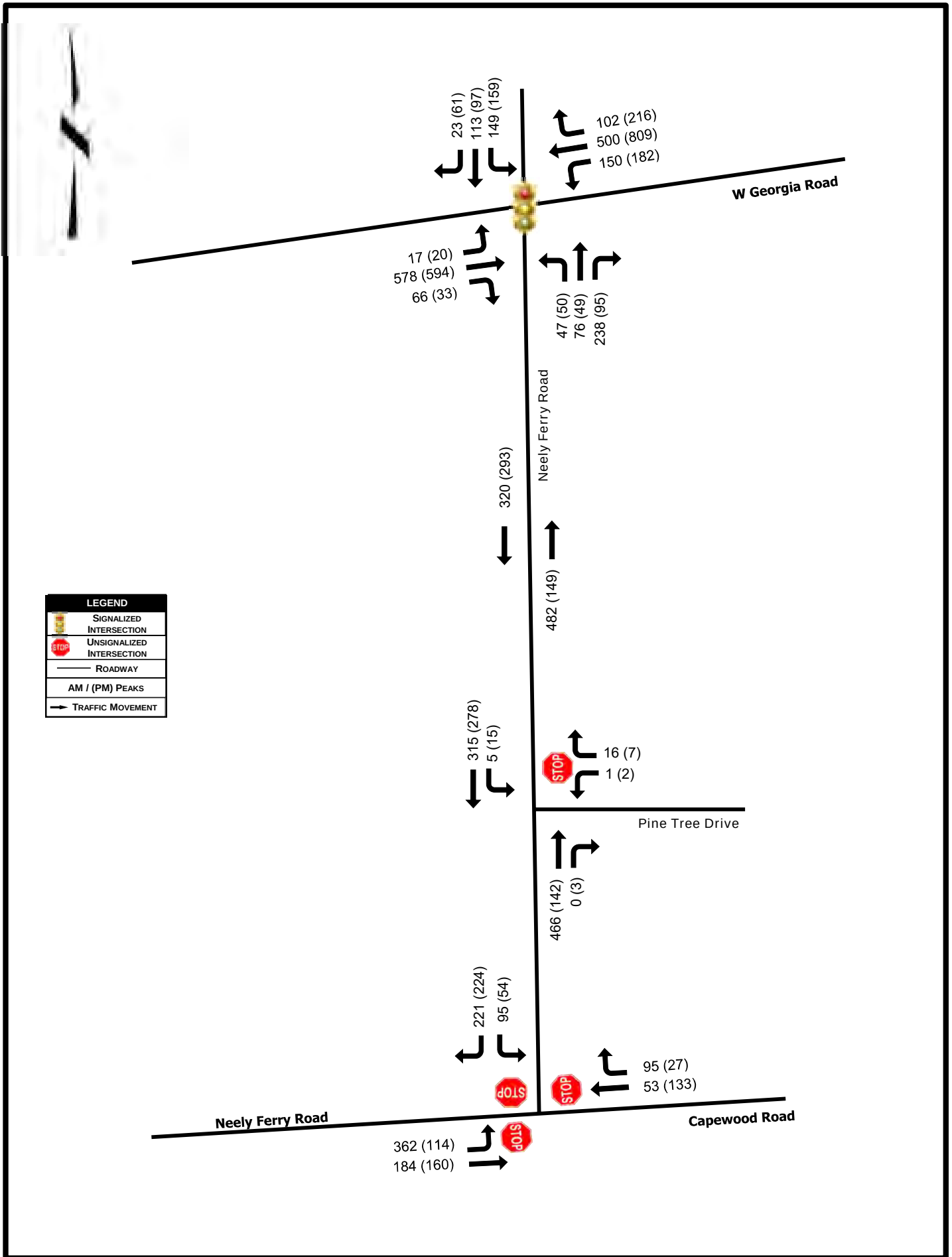
Vehicle turning movement counts were collected for this study by Short Counts. **Table 2** contains the count location and date.

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**.





Timbers Edge Residential Subdivision - Traffic Impact Study

Figure 4 - Existing (2026) Peak-Hour Traffic Volumes

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)

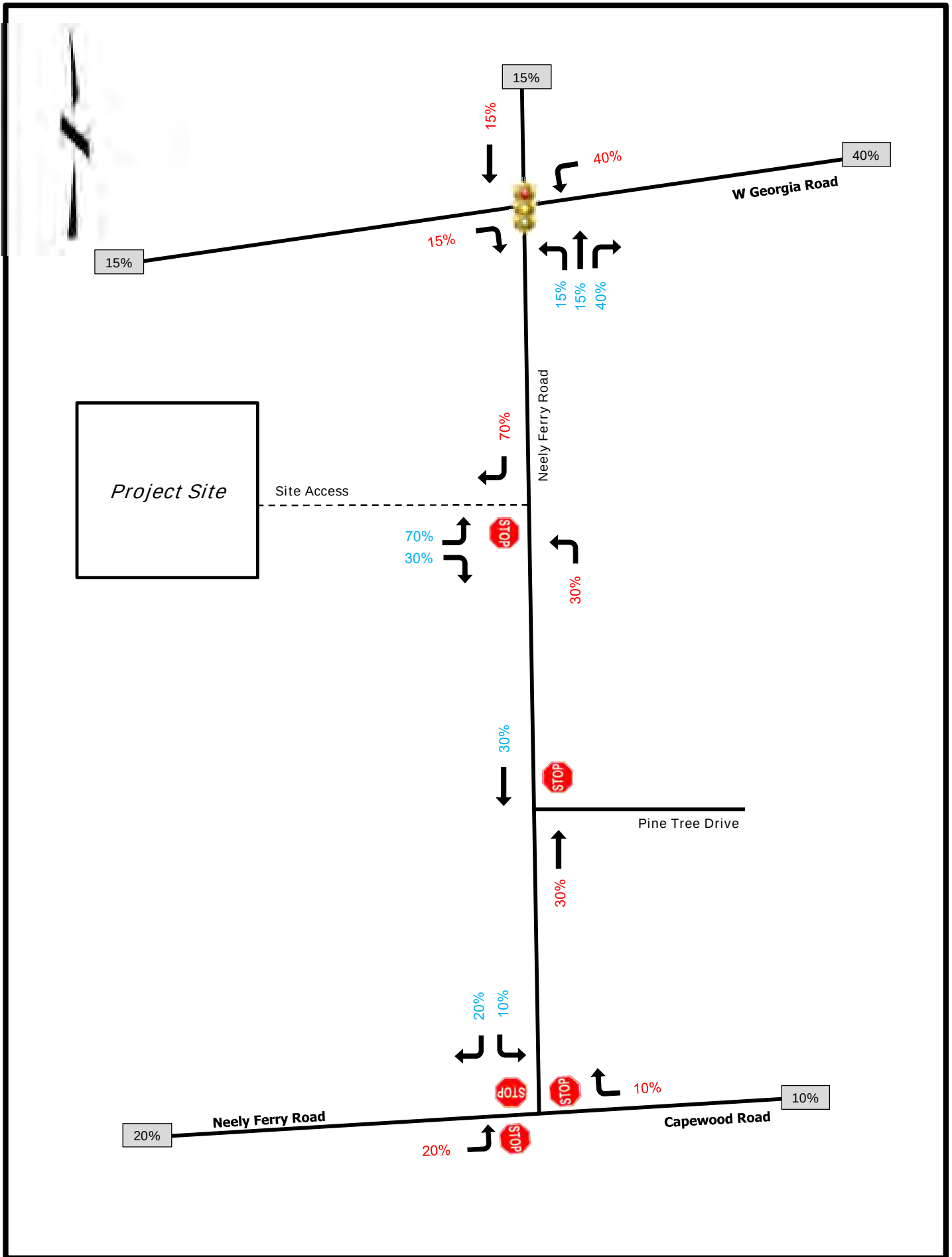
The counts at Tuscan Woods (attached in *Appendix A*) indicate a much lower trip generation rate than the ITE rates suggest. All analyses in this report, however, utilize the standard ITE estimates.

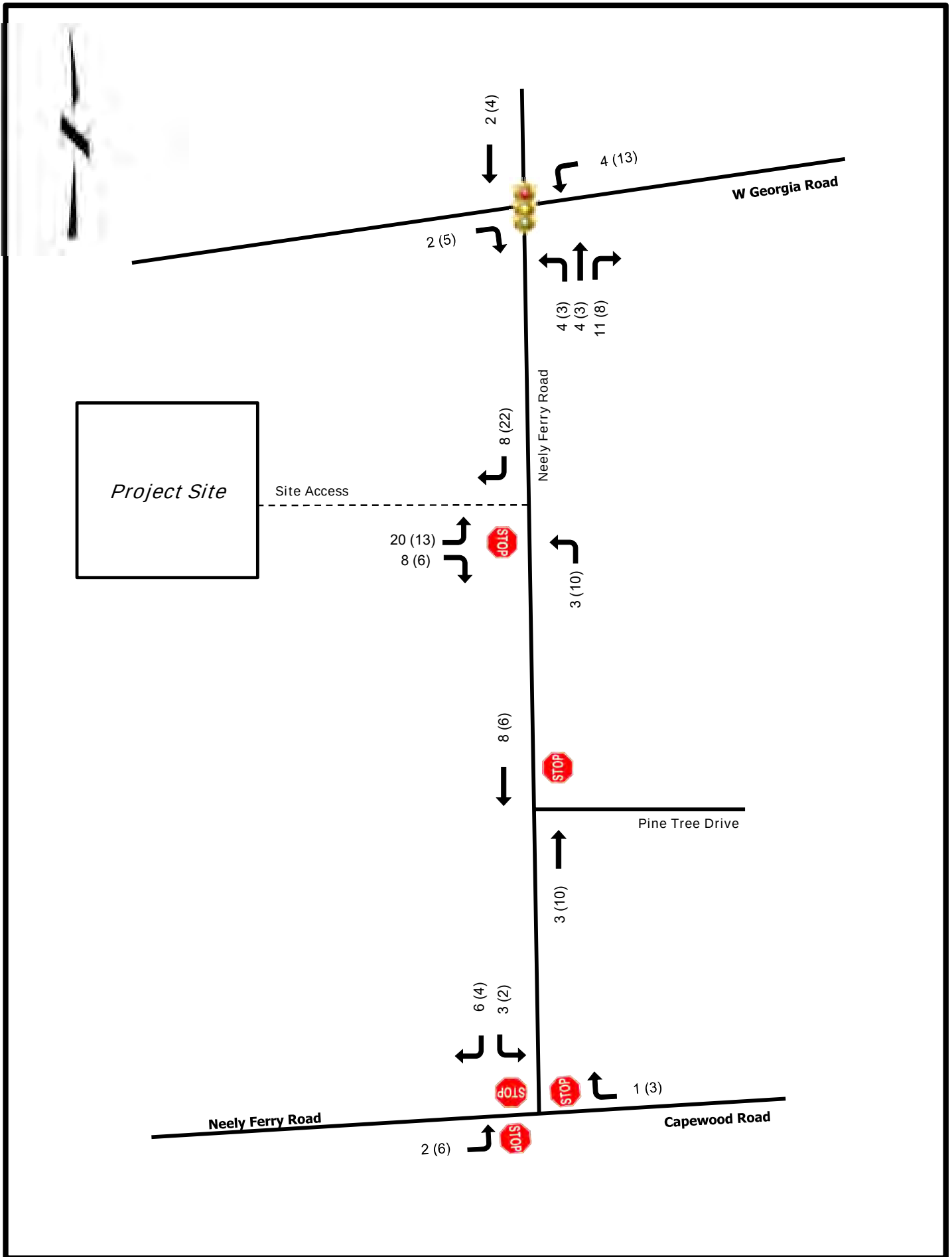
Trip Distribution & Assignment

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*.





4. TRAFFIC VOLUMES

Background Conditions

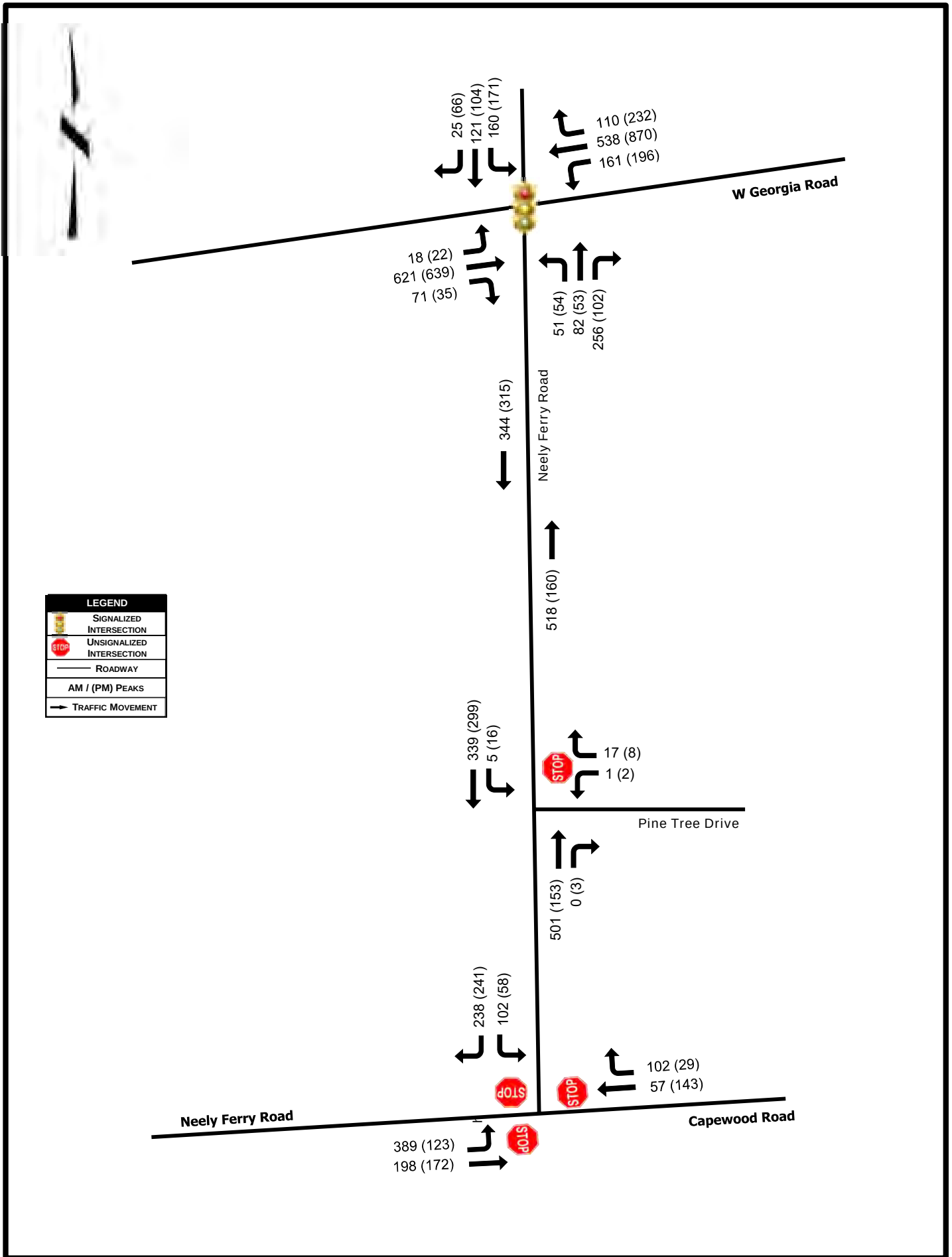
The 2029 future No-Build traffic volumes were developed using a 2.5% annual background growth rate. This growth rate was adopted from reviewing historic count data at SCDOT Count 23-0305 and 23-0438.

