



**ORDINANCE NUMBER 24-2021**

**AN ORDINANCE TO AMEND THE CITY OF GREER LAND DEVELOPMENT REGULATIONS BY REPEALING AND REPLACING IN ITS ENTIRETY ARTICLE 2 OF SECTION 1, TRAFFIC IMPACT STUDY ANALYSIS**

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

**WHEREAS**, Greer City Council wishes to amend the City of Greer Land Development Regulations by Repealing and Replacing Article 2 of Section 1, Traffic Impact Study Analysis; and,

**WHEREAS**, the City of Greer Planning Commission recommended approval of the requested amendment of Article 2, Section 1, Traffic Impact Study Analysis, Land Development Regulations, at a Public Hearing held at 6:30 p.m. on April 19, 2021 after due notice in The Greer Citizen, a newspaper in Greer, South Carolina, with general circulation in the Greer area, for the purpose of considering a proposed amendment to the City of Greer Land Development Regulations. The Planning Commission minutes and staff report from said meeting are attached hereto marked as Exhibit A.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Council of the City of Greer that the City of Greer Land Development Regulations be amended by Repealing and Replacing Article 2 of Section 1, Traffic Impact Study Analysis as follows:

**2.1** Traffic Impact Analysis Overview

A Traffic Impact Analysis is used to assess impacts of a development on the surrounding infrastructure. All proposed developments based upon the standards set forth herein shall have a complete and approved Traffic Impact Analysis (TIA) pursuant to the requirements set forth herein.

The City Engineer or Designee (the Designee can be City engineering, planning staff, or a third-party/on-call consultant under City direction) will provide the scope of study for the TIA. The review of the TIA application will be completed by a third-party/on-call consultant under City direction at the expense of the Applicant.

The standards adopted by the South Carolina Department of Transportation's "Access and Roadside Management Standards Manual, Chapter 6 -Traffic Impact Studies" shall serve as a guide for the TIA study. All TIAs shall include verification of the number of drives, sight



distance, and spacing based on the South Carolina Department of Transportation's "Access and Roadside Management Standards Manual, Chapters 3 - Driveways and 7 - Sight Distance."

**Zoning/Rezoning:** A TIA is not required for a zoning request that includes zoning of property proposal for annexation, or rezoning request for property located within municipal boundaries that is compliant of the future land use recommendations of the Comprehensive Plan. However, if a specific development plan is contemplated and will require a TIA, then the TIA will need to be submitted in conjunction with the zoning/rezoning request.

## **2.2 Traffic Impact Analysis Requirements**

- A. A Traffic Impact Analysis (TIA) shall be required for any development, phasing to a development, change of use of property, or redevelopment that would generate more than 50 peak hour trips on the adjacent street based upon the ITE Trip Generation Manual, latest edition, or similar situational traffic counts that match the proposed development. A TIA can also be required as determined by the City Engineer or Designee, in their discretion, when there is a possibility that the proposed development may have an adverse impact on the surrounding infrastructure.
- B. The submittal of a comprehensive TIA is the responsibility of the applicant. Failure by the applicant to provide a complete TIA may result in review delays and denial of development approvals.

## **2.3 Traffic Impact Analysis Provisions**

- A. The TIA shall be conducted by a South Carolina Registered Professional Engineer that has experience in conducting traffic studies.
- B. Prior to beginning a TIA, the applicant shall supply the City Planning Department with the following:
  - a. Narrative describing the proposed land use(s), size, and projected opening date of the development and any subsequent phases.
  - b. Site location map showing surrounding features within an approximate ½ mile radius of the proposed development.
  - c. Proposed site plan or preliminary subdivision plat illustrating all access points to include private roads and cross parcel connectivity.
  - d. Verification of peak hour trips for a TIA and the horizon year growth factor application for traffic. Traffic Build models will incorporate the Build year plus 1 year for final analysis.
- C. The Planning Department will forward this information to the City Engineer or Designee for review of the scope of study. The City Engineer or Designee may consult with SCDOT and/or County due to possible impacts to their road system and will verify in writing the scope of study that will take into account the intersections and driveways to be included in the analysis.



