


Application # <u>Z-22-2021</u>	Fees Paid _____
Date Received: _____	Accepted by _____
Date deemed complete _____	App Deny Conditions _____



**APP
PLICATION FOR ORDINANCE TEXT AMENDMENT
CITY OF GREENVILLE, SOUTH CAROLINA**

APPLICANT INFORMATION

<u>City of Greenville</u> NAME	<u>(864) 467-4510</u> FAX
<u>206 S Main Street</u> ADDRESS	<u>planning@greenvillesc.gov</u> EMAIL <small>DocuSigned by:</small>
<u>Greenville, SC 29601</u>	<u></u> SIGNED (City Manager)
<u>(864) 467-4476</u> PHONE	<u>5/27/2021</u> DATE

REQUEST

PERTINENT CODE SECTION(S):

Amendment to Article(s) 19-6.10 Traffic impact analysis of the Land Management Ordinance

NARRATIVE DESCRIPTION/PROPOSED REVISION(S):

This text amendment will amend existing provisions in the Land Management Ordinance for traffic impact analysis requirements. Specifically, this would amend Section 19-6.10.2, "Requirement for analysis" to require a traffic impact analysis for new trips based on the number of new trips per road classification and any application for re-zoning to PD or FRD; and to amend Section 19-6.10.3, "Required improvements" to clarify that improvements will be required if projected delay for the build-out year of the development increases by more than 10 percent of the existing delay.

INSTRUCTIONS

1. THE APPLICATION AND FEE, **MADE PAYABLE TO THE CITY OF GREENVILLE**, MUST BE RECEIVED BY THE PLANNING AND DEVELOPMENT OFFICE NO LATER THAN 5:00 PM OF THE DATE REFLECTED ON THE ATTACHED SCHEDULE.
2. THE APPLICANT MUST RESPOND TO THE "STANDARDS" QUESTIONS ON PAGE 2 OF THIS APPLICATION (YOU MUST ANSWER "WHY" YOU BELIEVE THE APPLICATION MEETS THE TESTS FOR GRANTING A TEXT AMENDMENT). SEE ALSO **SECTION 19-2.3.2, AMENDMENTS TO TEXT AND ZONING DISTRICT MAP**, FOR ADDITIONAL INFORMATION. YOU MAY ATTACH A SEPARATE SHEET ADDRESSING THESE QUESTIONS.
3. YOU MUST ATTACH THE REQUIRED APPLICATION FEE: \$ 100.00.
4. THE ADMINISTRATOR WILL REVIEW THE APPLICATION FOR "SUFFICIENCY" PURSUANT TO **SECTION 19-2.2.6, DETERMINATION OF SUFFICIENCY**, PRIOR TO PLACING THE APPLICATION ON THE PLANNING COMMISSION AGENDA. IF THE APPLICATION IS DETERMINED TO BE "INSUFFICIENT", THE ADMINISTRATOR WILL CONTACT THE APPLICANT TO REQUEST THAT THE APPLICANT RESOLVE THE DEFICIENCIES. **YOU ARE ENCOURAGED TO SCHEDULE AN APPLICATION CONFERENCE WITH A PLANNER, WHO WILL REVIEW YOUR APPLICATION FOR "SUFFICIENCY" AT THE TIME IT IS SUBMITTED. CALL (864) 467-4476 TO SCHEDULE AN APPOINTMENT.**

APPLICANT RESPONSE TO SECTION 19-2.3.2(E)(1), AMENDMENTS TO TEXT
(YOU MAY ATTACH A SEPARATE SHEET)

1. DESCRIBE THE WAYS IN WHICH THE PROPOSED AMENDMENT IS CONSISTENT WITH THE COMPREHENSIVE PLAN.

The GVL2040 Comprehensive Plan describes "quality of life" as the key to community and economic vitality and that efforts to positively impact this precondition are the plan's highest priority. The adoption of this proposed amendment would enhance the quality of life of city residents living to review the impact of a project to various street threshold and PD and FRD re-zonings.