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

Build Out Traffic Volumes

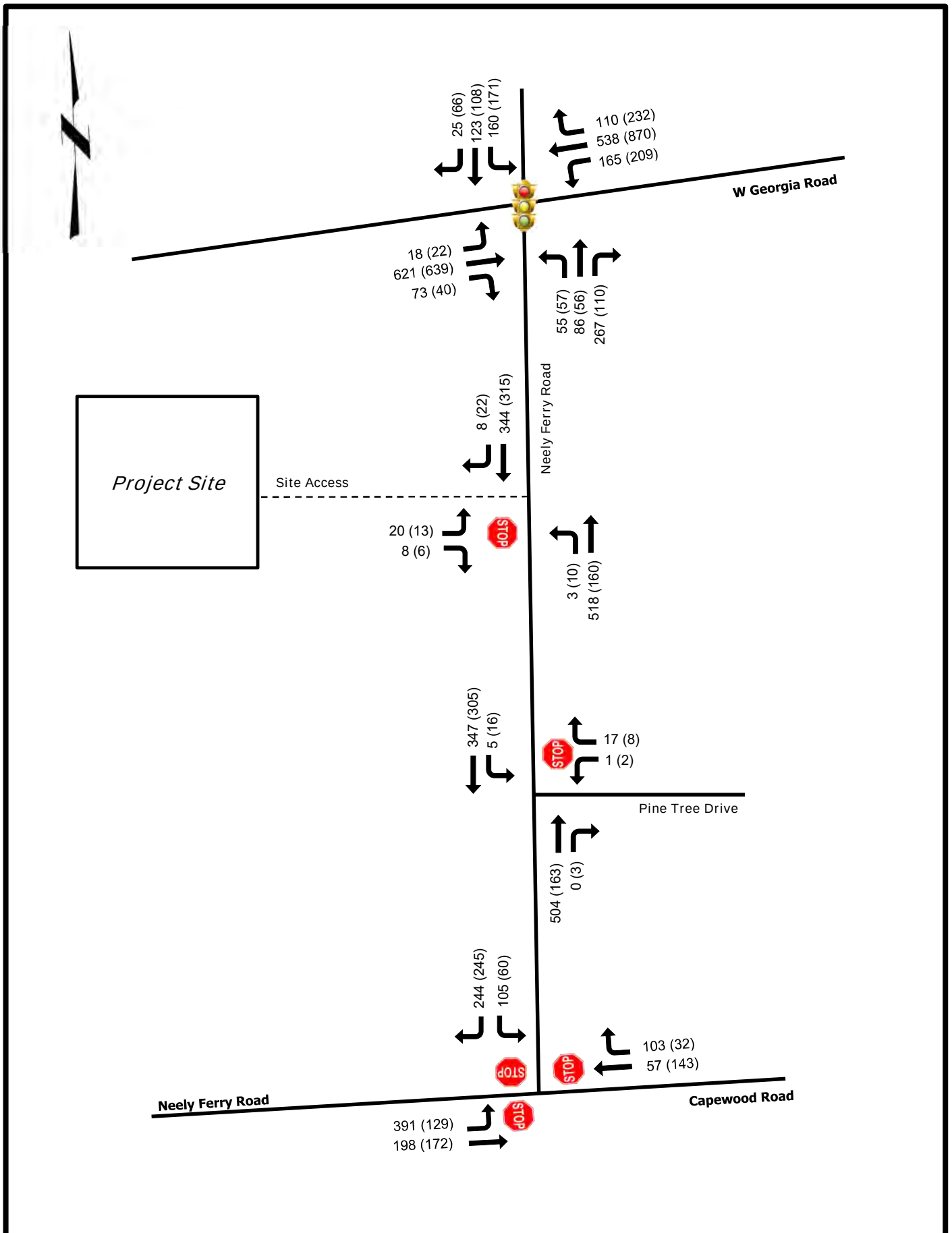
The 2029 Build traffic volumes were developed by adding the site generated traffic volumes to the 2029 No-Build traffic volumes. The 2029 Build volumes are illustrated in *Figure 8*.

Volume development worksheets are included in *Appendix B*.



Timbers Edge Residential Subdivision - Traffic Impact Study

Figure 7 - No-Build (2029) Peak-Hour Traffic Volumes



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 turn 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

¹LOS for major street left-turn movement; ²LOS 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



SHORT COUNTS

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201

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 : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Neely Ferry Rd Southbound				Capewood Rd Westbound				Northbound				Neely Ferry Rd Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
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

SHORT COUNTS

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201

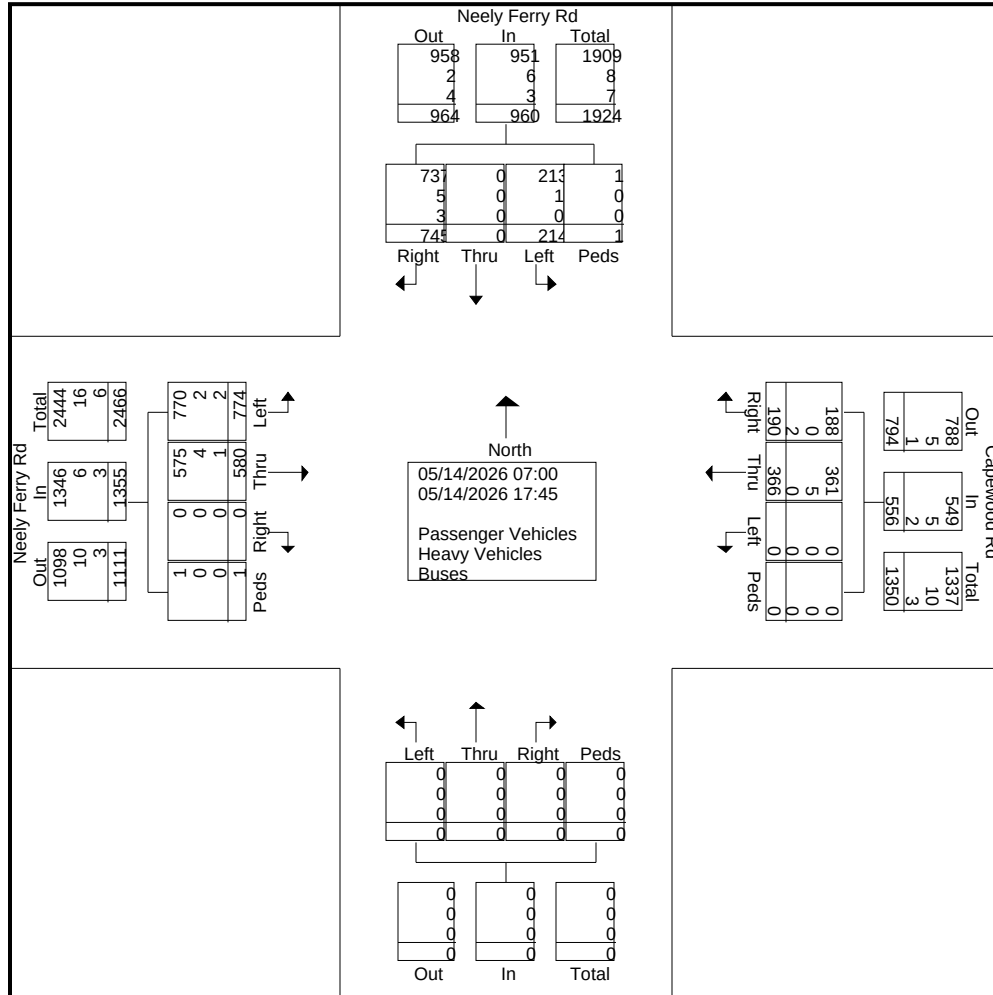
We Can't say we're the Best, but you Can!

File Name : Neely Ferry Rd @ Capewood Rd

Site Code :

Start Date : 05/14/2026

Page No : 2



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

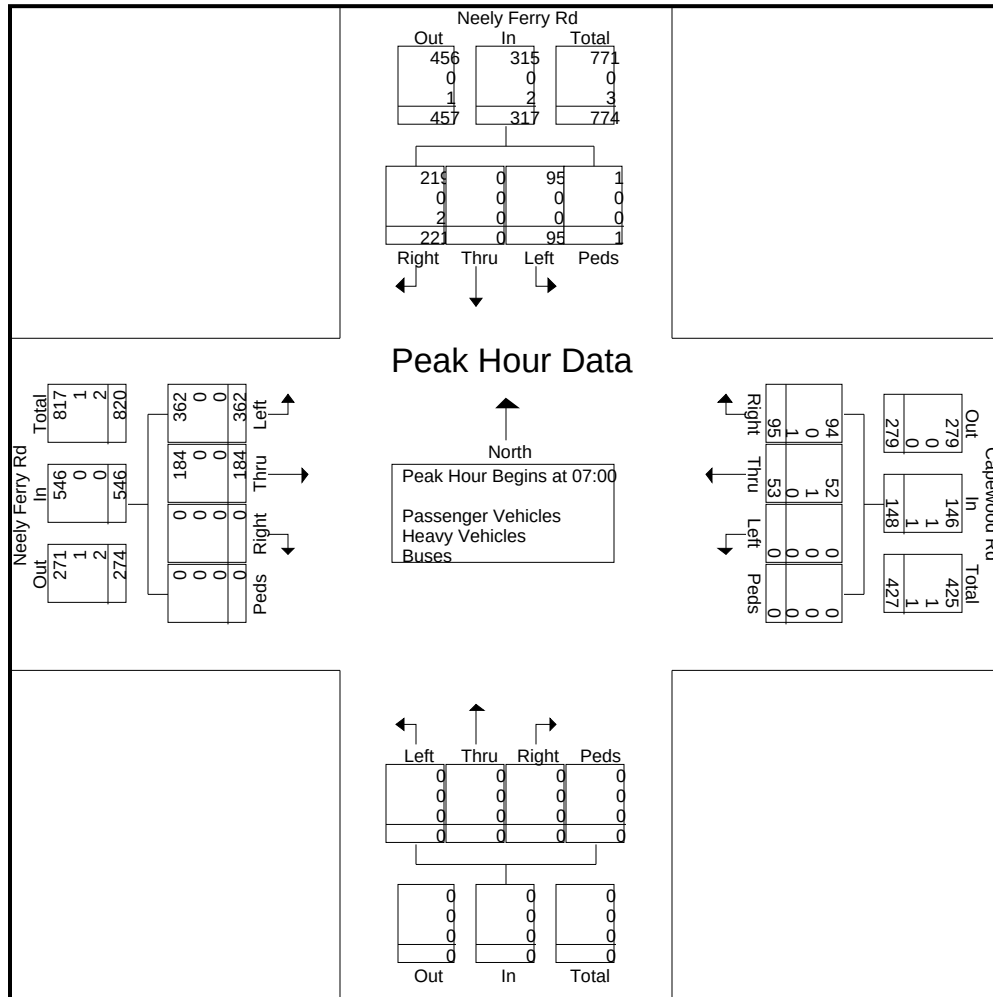
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SHORT COUNTS

Traffic Data Specialists

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 : 4



SHORT COUNTS

Traffic Data Specialists

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 : 5

	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

SHORT COUNTS

Traffic Data Specialists

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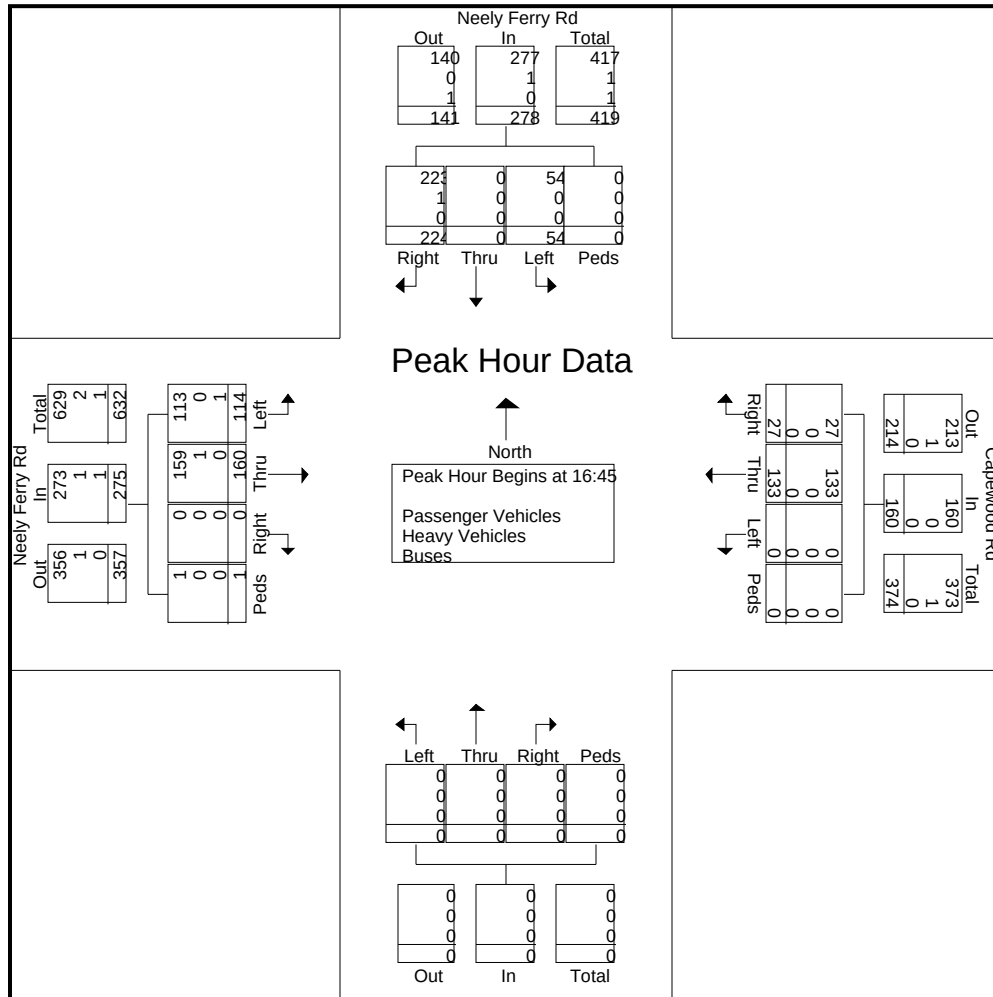
We Can't say we're the Best, but you Can!

File Name : Neely Ferry Rd @ Capewood Rd

Site Code :

Start Date : 05/14/2026

Page No : 6



SHORT COUNTS

Traffic Data Specialists

735 Maryland St
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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

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

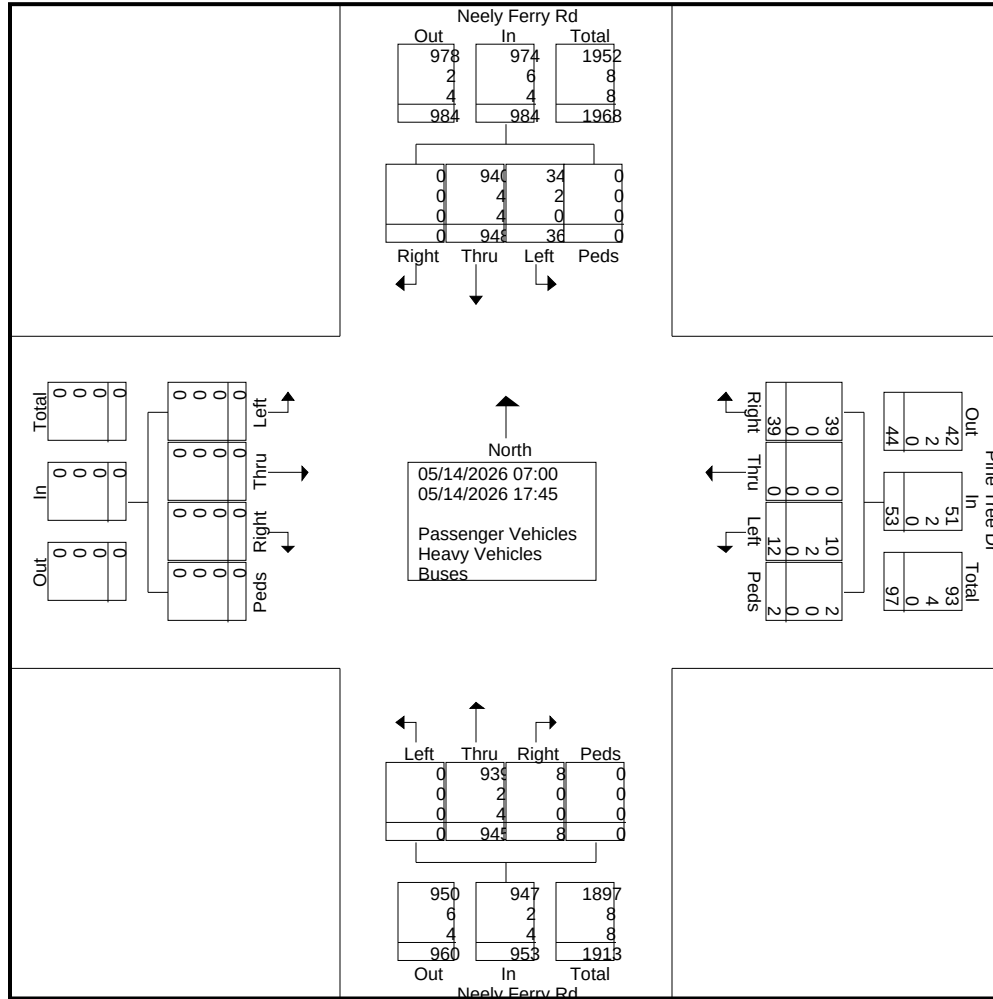
	Neely Ferry Rd Southbound				Pine Tree Dr Westbound				Neely Ferry Rd Northbound				Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	2	45	0	0	0	0	7	0	0	95	0	0	0	0	0	0	149
07:15	1	126	0	0	0	0	3	0	0	148	0	0	0	0	0	0	278
07:30	1	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