- D. After determination of the TIA's scope, the City will provide the Applicant an invoice for the third-party consultant's review by the third-party/on-call consultant under City direction of the final TIA presented by the Applicant. Approval of the TIA will be based upon receipt of payment for this invoice. Additional fees may be required due to amendments or changes to the TIA that requires additional review and/or meetings that would necessitate the third-party/on call engineer's attendance for clarification and discussion with the Planning Commission, City Council, or with regional or state agencies or boards. The Applicant will be required to reimburse the City for these additional charges through an invoice prior to the development plan or plat approval.
- E. The TIA should include proposed improvements that will mitigate any Level of Service changes to LOS D or worse and/or major increased delays per lane movements. If changes in traffic control such as multi-way stop or signal control are recommended, a warrant analysis shall be included in the TIA. The City Engineer or Designee reserves the right to require improvements to safety and function for all modes of transportation as a result of infrastructure usage by the development. All TIA mitigation and any City requirements will be the responsibility of the applicant and will be noted in the Planning Review Process for approval. If recommended improvements are not reasonable or practicable at the time of the development, as determined by the City in its sole discretion, due to right of way constraints, utility issues, or any other related reason, the City may require payment of the associated project cost in lieu of the required improvements. These funds will be utilized for infrastructure improvements as needed in the City.
- F. No grading/building permits or certificate of occupancy shall be issued unless provisions of the TIA and City recommendations are met.
- G. The Applicant may appeal some or all requirements of the required improvements or fee in lieu of improvements to the City of Greer Planning Commission in writing. The City of Greer Planning Commission will act upon the appeal within 60 days, and all actions by the Planning Commission are final.
- H. The Applicant shall be responsible to comply with all other requirements of the City for its proposed development.

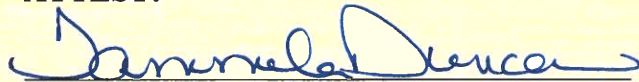
This ordinance shall be effective immediately upon second reading approval hereof.

**CITY OF GREER, SOUTH CAROLINA**



Richard W. Danner, Mayor

**ATTEST:**



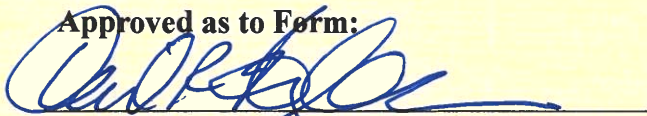
Tammela Duncan, Municipal Clerk

Introduced by: Councilmember Wryley Bettis

First Reading: April 27, 2021

Second and  
Final Reading: May 11, 2021

**Approved as to Form:**



Daniel R. Hughes, City Attorney



**STAFF REPORT  
GREER PLANNING COMMISSION  
MONDAY, APRIL 19, 2021**

**EXHIBIT**

**A**

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**DOCKET:** MISC 2021-02

**APPLICANT:** City of Greer

**ZONING TEXT AMENDMENT:** Land Development Regulations (LDR) Section 1 Article 2 Traffic Impact Analysis

**PURPOSE:** Repeal and replace reference sections

**ANALYSIS:** MISC 21-02

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The City has experienced record growth over the last decade; with exponential growth and increased population the City has also experienced impacts to roadways both in condition and volume. While the Zoning Ordinance and Land Development Regulations are currently undergoing an extensive rewrite with the UDO project, staff felt that it was important to address transportation in a more expedient manner. The City retained consultant Infrastructure Consulting and Engineering (ICE) to review and draft updated regulations. The team included two former SCDOT engineers.

The referenced sections of the LDR will be stricken and replaced by the attached text. Key changes include:

- Streamlined text with references to latest editions of DOT and other nationally recognized manuals for guidance
- Reduction of trips needed to trigger a Transportation Impact Analysis (TIA)
- Inclusion of third-party traffic engineer review of scope and study at applicant's expense
- City Engineer discretion to allow payment in lieu for improvements that may not be feasible to install

**STAFF RECOMMENDATION: Approval**

Mr. Jones asked the staff for clarification on this request.

Staff informed the commission that this would potentially require TIA's, if a development was being proposed as the zoning request.

**ACTION:** Mr. Jones made a motion to approve MISC 21-02. Ms. Jones seconded the motion. The motion carried with a vote of 4 to 0. The motion passed.