SHORT COUNTS

Traffic Data Specialists

735 Maryland St
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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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File Name : Neely Ferry Rd @ Pine Tree Dr

Site Code :

Start Date : 05/14/2026

Page No : 3

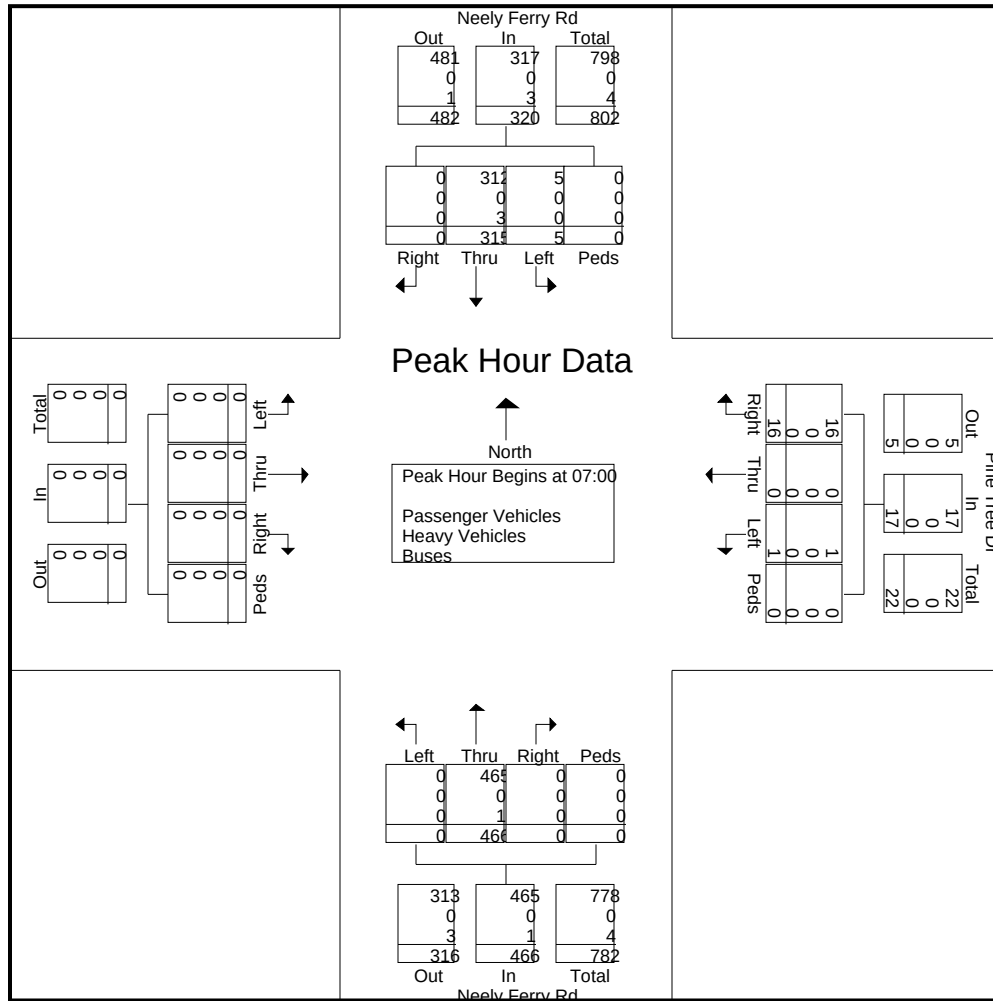
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection 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

SHORT COUNTS

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File Name : Neely Ferry Rd @ Pine Tree Dr
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File Name : Neely Ferry Rd @ Pine Tree Dr

Site Code :

Start Date : 05/14/2026

Page No : 5

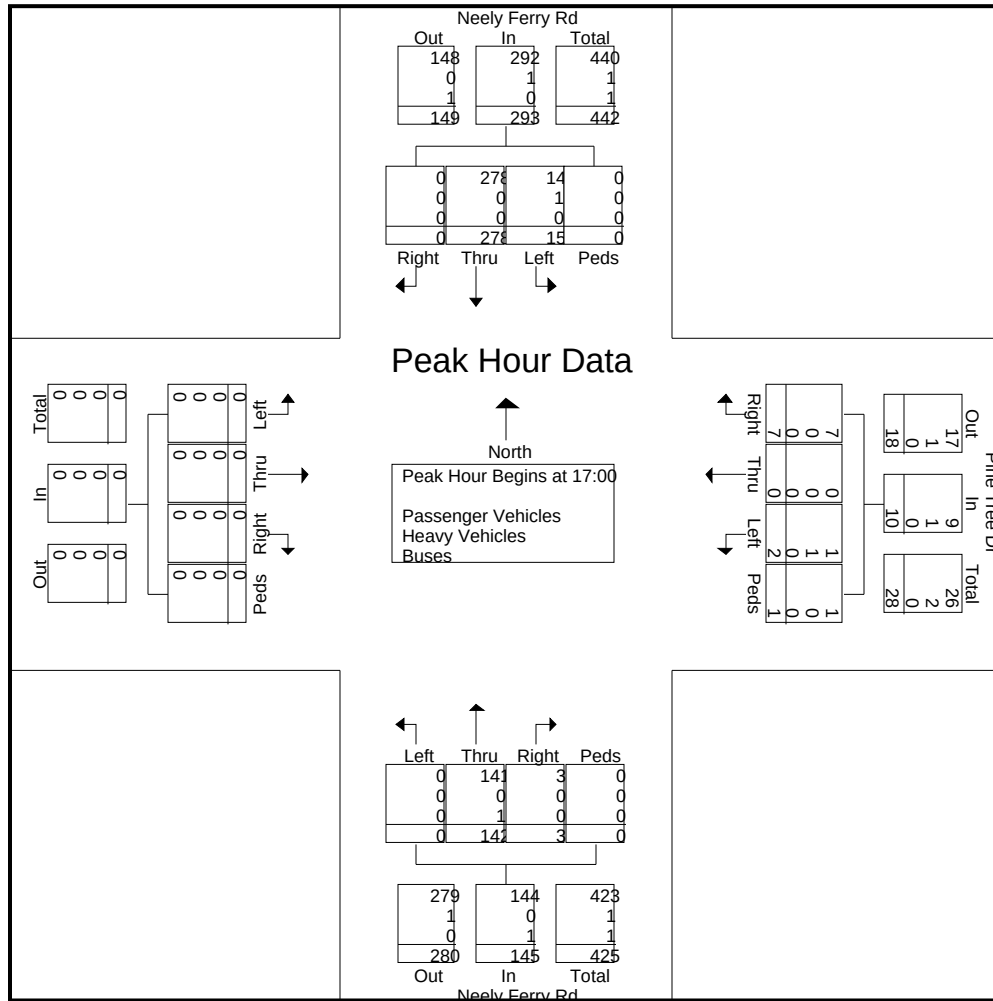
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection 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

SHORT COUNTS

Traffic Data Specialists

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

File Name : Neely Ferry Rd @ Pine Tree Dr
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SHORT COUNTS

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Columbia, SC 29201

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

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

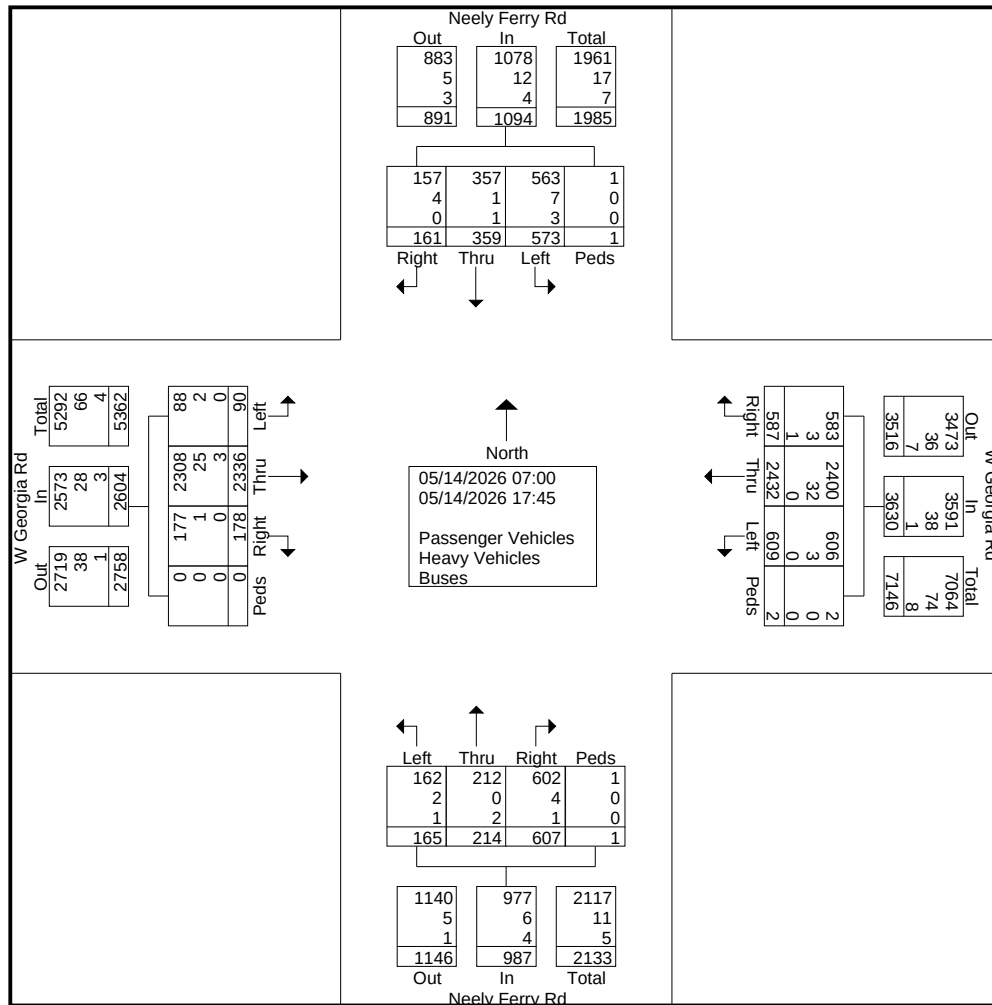
Start Time	Neely Ferry Rd Southbound				W Georgia Rd Westbound				Neely Ferry Rd Northbound				W Georgia Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	26	20	3	0	32	91	15	1	14	19	65	0	0	145	22	0	453
07:15	42	51	8	0	63	110	17	1	13	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

SHORT COUNTS

Traffic Data Specialists

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

File Name : Neely Ferry Rd @ W Georgia Rd
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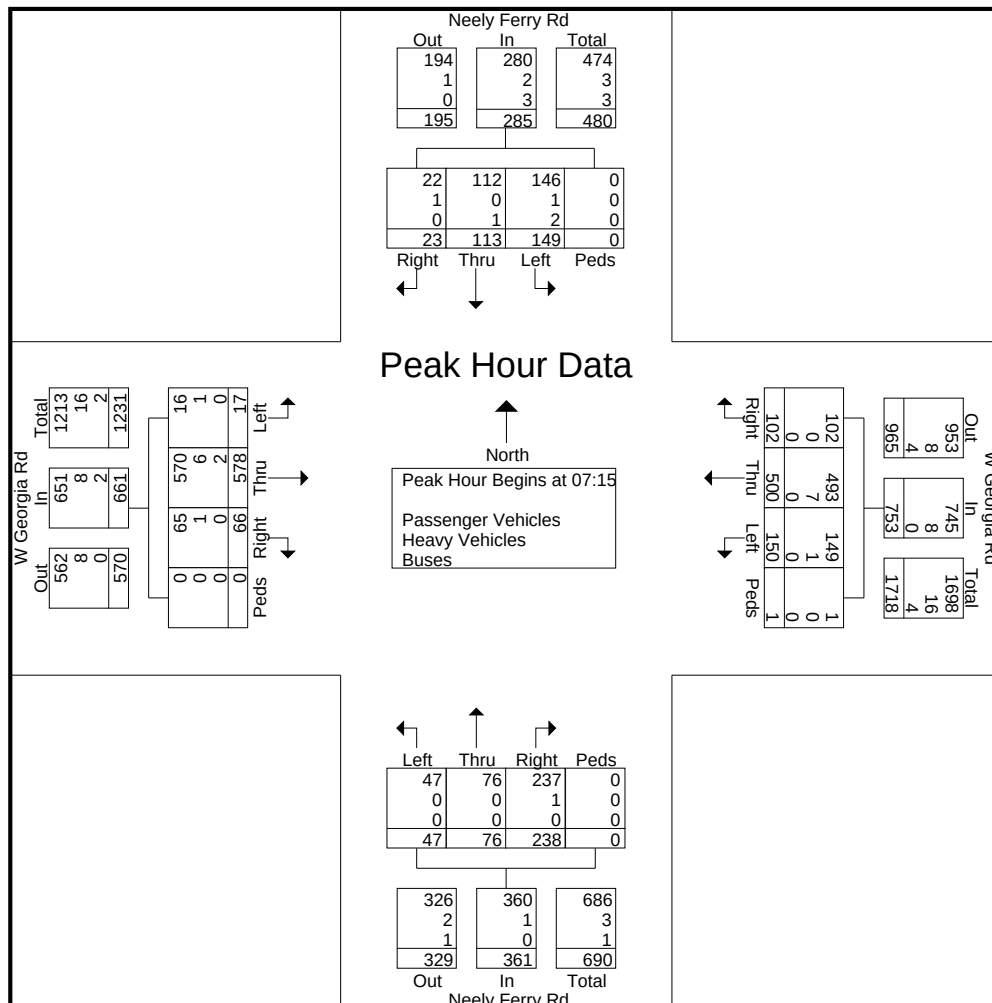
SHORT COUNTS

Traffic Data Specialists

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

	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



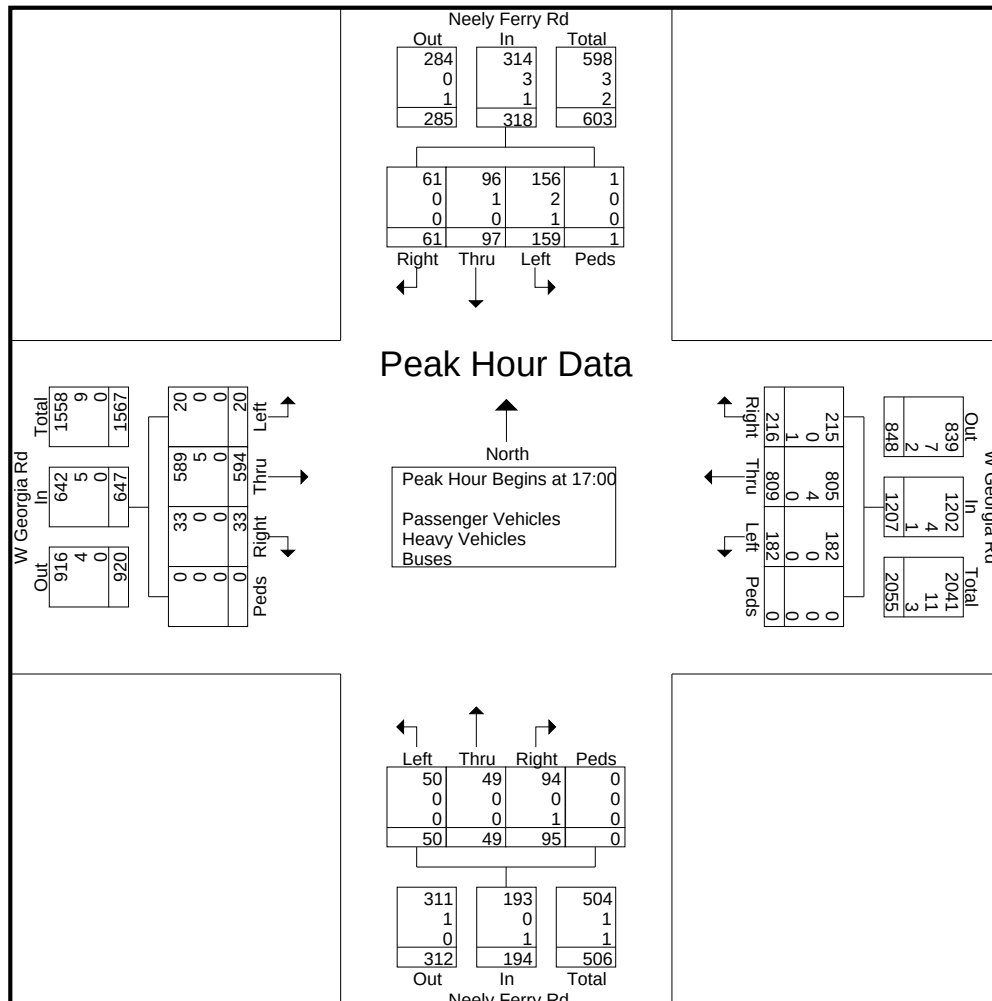
SHORT COUNTS

Traffic Data Specialists

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

File Name : Neely Ferry Rd @ W Georgia Rd
Site Code :
Start Date : 05/14/2026
Page No : 4

	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

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201

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

File Name : Hudson Rd @ Applewood Dr
Site Code :
Start Date : 05/14/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

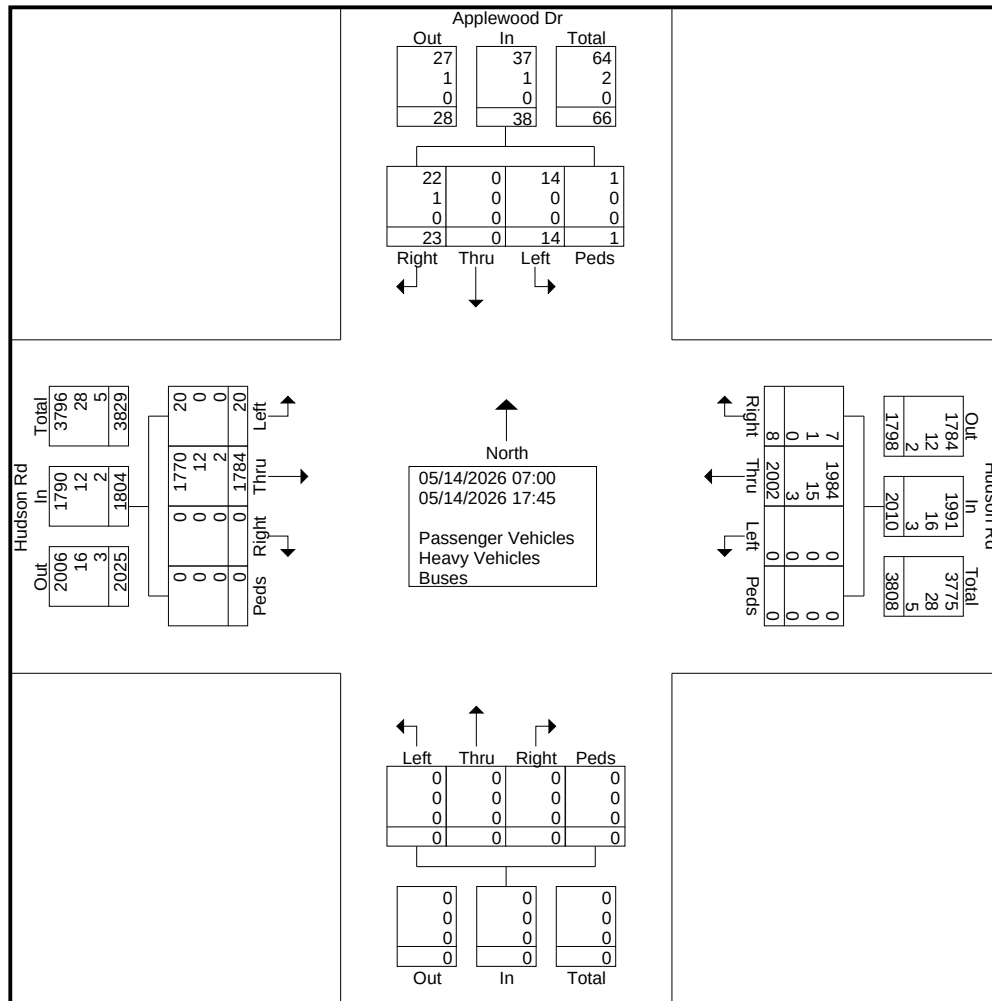
Start Time	Applewood Dr Southbound				Hudson Rd Westbound				Northbound				Hudson Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	142	0	0	0	0	0	0	0	38	0	0	180
07:15	0	0	3	0	0	168	0	0	0	0	0	0	0	57	0	0	228
07:30	1	0	0	1	0	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

SHORT COUNTS

Traffic Data Specialists

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

File Name : Hudson Rd @ Applewood Dr
Site Code :
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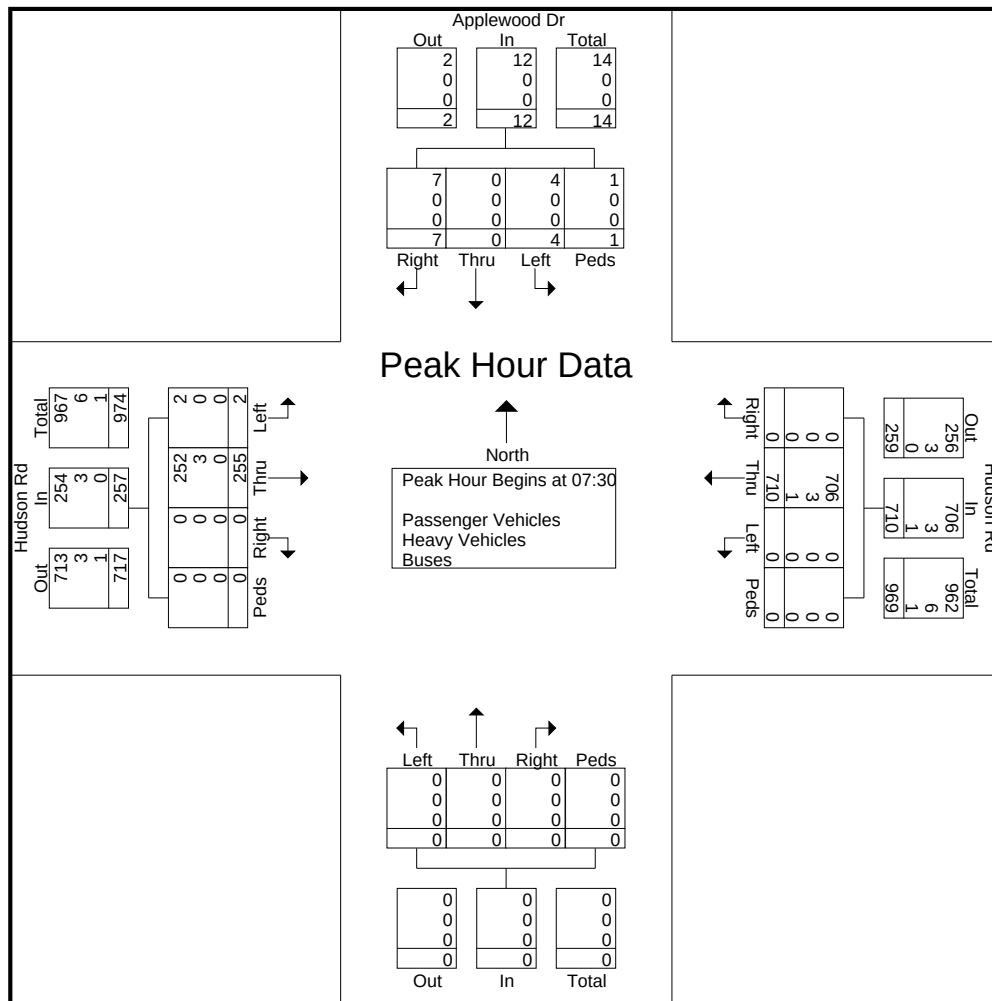
SHORT COUNTS

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File Name : Hudson Rd @ Applewood Dr
Site Code :
Start Date : 05/14/2026
Page No : 3

	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



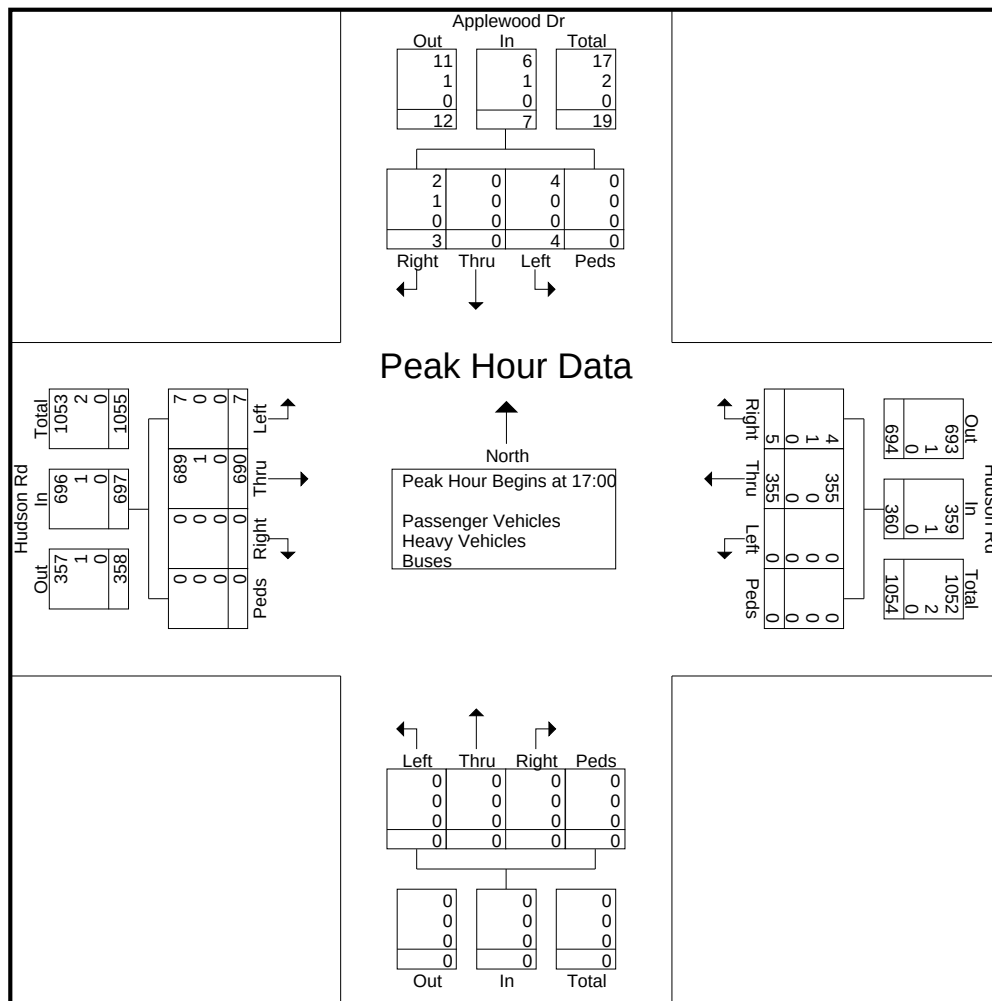
SHORT COUNTS

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File Name : Hudson Rd @ Applewood Dr
Site Code :
Start Date : 05/14/2026
Page No : 4

	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	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

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	

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

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

Single-Family Detached Housing (210)

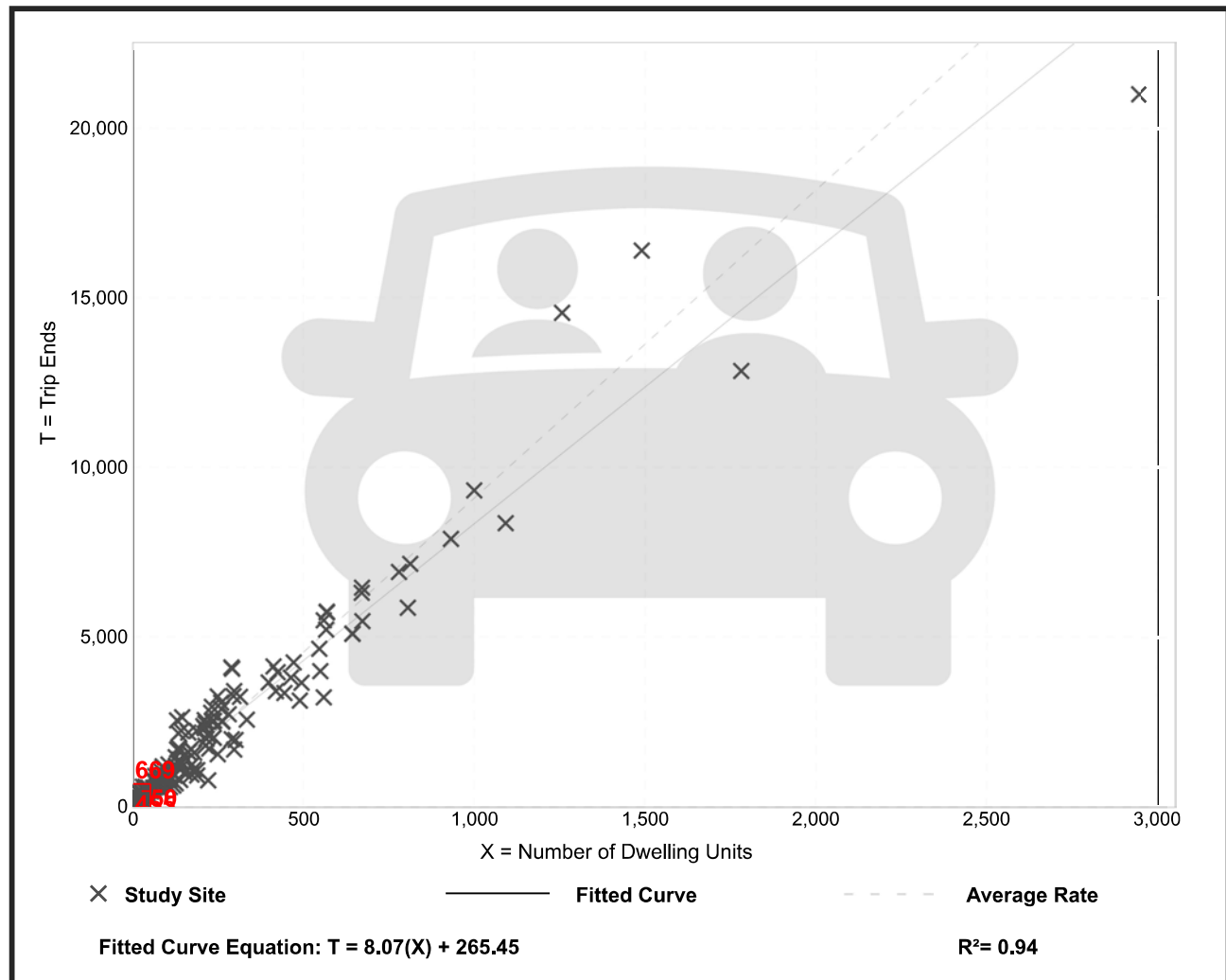
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



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

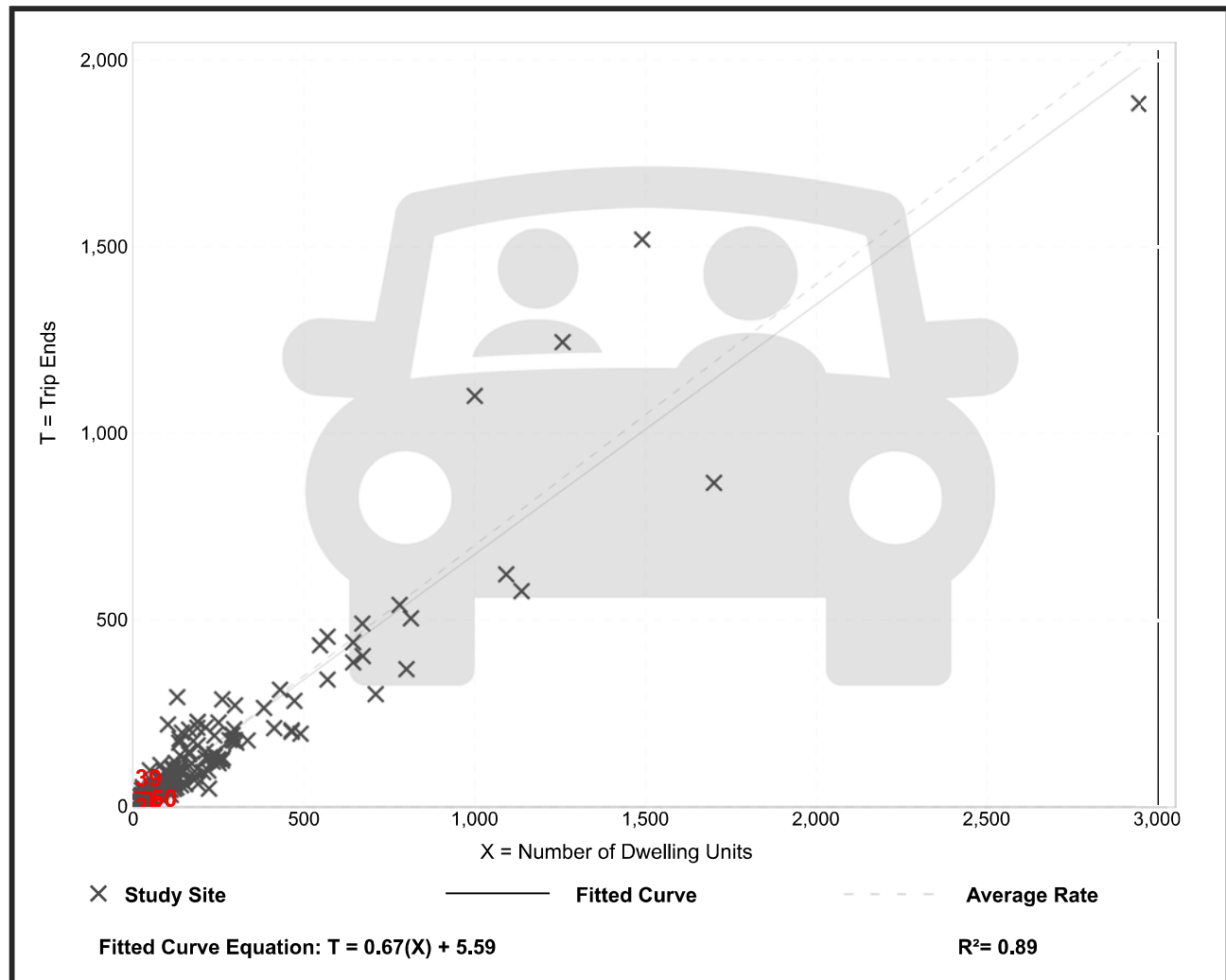
Avg. Num. of Dwelling Units: 239

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

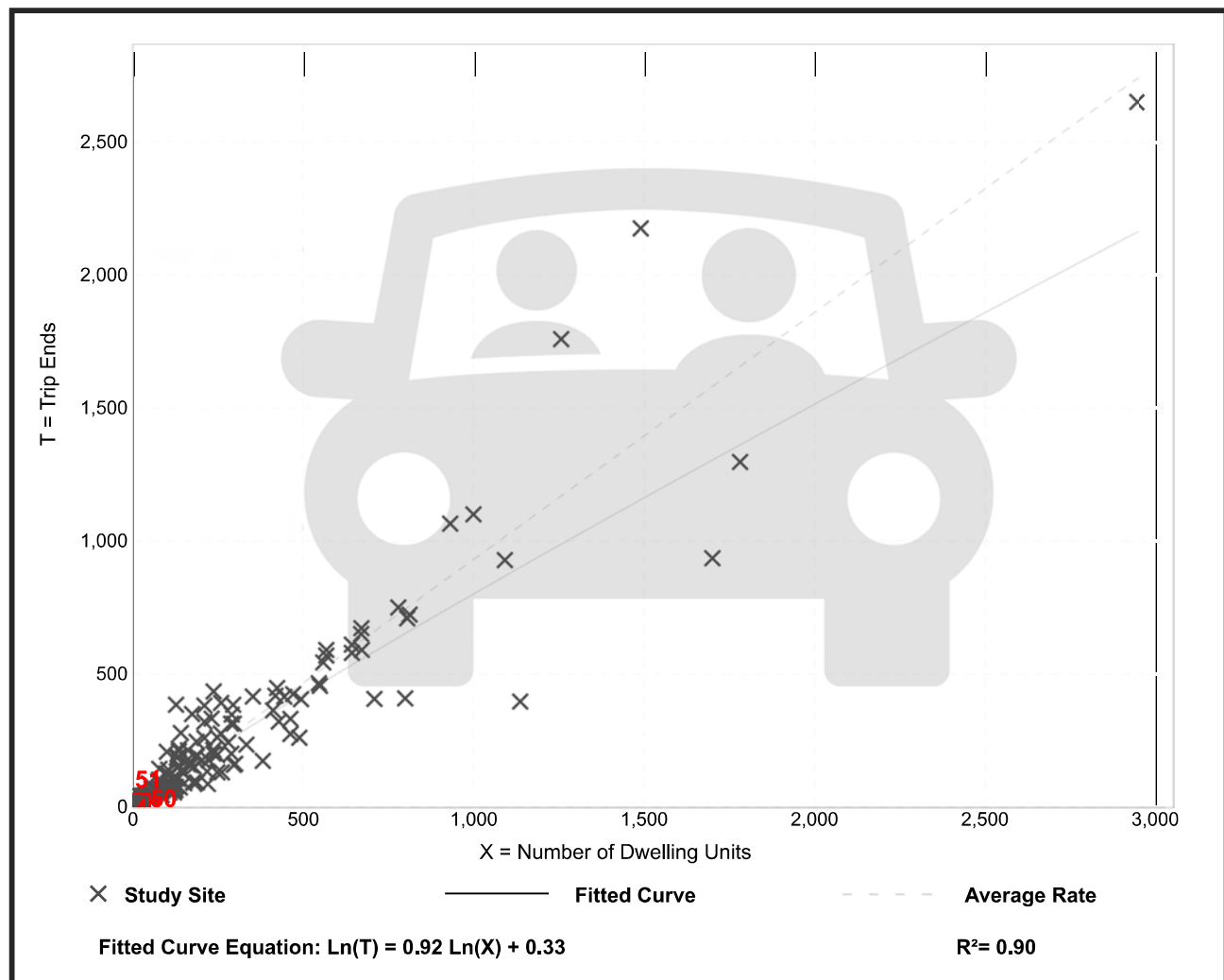
Avg. Num. of Dwelling Units: 266

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

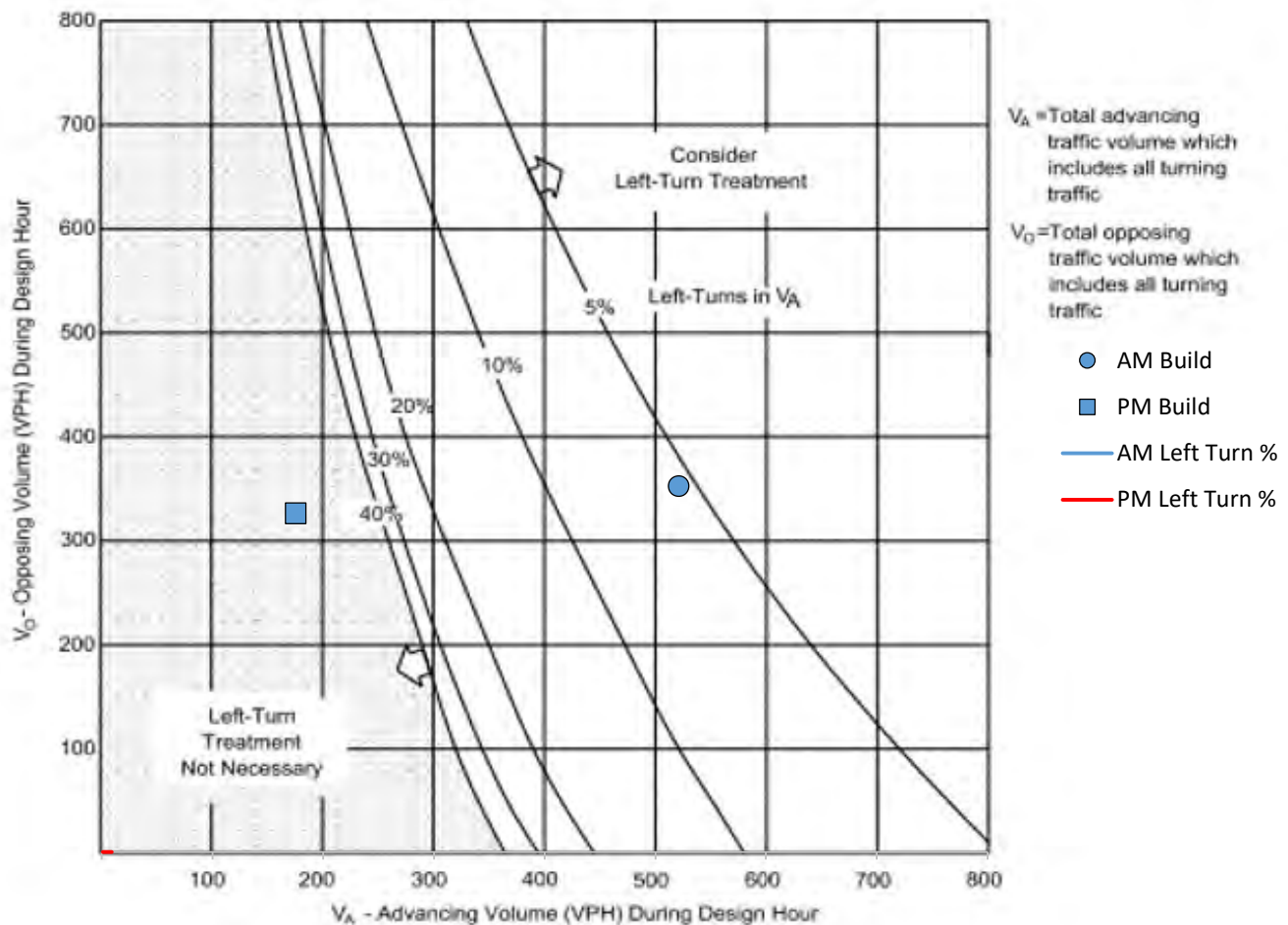


Timbers Edge TIS
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



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%	■

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	NBRWBLn1		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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS
Existing 2026 AM

												
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+l1), 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	NBRWBLn1	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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS
Existing 2026 PM

												
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+l1), 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	NBRWBLn1		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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS

No-Build 2029 AM

												
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			
Approach Delay, s/veh	52.3				29.8				61.5			
Approach LOS	D				C				E			
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+l1), 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	NBRWBLn1	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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS
No-Build 2029 PM

												
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(l)	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+l1), 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	NBRWBLn1		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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS
Build 2029 AM

												
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+l1), 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	NBRWBLn1	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	-	

HCM 6th Signalized Intersection Summary

300: Neely Ferry Road & W Georgia Road

Timbers Edge TIS

Build 2029 PM

												
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(l)	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+l1), 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: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

First Reading of O-2026-08, a proposed resolution

Summary of Item/Purpose:

Second Reading of Ordinance 0-2026-08, a proposed ordinance to authorize a referendum on Nov. 3, 2026, per S.C. Code of Laws§ 5-41-110, Municipal Tax Relief Act

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

ORDINANCE NO. ____

ENACTED PURSUANT TO THE MUNICIPAL TAX RELIEF ACT, TITLE 5, CHAPTER 41 OF THE CODE OF LAWS OF SOUTH CAROLINA, 1976, AS AMENDED, PROVIDING FOR THE IMPOSITION OF A ONE PERCENT SALES AND USE TAX TO PROVIDE PROPERTY TAX RELIEF TO OWNER-OCCUPIED HOMES AND TO FINANCE CERTAIN PROJECTS UPON REFERENDUM APPROVAL; THE FORM OF THE BALLOT TO BE USED IN CONNECTION THEREWITH; AND OTHER MATTERS RELATING THERETO.

ENACTED AUGUST 11, 2026

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

**ARTICLE I
FINDINGS**

Section 1.01 Findings

In connection with the enactment of this ordinance (the “**Ordinance**”), the City Council of the City of Simpsonville (the “**City Council**”), the governing body of the City of Simpsonville, South Carolina (the “**City**”), hereby finds and determines as follows:

(a) Pursuant to the Municipal Tax Relief Act, codified at Title 5, Chapter 41 of the Code of Laws of South Carolina, 1976, as amended (the “**Tax Relief Act**”), the City Council is authorized to impose an up to one percent sales and use tax (the “**Sales and Use Tax**”), subject to the approval of a referendum to be held in the City. The proceeds of the Sales and Use Tax must be applied for the purposes identified by the City pursuant to Section 5-41-120 of the Tax Relief Act, including providing a credit against a taxpayer’s municipal ad valorem tax liability for owner-occupied homes.

(b) The City Council has considered the funding of certain capital projects within the City with an estimated total cost of approximately \$44.4 million, has evaluated and determined which capital projects to be funded from the Sales and Use Tax, and has determined the form of the ballot question (the “**Ballot Question**”), pursuant to Section 5-41-120(E) of the Tax Relief Act.

(c) The City has estimated that a one percent sales and use tax within the City would generate on average approximately \$6.94 million annually totaling more than \$55.5 million during the 8-year period from May 1, 2027 to April 30, 2035.

(d) Pursuant to Section 5-41-120(I) of the Tax Relief Act, the Sales and Use Tax proceeds will be spent on the basis of a priority ranking assigned to the capital projects as established in **Exhibit A** attached hereto (the “**Capital Projects**”), subject to certain conditions and adjustments.

(e) Pursuant to Section 5-41-120(A)(2), since Greenville County has never imposed any tax pursuant to Chapter 10 or Chapter 37, Title 4 of the Code of Laws of South Carolina, 1976, as amended, or pursuant to any local law enacted by the South Carolina General Assembly, the City may impose the Sales and Use Tax at any qualifying general election, the first opportunity being November 3, 2026.

(f) The City Council finds that the health, safety and welfare of the residents of the City shall be benefited from the imposition of the Sales and Use Tax (i) to fund the Capital Projects and (ii) to utilize no less than twenty percent (20%) of the Sales and Use Tax proceeds to provide a credit against taxpayer’s municipal ad valorem tax liability for owner-occupied homes and is now minded to enact this Ordinance imposing the Sales and Use Tax subject to a favorable referendum, to be held at the next qualifying general election, as defined in the Tax Relief Act, on November 3, 2026 (the “**Referendum**”).

(g) In accordance with Section 5-41-120 of the Tax Relief Act, this Ordinance (i) imposes the Sales and Use Tax subject to Referendum approval; (ii) contains the Ballot Question; (iii) specifies the purposes for which the Sales and Use Tax proceeds will be used as set forth on the Ballot Question; (iv) states the maximum time for which the Sales and Use Tax may be imposed; (v) states that no less than twenty percent (20%) of the Sales and Use Tax proceeds collected will be used to provide a nonrefundable credit against existing municipal ad valorem tax liability on property assessed pursuant to Section 12-43-220(c) of the Code of Laws of South Carolina, 1976, as amended; (vi) states the maximum cost of the

Capital Projects; and (vii) states the maximum amount of net Sales and Use Tax proceeds to be used to fund the Capital Projects.

ARTICLE II

SALES AND USE TAX IMPOSITION, PURPOSES, TERMS AND CONDITIONS

Section 2.01 Imposition, Term

Subject to Referendum approval, City Council hereby imposes the Sales and Use Tax in the City for the 8-year period May 1, 2027, through April 30, 2035.

Section 2.02 Purposes

The Sales and Use Tax proceeds shall be applied for the purposes set forth on the Ballot Question (i) to defray the costs of Capital Projects and (ii) no less than twenty percent (20%) of the Sales and Use Tax proceeds will be used to provide a nonrefundable credit against existing municipal ad valorem tax liability in accordance with Section 5-41-170 of the Tax Relief Act on property assessed pursuant to Section 12-43-220(c) of the Code of Laws of South Carolina, 1976, as amended.

Section 2.03 Terms and Conditions

The City Council has determined to require Sales and Use Tax proceeds to be spent on the basis of a priority ranking system, subject to the conditions set forth below:

(a) The projects to be funded from the Sales and Use Tax proceeds, and each project's designated tier of funding priority, are listed on ***Exhibit A*** attached hereto. Except as otherwise permitted by subsections (b) and (c) below, the City Council has determined that those projects with a higher priority tier ranking will be funded before projects with a lower priority tier ranking (with Tier 1 being the highest priority ranking) as and to the extent that Sales and Use Tax proceeds become available. Nothing herein shall prevent the simultaneous funding of multiple projects within the same funding tier.

(b) Once the construction contracts for 70% of all projects in a given funding tier have been let, the City can begin spending Sales and Use Tax proceeds on projects in the next funding tier. In addition to property acquisition and construction costs, Sales and Use Tax proceeds may be spent on procurement, project management, right-of-way acquisition and work, preconstruction work, such as design, engineering, and related planning, for projects in the next funding tier.

(c) Notwithstanding the above, upon the written request of the City Administrator, the City Council, by ordinance, may determine to fund projects in the next lower priority funding tier before projects of a higher priority funding tier (e.g., funding a Tier 2 project before funding a Tier 1 project). Such ordinance must contain findings that either (i) the higher priority project is delayed or impractical because of construction schedules or other events that may affect the schedule or scope for such project or (ii) the lower priority project has received partial funding from grants or other sources allowing such lower priority project to be undertaken ahead of schedule. The written request and ordinance required by this subsection will specify either (i) the basis of the delay or scope adjustment, which may include issues concerning acquisition of title and rights-of-way, design and engineering considerations, environmental issues, the receipt of all necessary permits and regulatory approvals, bids in excess of project estimates and cost overruns and related scope reduction

or value engineering, qualification of bidders, the availability of Sales and Use Tax proceeds or other funding sources, project impossibility, and force majeure or other unforeseen circumstances or (ii) the alternative source or sources of funding of the lower priority project.

(d) The expenditures of Sales and Use Tax proceeds, if approved, will be subject to acquisition of property, rights-of-way, design and engineering considerations, the receipt of all necessary permits and regulatory approvals, funding of projects from other sources (including unanticipated grants that fund a project), bids in excess of project estimates, qualifications of bidders, cost overruns, exhaustion or insufficiency of net Sales and Use Tax proceeds to complete the projects in the order and priority stated above, and other unforeseen circumstances and conditions.

(e) All Sales and Use Tax proceeds must be deposited into a separate account of the City and not comingled with any other funds.

Section 2.04 Capital Projects Estimates and Sales and Use Tax Proceeds Estimates

(a) The total cost of the Capital Projects as described herein is expected to be approximately \$44.4 million and the net proceeds of the Sales and Use Tax to be used in such regard is expected to be approximately \$44.4 million.

ARTICLE III REFERENDUM

Section 3.01 Ballot Question

The Ballot Question, pursuant to Section 5-41-120(E) of the Tax Relief Act, is set forth below.

BALLOT QUESTION

Must a one percent sales and use tax be levied in the City of Simpsonville, South Carolina for no more than eight 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) \$44,400,000 for citywide road infrastructure improvements, including repaving, drainage systems, curbs and sidewalks

Yes [] No []

INSTRUCTIONS TO VOTERS: All qualified electors of the City of Simpsonville desiring to vote in favor of imposing the tax for the stated purposes shall vote “YES,” and all qualified electors opposed to levying the tax shall vote “NO.”

Section 3.02 Certification of Referendum

The appropriate election commission (the “***Election Commission***”) shall conduct the Referendum under the election laws of this State, *mutatis mutandis*, and shall certify the result to the City Council and to the South Carolina Department of Revenue no later than thirty days after the Referendum. The City Council shall thereafter declare the result of the Referendum by resolution.

Section 3.03 Notice of Referendum

To assist the Election Commission in complying with the Tax Relief Act, the contents of the notice of the Referendum required by the Tax Relief Act are described in ***Exhibit B*** hereto.

ARTICLE IV MISCELLANEOUS

Section 4.01 Transmittal to Election Commission

Upon enactment of this Ordinance, the City Clerk is directed to provide the same to the Election Commission with direction to provide for the submission of the Ballot Question to the electors of the City at the Referendum.

Section 4.02 Authorization for Further Action

The City Council hereby authorizes the City Administrator to take all actions necessary and convenient in connection with implementing this Ordinance.

Section 4.03 Effective Date

This Ordinance shall take effect upon second and final reading thereof.

ENACTED AT SIMPSONVILLE, SOUTH CAROLINA, THIS 11TH DAY OF AUGUST, 2026.

CITY OF SIMPSONVILLE, SOUTH CAROLINA

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

First Reading: July 14, 2026
Second Reading: August 11, 2026

EXHIBIT A
PROJECT LIST

EXHIBIT B

NOTICE OF REFERENDUM

NOTICE IS HEREBY GIVEN that a Referendum will be held in the City of Simpsonville, South Carolina (the “City”), on November 3, 2026, for the purpose of submitting to all persons qualified to vote in the City, under the Constitution and laws of the State of South Carolina the following question:

Ballot Question

Must a one percent sales and use tax be levied in the City of Simpsonville, South Carolina for no more than eight 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) \$44,400,000 for citywide road infrastructure improvements, including repaving, drainage systems, curbs and sidewalks

Yes [] No []

INSTRUCTIONS TO VOTERS: All qualified electors of the City of Simpsonville desiring to vote in favor of imposing the tax for the stated purposes shall vote “YES,” and all qualified electors opposed to levying the tax shall vote “NO.”

The question is being submitted pursuant Title 5, Chapter 41, Code of Laws of South Carolina, 1976 as amended, and an ordinance of the City Council of the City of Simpsonville, South Carolina enacted on August 11, 2026 (the “Ordinance”). The referendum ordered by the Ordinance includes the authorizations of the imposition of a sales and use tax. If a majority of the qualified electors of the City voting in the Referendum vote in favor of the question, a one percent sales and use tax will be imposed in the City of Simpsonville for eight years, beginning on May 1, 2027 and will continue to April 30, 2035. The receipts from the sales and use tax will be applied (i) to pay the cost of the projects listed above in the manner set forth in the Ordinance and (ii) no less than twenty percent (20%) of the Sales and Use Tax proceeds collected will be used to provide a nonrefundable credit against existing municipal ad valorem tax liability on property assessed pursuant to Section 12-43-220(c) of the Code of Laws of South Carolina, 1976, as amended.

Every person offering to vote must be at least eighteen (18) year of age, must reside in the City and must be duly registered on the books of registration for the City as an elector in the precinct in which he or she resides and offers to vote on or before the date on which said books of registration are closed for the Referendum, and must produce, upon presenting himself or herself to vote, a valid and current: (1) South Carolina driver’s license, (2) other form of identification containing a photograph issued by the South Carolina Department of Motor Vehicles, (3) passport, (4) military identification containing a photograph issued by the federal government, or (5) South Carolina voter registration card containing a photograph of the voter. Persons who do not or cannot present valid and current identification as provided herein may cast a provisional ballot in accordance with Section 7-13-710, Code of Laws of South Carolina, 1976, as amended.

Any persons wishing to register to vote in the Referendum, if registering by mail, must have such registration postmarked not later than October __, 2026, to the Greenville County Voter Registration and Elections Commission, 225 S. Pleasantburg Dr., Suite B6, Greenville, South Carolina 29607, telephone

(864) 467-7250, or, if registering to vote in person, must do so by no later than _____ p.m. on October ____, 2026. Voter registration forms are available online but must be postmarked by October __, 2026; instructions are available via internet at www.scvotes.gov.

Any such registered elector who has moved his or her place of residence within the City after the date on which said books of registration are closed for the Referendum, but before the date of the Referendum, shall be entitled to vote in his or her previous precinct of residence in the Referendum; provided, however, in case any registered elector shall have moved from one precinct in the City to another precinct in the City within thirty days prior to November 3, 2026, and shall have surrendered his registration certificate and has received a new certificate, such elector may vote in the precinct provided for by such new certificate. Persons who become of age during the 30-day period preceding the Referendum shall be entitled to register before the closing of the books if otherwise qualified.

Any person eligible to register to vote in the Referendum who has been discharged or separated from his service in the Armed Forces of the United States prior to November 3, 2026, and has returned home too late to register at the time when registration is required, is entitled to register for the purpose of voting in the Referendum after the discharge or separation from service, up to 5:00 p.m. on the day of the Referendum. This application for registration must be made at the office of the Greenville County Voter Registration and Elections Commission, and if qualified, the person must be issued a registration notification stating the precinct in which he is entitled to vote and a certification to the managers of the precinct that he is entitled to vote and should be placed on the registration rolls of the precinct.

The polls shall be open from 7:00 a.m. until 7:00 p.m. at the polling places designated below and shall be open during these hours without intermission or adjournment. Appropriate vote recorders will be provided at the polling places for the casting of ballots on the aforesaid question. Managers of Election will be appointed by the Greenville County Voter Registration and Elections Commission. The Managers of Election shall see that each person offering to vote takes the oath that he is qualified to vote at this election according to the Constitution of this State, and that he has not voted before in this election. The precincts within the City and locations of the several polling places for such Referendum are as follows:

Precinct Number	Name	Location
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[Precinct information to be inserted by the Greenville County Voter Registration and Elections Commission]

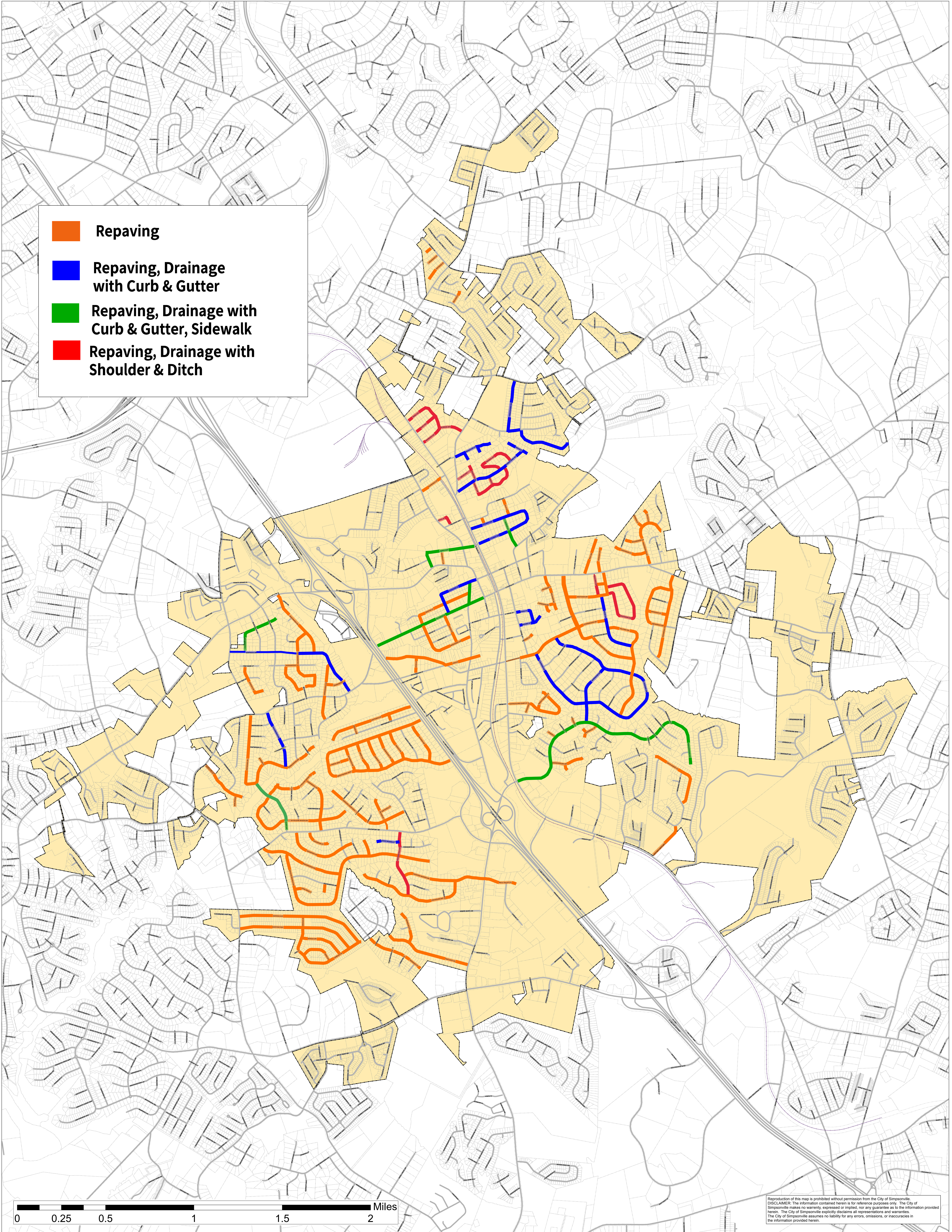
Voters who are blind, who are otherwise physically handicapped, or who are unable to read or write are entitled to assistance in casting their ballot. This assistance may be given by anyone the voter chooses except his employer, an agent of his employer, or an officer or agent of his union. The Managers of Election must be notified if assistance is needed. Voters who are unable to enter their polling place due to physical handicap or age may vote in the vehicle in which they drove or were driven to the polls. When notified, the Managers will help voters effectuate this curbside voting provision. Registered voters may be eligible to vote by absentee ballot. Persons wishing more information concerning absentee balloting should contact the Greenville County Voter Registration and Election Commission at (864) 467-7250.

The Greenville County Voter Registration and Elections Commission shall hold a hearing on Ballots challenged in the election on Thursday, November 5, 2026 at ____:00 a.m., at _____, Greenville, South Carolina 296__.

Count	Project Type	Street Name	From	To	Estimated Cost	Tier
1	Repaving/Drainage/Curb & Gutter	Abbotsford Dr	Stokes Rd	Cloverdale Ln	\$ 684,670	1
2	Repaving/Drainage/Curb & Gutter/Sidewalk	Alder Dr	Davenport Rd	Tebblewood Dr	\$ 991,522	1
3	Repaving	Bramlett Ln	Jones Ave	W Georgia Rd	\$ 52,320	1
4	Repaving	Brentwood Way	Grandview Dr	Grandview Dr	\$ 882,702	1
5	Repaving/Drainage/Curb & Gutter	Brookmere Rd	Cloverdale Ln	Dead End	\$ 824,370	1
6	Repaving	Canebreak Ln	Powderhorn Rd	CDS	\$ 101,152	1
7	Repaving/Drainage/Curb & Gutter	Chuckwood Dr	Tebblewood Dr	Capewood Dr	\$ 812,844	1
8	Repaving/Drainage/Curb & Gutter	Cloverdale Ln	Abbotsford Dr	Brookmere Rd	\$ 230,529	1
9	Repaving/Drainage/Curb & Gutter	Cook St	Hedge St	Moore St	\$ 358,241	1
10	Repaving	Delmar Dr	Brentwood Way	Brentwood Way	\$ 154,193	1
11	Repaving	Doral Way	Brentwood Way	Shaddock Dr	\$ 77,097	1
12	Repaving	Dorian Dr	Brentwood Way	Brentwood Way	\$ 114,863	1
13	Repaving	E Fernwood Rd	Poinsettia Dr	Aster Dr	\$ 98,025	1
14	Repaving	E Yellow Wood Dr	Alder Dr	CDS	\$ 661,516	1
15	Repaving/Drainage/Curb & Gutter	Forest Park Dr	Garrison Rd	Helen St	\$ 968,220	1
16	Repaving	Fredericksburg Dr	Powderhorn Rd	CDS	\$ 122,080	1
17	Repaving/Drainage/Curb & Gutter	Helen St	CDS	Dead End	\$ 316,285	1
18	Repaving/Drainage/Curb & Gutter/Sidewalk	Hunter St	N Pliney Cir	Jonesville Rd	\$ 467,709	1
19	Repaving/Drainage/Curb & Gutter/Sidewalk	Jones Ave	NE Main St	W Georgia Rd	\$ 725,159	1
20	Repaving	Lilly St	N Pliney Cir	Perry Ave	\$ 64,107	1
21	Repaving	Marler St	N Pliney Cir	Perry Ave	\$ 21,890	1
22	Repaving	Menlo Dr	Brentwood Way	Brentwood Way	\$ 107,647	1
23	Repaving	Ment Dr	Brentwood Way	Brentwood Way	\$ 102,234	1
24	Repaving/Drainage/Curb & Gutter	Moore St	Hedge St	Dead End	\$ 329,656	1
25	Repaving	Moores Ct	Hedge St	CDS	\$ 38,849	1
26	Repaving/Drainage/Curb & Gutter	N Almond Dr	W Fernwood Rd	S Almond Dr	\$ 1,647,818	1
27	Repaving/Drainage/Curb & Gutter	N Pliney Cir	NE Main St	S Pliney Cir	\$ 861,716	1
28	Repaving	Poinsettia Dr	Poinsettia Dr	Hillpine Dr	\$ 169,829	1
29	Repaving	Poinsettia Dr N	E Curtis St	Poinsettia Dr	\$ 220,465	1
30	Repaving	Poinsettia Dr S	E Curtis St	Poinsettia Dr	\$ 335,449	1
31	Repaving	Rabon Ct	Powderhorn Rd	CDS	\$ 36,083	1
32	Repaving/Drainage/Curb & Gutter	S Almond Dr	W Fernwood Rd	N Almond Dr	\$ 1,975,630	1
33	Repaving/Drainage/Curb & Gutter	S Pliney Cir	NE Main St	N Pliney Cir	\$ 828,520	1
34	Repaving	Shaddock Dr	Brentwood Way	Brentwood Way	\$ 89,365	1
35	Repaving	Stonegate Ct	Stonegate Rd	CDS	\$ 31,873	1
36	Repaving	Stonegate Rd	Tollgate Rd	CDS	\$ 53,162	1
37	Repaving/Drainage/Shoulder & Ditch	Terrace Cir	Forest Park Dr	Forest Park Dr	\$ 446,833	1
38	Repaving	Tollgate Ct	Tollgate Rd	CDS	\$ 32,474	1
39	Repaving	Tollgate Rd	E Curtis St	CDS	\$ 129,537	1
40	Repaving	Vicksburg Ct	Powderhorn Rd	CDS	\$ 26,581	1
41	Repaving	W Fernwood Rd	SE Main St	Poinsettia Dr	\$ 285,654	1
42	Repaving	W Yellow Wood Dr	Alder Dr	CDS	\$ 453,920	1
43	Repaving/Drainage/Shoulder & Ditch	Agee St	Terrace Cir	Forest Park Dr	\$ 53,236	2
44	Repaving	Airdale Ln	Border Ave	CDS	\$ 401,720	2
45	Repaving/Drainage/Shoulder & Ditch	Alice Ave	NE Main St	Todd Cir	\$ 191,500	2
46	Repaving/Drainage/Shoulder & Ditch	Arlen Ave	Garrison Rd	Palmetto Dr	\$ 119,845	2
47	Repaving	Ashdown Dr	Davenport Rd	Fox Chase Ct	\$ 261,599	2
48	Repaving	Aspenwood Dr	CDS	CDS	\$ 170,551	2
49	Repaving/Drainage/Curb & Gutter	Aster Dr	Hillpine Dr	Eastview Dr	\$ 919,348	2
50	Repaving	Beattie St	South St	W College St	\$ 91,169	2
51	Repaving	Bentbrush Dr	Capewood Dr	Anglewood Dr	\$ 51,358	2
52	Repaving	Border Ave	Neely Ferry Rd	Airdale Ln	\$ 463,662	2
53	Repaving	Buckboard Ln	Wagoncreek Dr	Woodtrail Ct	\$ 65,310	2
54	Repaving	Chancellors Park Ct	SE Main St	CDS	\$ 288,661	2
55	Repaving/Drainage/Curb & Gutter	Chase Woods Ct	Hunters Hill Rd	CDS	\$ 318,590	2
56	Repaving	Concord Ct	Fredericksburg Dr	CDS	\$ 23,574	2
57	Repaving	Corgi Dr	Airdale Ln	Airdale Ln	\$ 115,825	2
58	Repaving	Dandie Dr	Airdale Ln	Airdale Ln	\$ 154,554	2

Count	Project Type	Street Name	From	To	Estimated Cost	Tier
59	Repaving/Drainage/Shoulder & Ditch	Eastview Cir	Eastview Dr	Eastview Dr	\$ 342,906	2
60	Repaving	Eastview Dr	Poinsettia Dr	E Curtis St	\$ 146,015	2
61	Repaving	Edmunds St	Eastview Dr	Oakland Ave	\$ 31,873	2
62	Repaving	Fauna Ct	Faunawood Dr	CDS	\$ 34,279	2
63	Repaving	Foxhound Rd	Hunters Woods Dr	CDS	\$ 402,442	2
64	Repaving	Goldrush Ct	Wagoncreek Dr	CDS	\$ 118,592	2
65	Repaving	Heritage Creek Rd	Utility Access	Oak Branch Dr	\$ 144,932	2
66	Repaving	Hillpine Dr	Aster Dr	S Almond Dr	\$ 428,181	2
67	Repaving/Drainage/Shoulder & Ditch	Hunters Hill Rd	Foxhound Rd	Davenport Rd	\$ 482,155	2
68	Repaving	Hunters Woods Dr	Fairview Rd	Hunters Hill Rd	\$ 294,795	2
69	Repaving	Hunting Ridge Ct	Willow Branch Dr	CDS	\$ 60,619	2
70	Repaving	Iselin St	Green St	W Curtis St	\$ 170,190	2
71	Repaving	Knightsbridge Dr	Chancellors Park Ct	Chancellors Park Ct	\$ 72,406	2
72	Repaving	Lone Rock Ct	Willow Branch Dr	CDS	\$ 62,303	2
73	Repaving/Drainage/Shoulder & Ditch	Morgan Cir	NE Main St	Alice Ave	\$ 179,389	2
74	Repaving/Drainage/Shoulder & Ditch	Oakland Ave	Eastview Dr	E Curtis St	\$ 157,691	2
75	Repaving	Open Range Ln	Morning Tide Dr	CDS	\$ 248,128	2
76	Repaving/Drainage/Shoulder & Ditch	Palmetto Dr	Forest Park Dr	Dead End	\$ 115,304	2
77	Repaving	Pine Tree Dr	Neely Ferry Rd	CDS	\$ 85,636	2
78	Repaving	Pinonwood Ct	Pinonwood Dr	CDS	\$ 32,474	2
79	Repaving	Pinonwood Dr	Davenport Rd	Willow Branch Dr	\$ 299,246	2
80	Repaving	Pioneer Ct	Wagoncreek Dr	CDS	\$ 48,110	2
81	Repaving/Drainage/Curb & Gutter	Rainwood Dr	Powderhorn Rd	N Almond Dr	\$ 844,657	2
82	Repaving	Ray Talley Ct	Fairview Rd	CDS	\$ 121,317	2
83	Repaving/Drainage/Curb & Gutter	Rimrock Ct	Woodcliff Ct	CDS	\$ 101,433	2
84	Repaving/Drainage/Curb & Gutter	Sandridge Ct	Woodcliff Ct	CDS	\$ 86,218	2
85	Repaving	Scottish Ave	Neely Ferry Rd	Airdale Ln	\$ 423,731	2
86	Repaving	Shagbark Ct	Davenport Rd	CDS	\$ 92,612	2
87	Repaving	Sierra Ct	Sellwood Cir	CDS	\$ 59,777	2
88	Repaving/Drainage/Shoulder & Ditch	Sunrise Ave	Garrison Rd	Morgan Cir	\$ 173,334	2
89	Repaving	Tamwood Cir	Chuckwood Dr	Willowtree Dr	\$ 48,110	2
90	Repaving	Timberjack St	Two Gait Ln	CDS	\$ 114,743	2
91	Repaving/Drainage/Shoulder & Ditch	Todd Cir	NE Main St	Alice Ave	\$ 273,247	2
92	Repaving	Travelers Ct	Chancellors Park Ct	CDS	\$ 52,560	2
93	Repaving	Tripmont Ct	Torrey Dr	CDS	\$ 210,843	2
94	Repaving	Two Gait Ln	Fairview Rd	City Limit	\$ 329,916	2
95	Repaving/Drainage/Curb & Gutter	W College St	NE Main St	W Curtis St	\$ 613,667	2
96	Repaving/Drainage/Curb & Gutter/Sidewalk	W Curtis St	Industrial Dr	NE Main St	\$ 1,887,616	2
97	Repaving	Wagoncreek Dr	E Curtis St	CDS	\$ 227,080	2
98	Repaving	Wemberly Dr	Wemberly Ln	Sunshine Dr	\$ 289,383	2
99	Repaving	Wemberly Ln	Fowler Rd	Brendle Dr	\$ 308,627	2
100	Repaving/Drainage/Shoulder & Ditch	Wilbon Cir	Forest Park Dr	Forest Park Dr	\$ 412,015	2
101	Repaving	Willow Branch Dr	Pinonwood Dr	CDS	\$ 776,018	2
102	Repaving	Willowtree Ct	Willowtree Dr	CDS	\$ 22,973	2
103	Repaving/Drainage/Curb & Gutter	Woodcliff Ct	Garrison Rd	CDS	\$ 340,721	2
104	Repaving	Agewood Dr	Tebblewood Dr	Capewood Dr	\$ 285,053	3
105	Repaving	Arkrose Ct	Tebblewood Dr	CDS	\$ 221,427	3
106	Repaving	Bell Dr	E Curtis St	CDS	\$ 139,039	3
107	Repaving	Berlander Ct	Boxelder Ln	CDS	\$ 41,736	3
108	Repaving	Boxelder Ln	Neely Ferry Rd	CDS	\$ 187,750	3
109	Repaving	Brandon Ct	Canebreak Ln	CDS	\$ 18,041	3
110	Repaving	Breeze Way	Hatteras Ln	Waterbury Ct	\$ 25,258	3
111	Repaving	Cactus Ct	Wagoncreek Dr	CDS	\$ 50,877	3
112	Repaving	Canebreak Ln	Powderhorn Rd	CDS	\$ 94,777	3
113	Repaving/Drainage/Curb & Gutter/Sidewalk	Cherokee Dr	Seminole Dr	Cheyenne Dr	\$ 844,184	3
114	Repaving	Chetfield Ct	Picton Pl	CDS	\$ 44,502	3
115	Repaving	Corkwood Dr	Davenport Rd	E Yellow Wood Dr	\$ 210,001	3
116	Repaving	Cox St	Industrial Dr	Dead End	\$ 356,377	3

Count	Project Type	Street Name	From	To	Estimated Cost	Tier
117	Repaving	Green St	Woodside Cir	W Curtis St	\$ 108,729	3
118	Repaving	Hatteras Ln	Grandview Dr	CDS	\$ 318,610	3
119	Repaving	Howard Cir	E Curtis St	CDS	\$ 89,966	3
120	Repaving	Hudders Creek Way	Spring Meadow Rd	CDS	\$ 314,280	3
121	Repaving	Iveyrose Ct	Tearose Ln	CDS	\$ 83,592	3
122	Repaving	John St	Richardson St	Cox St	\$ 55,567	3
123	Repaving	Marlin Ct	Hatteras Ln	Waterbury Ct	\$ 24,536	3
124	Repaving	Needles Dr	Pine Bark Ct	CDS	\$ 135,551	3
125	Repaving	Picton Pl	Picton Pl Pullout	CDS	\$ 84,193	3
126	Repaving/Drainage/Curb & Gutter/Sidewalk	Powderhorn Rd	SE Main St	CDS	\$ 3,943,019	3
127	Repaving	Raleigh Ct	Brookhaven Way	CDS	\$ 53,717	3
128	Repaving/Drainage/Shoulder & Ditch	Rose Ln	Hillcrest Ave	N Maple St	\$ 133,470	3
129	Repaving	Sandhurst Dr	Brentwood Way	Brentwood Way	\$ 113,059	3
130	Repaving	Scarsdale St	N Main St	N Maple St	\$ 96,822	3
131	Repaving	Sellwood Cir	Westwood Dr	Aspenwood Dr	\$ 406,411	3
132	Repaving/Drainage/Curb & Gutter	Seminole Dr	Neely Ferry Rd	Capewood Dr	\$ 1,908,776	3
133	Repaving	Sherondale Ln	Seminole Dr	Anglewood Dr	\$ 205,671	3
134	Repaving/Drainage/Curb & Gutter/Sidewalk	South St	W Curtis St	W College St	\$ 332,430	3
135	Repaving	Sparsewood St	Sherondale Ln	Seminole Dr	\$ 63,746	3
136	Repaving	Tebblewood Dr	Alder Dr	CDS	\$ 300,689	3
137	Repaving	Westwood Dr	W Georgia Rd	Seminole Dr	\$ 243,438	3
138	Repaving	Windrose Ct	Tearose Ln	CDS	\$ 48,110	3
139	Repaving	Windsor St	Wemberly Ln	Wemberly Dr	\$ 72,767	3
140	Repaving	Woodside Cir	Green St	W Curtis St	\$ 246,324	3
141	Repaving	Yellowrose Ct	Tearose Ln	CDS	\$ 27,904	3
					\$ 44,321,954	





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: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Ordinance O-2026-10,

Summary of Item/Purpose:

a proposed ordinance to establish requirements for naming city-owned and city-controlled properties and infrastructure; "No public property, facility, building, park, street, or space owned or controlled by the City shall be named in honor of any living person. A waiting period of one year shall pass before any public property is named after a deceased person." Exceptions: "persons who have contributed land, money, or other significant resources to specific public property, provided that the donor stipulates the naming in writing as a condition of the contribution"

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

ORDINANCE NO. O-2026-10

AN ORDINANCE TO ESTABLISH REQUIREMENTS FOR THE NAMING OF CITY-OWNED OR CITY-CONTROLLED PROPERTY, FACILITIES, PUBLIC SPACES, AND INFRASTRUCTURE IN HONOR OF INDIVIDUAL PERSONS

WHEREAS, the City of Simpsonville City Council reviews its ordinances and policies from time to time to make necessary improvements and changes concerning the governance and administration of the City; and,

WHEREAS, S.C. Code § 5-7-30 authorizes municipalities to enact regulations, resolutions, and ordinances, not inconsistent with the Constitution and general law of this State, respecting matters necessary and proper for the general welfare, convenience, and good government of the municipality; and,

WHEREAS, S.C. Code § 5-11-30 vests the legislative powers of a municipality operating under the council-manager form of government, and the determination of all matters of policy, in the municipal council; and,

WHEREAS, the names assigned to City-owned or City-controlled property, facilities, public spaces, and infrastructure can have enduring civic significance and may serve to recognize individuals whose contributions have a direct and substantial relationship to a particular public asset; and,

WHEREAS, the City Council desires to establish a uniform rule that City-owned or City-controlled property, facilities, public spaces, and infrastructure shall not be named in honor of a living person, except in the limited circumstance of a donor who has made a significant contribution to the specific public asset and has stipulated the naming in writing as a condition of that contribution; and,

WHEREAS, the City Council further desires to require that at least one (1) year elapse following the death of an individual before City-owned or City-controlled property, facilities, public spaces, or infrastructure may be named in honor of that deceased individual; and,

WHEREAS, the City Council recognizes that any naming or renaming involving streets, roads, historic figures, historic events, monuments, memorials, or other protected public areas remains subject to applicable South Carolina law, including S.C. Code §§ 6-29-1200 and 10-1-165; and,

WHEREAS, the City Council finds and determines that this Ordinance is in the best interests of the citizens and residents of the City of Simpsonville.

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

Section 1. Adoption. Chapter 2. **Article 1. Section 2-3** of the City of Simpsonville Code of Ordinances is hereby amended by adding a new section, to be numbered by the codifier, as follows:

Sec. 2-3. Naming of City-owned or City-controlled property and infrastructure in honor of individual persons.

(a) Scope and definition. This section applies to the formal naming or renaming, in honor of an individual person, of any property, facility, public space, public improvement, or infrastructure owned or controlled by the City and within the City's legal authority to name. For purposes of this section, such property and infrastructure includes, without limitation, real property; buildings and portions of buildings; rooms and meeting spaces; parks; recreation areas; playgrounds; athletic fields, courts, and facilities; shelters and pavilions; trails and greenways; plazas and squares; streets, roads, alleys, bridges, sidewalks, and rights-of-way; utility facilities; public works improvements; and other municipal assets, structures, installations, or public spaces.

(b) Living persons prohibited. Except as expressly provided in subsection (d), no property, facility, public space, public improvement, or infrastructure subject to this section shall be named or renamed in honor of a living person.

(c) Deceased persons; one-year waiting period. No property, facility, public space, public improvement, or infrastructure subject to this section shall be named or renamed in honor of a deceased person until at least one (1) full year has elapsed from the date of that person's death.

(d) Limited exception for living donors. Notwithstanding subsection (b), City Council may approve the naming of a specific property, facility, public space, public improvement, or infrastructure in honor of a living person only when all of the following apply:

- (1) The person has contributed land, money, or other significant resources specifically to the property, facility, public space, public improvement, or infrastructure proposed to bear the person's name;
- (2) The donor has stipulated in writing, as a condition of the contribution, that the specific property, facility, public space, public improvement, or infrastructure be named in the donor's honor; and
- (3) City Council accepts the contribution and the written naming condition. The exception created by this subsection permits, but does not require, City Council to accept the contribution or approve the naming.

(e) Construction; state-law requirements. This section establishes eligibility requirements for honorary naming and does not alter or supersede any naming or renaming procedure, approval, restriction, or prohibition imposed by state law. Without limitation, street and road naming or renaming shall remain subject to S.C. Code § 6-29-1200, and no action shall be taken under this section in violation of S.C. Code § 10-1-165 or other applicable law.

Section 2. Existing Names and Prospective Application. Nothing in this Ordinance, standing alone, changes, invalidates, or requires the removal of any name formally approved before the effective date of this Ordinance. Any naming or renaming action taken on or after the effective date shall comply with the requirements established herein.

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

Section 4. Repealer. All ordinances or parts of ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency.

Section 5. Effective Date. This Ordinance shall be effective upon second and final reading.

CITY OF SIMPSONVILLE, SOUTH CAROLINA

_____ Date: _____
Paul Shewmaker, Mayor

ATTEST:

_____ Date: _____
Justin Lee Campbell, City Clerk

APPROVED AS TO FORM:

_____ Date: _____
Daniel Hughes, City Attorney

First Reading: _____, 2026

Second & Final Reading: _____, 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: Tee Coker

Department: Administration

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Resolution R-2026-15

Summary of Item/Purpose:

a proposed resolution to adopt the Greenville County Multi-Jurisdictional Hazard Mitigation & Resiliency Plan

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, SOUTH CAROLINA

RESOLUTION R-2026-15

A RESOLUTION OF CITY OF SIMPSONVILLE ADOPTING THE GREENVILLE COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION & RESILIENCY PLAN

WHEREAS the City of Simpsonville recognizes the threat that natural hazards pose to people and property within City of Simpsonville; and

WHEREAS the City of Simpsonville has prepared a multi-hazard mitigation plan, hereby known as Greenville County Multi-Jurisdictional Hazard Mitigation & Resiliency Plan in accordance with federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance Act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

WHEREAS Greenville County Multi-Jurisdictional Hazard Mitigation & Resiliency Plan identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in City of Simpsonville from the impacts of future hazards and disasters; and

WHEREAS adoption by the City of Simpsonville demonstrates its commitment to hazard mitigation and achieving the goals outlined in the Greenville County Multi-Jurisdictional Hazard Mitigation & Resiliency Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, THAT:

Section 1. In accordance with City of Simpsonville, S.C. Code of Ordinances, the City of Simpsonville adopts the Greenville County Multi-Jurisdictional Hazard & Mitigation Plan. While content related to City of Simpsonville may require revisions to meet the plan approval requirements, changes occurring after adoption will not require City of Simpsonville to re-adopt any further iterations of the plan. Subsequent plan updates following the approval period for this plan will require separate adoption resolutions.

ADOPTED by a Simpsonville City Council this _____ day of August, 2026.

CITY OF SIMPSONVILLE, S.C.

By: _____

Paul Shewmaker, Mayor

ATTEST

Justin Lee Campbell, City Clerk

APPROVED AS TO FORM

_____ Daniel Hughes, City Attorney



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: Sherry Roche

Department: City Council

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Resolution R-2026-18, Simpsonville Teacher of the Year

Summary of Item/Purpose:

a proposed resolution to establish an annual Simpsonville Teacher of the Year Award in September through public nominations of teachers employed by a school within city limits and subsequent selection by City Council

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-2026-18

A RESOLUTION ESTABLISHING THE ANNUAL CITY OF SIMPSONVILLE TEACHER OF THE YEAR AWARD; PROVIDING FOR ELIGIBILITY, PUBLIC NOMINATIONS, REVIEW AND SELECTION; AND PROVIDING FOR ANNUAL RECOGNITION BY CITY COUNCIL.

WHEREAS, teachers play a vital role in the education, development, and future success of children and in the civic well-being of the Simpsonville community; and

WHEREAS, the City of Simpsonville desires to recognize exceptional teachers whose dedication, professionalism, leadership, and service have a meaningful and positive impact on students, families, schools, and the community; and

WHEREAS, a public nomination process will allow students, parents and guardians, colleagues, administrators, alumni, and other community members to identify teachers whose service merits special recognition; and

WHEREAS, City Council desires to establish a fair, transparent, and recurring process through which nominations are verified, reviewed by an ad hoc selection committee, and submitted to City Council for final approval; and

WHEREAS, City Council finds that establishing the City of Simpsonville Teacher of the Year Award is in the public interest and will promote appreciation for educators serving the Simpsonville community.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Simpsonville, South Carolina, in council assembled, as follows:

Section 1. Establishment and Purpose.

There is hereby established an annual recognition to be known as the “City of Simpsonville Teacher of the Year Award.” The purpose of the Award is to honor one eligible teacher each year for exemplary service, positive impact on students, and contributions to the school community and the greater Simpsonville community.

Section 2. Annual Award Cycle.

- (a)** Beginning in 2027, the regular public nomination period shall open May 1 and close August 1 of each calendar year.
- (b)** The recipient should be recognized during September at a regular City Council meeting or at another public City ceremony designated by City Council.
- (c)** For calendar year 2026 only, City Council is authorized, but not required, to establish by majority vote an honorary winner for the inaugural 2026 City of Simpsonville Teacher of the Year Award so that an award may be presented in September 2026, and furthermore, said selection may be approved without the formal process established herein.

Section 3. Eligibility.

- (a)** A nominee must be employed in a teaching position during the applicable nomination period at one of the following eligible schools:
 - Rudolph Gordon School;
 - Brashier Middle College Charter High School;
 - Simpsonville Elementary School;
 - Plain Elementary School;
 - Hillcrest Middle School; and
 - Hillcrest High School.

- (b) Eligibility extends to teachers serving students from the elementary through high-school levels. City staff may confirm a nominee's current employment and teaching status with the applicable school before the nomination is submitted for committee review.

Section 4. Public Nominations.

- (a) Nominations shall be submitted through an official form made available on simpsonville.com and through any other method approved by the City Administrator.
- (b) Any person may submit a nomination, regardless of residency or relationship to the nominee. There shall be no limit on the number of eligible teachers who may be nominated during an award cycle.
- (c) The nomination form should request, at a minimum, the nominee's name, school, grade level or subject area, and a concise explanation with specific examples demonstrating why the nominee merits recognition. The form shall also request the nominator's name and reliable contact information for verification purposes.
- (d) Anonymous nominations, nominations that cannot be verified, and materially incomplete nominations may be excluded from consideration.

Section 5. Verification and Administrative Review.

- (a) City staff shall contact each nominator to verify the nominator's identity and the authenticity of the submission before forwarding the nomination for consideration.
- (b) City staff may consolidate duplicate nominations for the same teacher while preserving the substance of each verified submission.
- (c) Nomination materials and the City's handling of those materials shall be subject to applicable public-records, privacy, and records-retention requirements.

Section 6. Selection Committee.

- (a) For each award cycle, the Mayor shall appoint an ad hoc selection committee composed of the Mayor and two other members of City Council.
- (b) The committee shall review all eligible and verified nominations and make one final recommendation to City Council.
- (c) In evaluating nominees, the committee should consider demonstrated excellence in teaching; positive impact on students; innovation and initiative; mentorship and leadership; service to the school and community; and the strength and specificity of the nomination materials.
- (d) A committee member shall disclose any personal, family, financial, or other material conflict involving a nominee and shall recuse from review of that nominee when required by law or when necessary to preserve the integrity of the selection process.
- (e) The committee shall conduct its work in accordance with all applicable open-meeting, public-records, and ethics requirements, with procedural guidance from the City Clerk and City Attorney as needed.

Section 7. Recommendation and Final Selection by City Council.

- (a) The selection committee shall submit its recommendation to the City Clerk in sufficient time for the recommendation to be placed on an appropriate City Council agenda.
- (b) The recommended recipient shall become the City of Simpsonville Teacher of the Year only upon approval by a majority vote of City Council at a public meeting.
- (c) City Council may approve the recommendation, reject the recommendation, or return the matter to the selection committee for further consideration. No individual shall be recognized as the recipient before final Council approval.

Section 8. Award and Ceremony.

- (a) The recipient shall receive a trophy and a certificate bearing the City of Simpsonville name, branding, the applicable award year, the recipient's name, and the recipient's school.
- (b) The Mayor and City Council shall present the Award during the annual September recognition ceremony or at another public City event designated by Council.
- (c) The Award shall not include a cash payment or other monetary benefit unless separately authorized and appropriated by City Council.

Section 9. Administration.

- (a) The City Administrator, or the Administrator's designee, is authorized to create and maintain nomination forms, publish the annual nomination period, communicate with eligible schools, verify submissions, coordinate committee materials, procure the trophy and certificate, and take other reasonable administrative steps necessary to implement this Resolution.
- (b) Administrative procedures may be updated from year to year when consistent with this Resolution. Any material change to eligibility, the selection authority, or the final Council-approval requirement shall be made by further action of City Council.

Section 10. Effective Date.

This Resolution shall take effect immediately upon its adoption by City Council.

RESOLUTION NO. R-2026-18

ADOPTION AND SIGNATURES

ADOPTED by the Mayor and City Council of the City of Simpsonville, South Carolina, at a duly called public meeting on August 11, 2026.

ATTEST:

**CITY OF SIMPSONVILLE, SOUTH
CAROLINA**

Justin Lee Campbell, City Clerk

Paul Shewmaker, Mayor

APPROVED AS TO FORM:

Daniel R. Hughes, City Attorney



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: Aaron Rupe

Department: City Council

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Speed limit in League Estates

Summary of Item/Purpose:

a proposal to set the speed limit in League Estates at 20 miles per hour

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 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: Sherry Roche

Department: City Council

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Speed humps on Foxhound Road

Summary of Item/Purpose:

a proposal to install speed humps on Foxhound Road on the east and west portion of the road adjacent to the park/playground

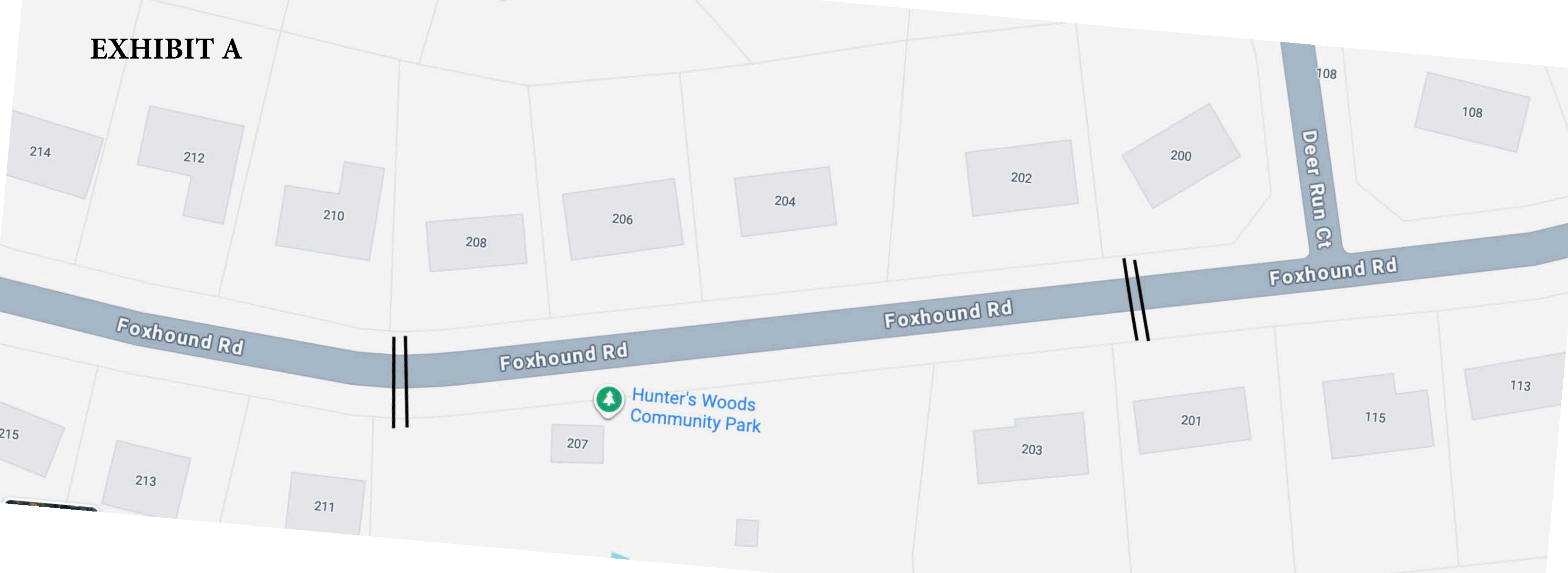
Action Requested of Council:

- 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





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: Sherry Roche

Department: City Council

Date Submitted: 08/05/2026

Please include the following item on the agenda for (date of meeting): 08/11/2026

Agenda Item Title:

Livestreaming of City Council meetings

Summary of Item/Purpose:

a proposal to livestream all City Council meetings in real-time beginning in January 2027

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

MEMORANDUM

To: Simpsonville City Council
From: Justin Lee Campbell, City Clerk
Date: Aug. 7, 2026
Subject: Business Item 6.H. (July 14, 2026) - Live-Streaming of City Council Meetings

Purpose

This memorandum provides City Council with a status update on staff's work to develop a live-streaming system for City Council meetings in advance of discussion under July 14, 2026 Business Item 6.H. The equipment quote, acoustical information, and final implementation schedule remain pending.

Equipment and Installation

Solutionz is preparing a quote for the installation of two video cameras and data-storage capability in Council Chambers. Solutionz advises that installation generally must be scheduled approximately eight weeks in advance and would require about four days of onsite work. For comparable projects, Solutionz typically mounts cameras to the walls. The two cameras therefore may be able to coexist with future acoustical improvements without interference, but compatibility should be confirmed once the acoustical scope and proposed camera locations are known.

Council Chambers Acoustics

The City is awaiting information from the engineers and designers reviewing the acoustics in Council Chambers. That information is needed to better understand the recommended improvements, the next steps, and the timeline for future work. Staff should coordinate the camera installation with the acoustical work before selecting an installation date, particularly if future treatments may affect walls, wiring, conduit, or camera placement.

Streaming Service and Website

Ghost Marketing advised that the City would need a third-party streaming service, such as YouTube or Vimeo, to live-stream meetings. The City website could provide public access through an embedded video player or a link to the selected service. I met with Vimeo regarding its Advanced plan, which would cost approximately \$75 per month, or about \$900 to \$1,000 annually depending on billing and applicable charges.

Relevant Vimeo Advanced Plan Benefits

- Hosted, ad-free live events with a customizable player that may be embedded on the City website
- 7 TB (1,750 movies) of account storage and a monthly bandwidth allowance of 2 TB
- Up to two simultaneous live streams, with a limit of 12 hours per stream, and viewing up to 1080p
- DVR streaming, automated closed captioning and transcripts, live-event analytics, and simulcasting to other destinations.
- Ten user seats and one license for Livestream Studio multi-camera encoding software.

CivicPlus Agenda & Minutes Management: I received a demo of an Agenda & Minutes Management system from a municipal government vendor and learned the portal allows for livestreaming of audio and video with closed captioning. I am currently still exploring the management system and I have a follow-up meeting on Aug. 10, 2026.

Next Steps

- Receive and review the Solutionz quote, including installation, equipment, storage, warranty, and ongoing support costs
- Receive the acoustical recommendations and anticipated timeline, then confirm that the two projects can be coordinated
- Compare Vimeo and YouTube based on cost, website integration, accessibility, archiving and retention, reliability, and staff workload
- Return to Council with the completed cost, schedule, and implementation options before procurement and installation

Sincerely,

Justin Lee Campbell
City Clerk, City of Simpsonville
jcampbell@simpsonville.com

MEMORANDUM

To: Simpsonville City Council
From: Justin Lee Campbell, City Clerk
Date: Aug. 7, 2026
Subject: Ordinance O-2026-09 - Required Newspaper Publication and Rescheduling of First Reading

Purpose

This memorandum advises City Council that Ordinance O-2026-09 will not appear on the Aug. 11, 2026 Business Meeting agenda. First reading must be deferred to the September Business Meeting so that the newspaper-publication requirement may be completed before Council considers the ordinance on first reading, per the Simpsonville, S.C. Code of Ordinances.

Background

At the July 28, 2026 Committee of the Whole Meeting, Council voted 7-0 to move Ordinance O-2026-09 to the Aug. 11 Business Meeting. The proposed ordinance would approve and authorize a telecommunications franchise agreement with South Carolina Telecommunications Group Holdings, LLC d/b/a Segra. Publication of a notice of the franchise agreement must be completed before first reading, per the Simpsonville, S.C. Code of Ordinances, [Chapter 1. Article II. Division 3. Section 2-93. – Notice Required.](#)

Legal Guidance

City Attorney Daniel Hughes has advised the item cannot proceed on Aug. 11 and will be rescheduled after the publication requirement has been satisfied.

Actions Taken and Next Steps

- Ordinance O-2026-09 will not be included on the Aug. 11 Business Meeting agenda.
- Segra has been notified that the item will not appear on the Aug. 11 agenda because publication must occur before first reading.
- The City Clerk will manage publication of the required notice in the newspaper and retain the publication documentation for record purposes.
- After publication and any final review requested by the City Attorney, the ordinance will be placed on the Sept. 8, 2026 Business Meeting agenda for first reading.
- No Council action regarding Ordinance O-2026-09 is requested at the Aug. 11 meeting.

Sincerely,

Justin Lee Campbell
City Clerk, City of Simpsonville
jcampbell@simpsonville.com.