2. DESCRIBE THE WAYS IN WHICH THE PROPOSAL IS CONSISTENT WITH THE PROVISIONS OF THE ORDINANCE AND RELATED CITY REGULATIONS.

The amendment proposes modification to existing provisions and proposes new text related to traffic impact studies and applicability. These changes continue to maintain the premises of the overall Land Management Ordinance purpose by ensuring neighborhood protection and creating a more harmonious community.

3. DESCRIBE THE CONDITIONS THAT HAVE CHANGED FROM THE CONDITIONS PREVAILING AT THE TIME THAT THE ORIGINAL TEXT WAS ADOPTED.

Greenville has experienced considerable growth in both commercial and residential development throughout the city over the past decade. When new development occurs near differing land uses, land use compatibility issues follow. Traffic created by new developments has been a prevalent issue raised by city residents. This proposal seeks to alleviate that concern.

4. DESCRIBE THE WAYS IN WHICH THE PROPOSAL ADDRESSES A DEMONSTRATED COMMUNITY NEED.

The proposal addresses a demonstrated community need by ensuring concerns expressed about traffic from new developments near single-family detached residences are studied and adverse impacts are mitigated to the maximum extent practical. The city continues to see considerable growth in both residential and commercial development and redevelopment and believes this proposal will promote greater land use compatibility when these uses abut each other.

5. DESCRIBE THE WAYS IN WHICH THE PROPOSAL IS CONSISTENT WITH THE PURPOSE AND INTENT OF THE ZONING DISTRICTS IN THE ORDINANCE, WILL PROMOTE COMPATIBILITY AMONG USES, AND WILL PROMOTE EFFICIENT AND RESPONSIBLE DEVELOPMENT WITHIN THE CITY.

The proposal is consistent with the purpose and intent of the Ordinance which is to guide development in accordance with the existing and future needs of the city and to promote the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare of the property owners and residents of the city, and other members of the public. The proposal is particularly consistent with Land Management Ordinance "Purpose and Intent" Section 19-1.3.4, "Promote diverse quality housing, protect neighborhoods" and Section 19-1.3.10, "Create harmonious community", as the amendment promotes land use compatibility among uses by requiring study of and mitigating traffic impacts that could negatively impact residents living near new development projects.

6. DESCRIBE THE WAYS IN WHICH THE PROPOSAL PROMOTES A LOGICAL AND ORDERLY DEVELOPMENT PATTERN.

The proposal will ensure a logical and orderly development pattern of the city by imposing higher traffic study standards for new developments where adjacent to single-family residential to promote land use compatibility.

7. DESCRIBE THE WAYS IN WHICH THE PROPOSED AMENDMENT WILL RESULT IN BENEFICIAL IMPACTS ON THE NATURAL ENVIRONMENT AND ITS ECOLOGY, INCLUDING BUT NOT LIMITED TO: WATER; AIR; NOISE; STORMWATER MANAGEMENT; WILDLIFE; VEGETATION; AND, WETLANDS.

The proposed amendment would amend Section 19-6.10.2, "Requirement for analysis" to require a traffic impact analysis for new trips based on the number of new trips per road classification and any application for re-zoning to PD or FRD; and to amend Section 19-6.10.3, "Required improvements" to clarify that improvements will be required if projected delay for the build-out year of the development increases by more than 10 percent of the existing delay. The proposed amendment is not anticipated to have any effects on the natural environment.

8. DESCRIBE THE WAYS IN WHICH THE PROPOSED AMENDMENT WILL RESULT IN DEVELOPMENT THAT IS ADEQUATELY SERVED BY PUBLIC FACILITIES AND SERVICES (ROADS, POTABLE WATER, SEWERAGE, SCHOOLS, PARKS, POLICE, FIRE, AND EMERGENCY FACILITIES).

The proposed amendment is not anticipated to negatively affect the adequate provision of public facilities and services and should maintain the current high level of services within the City of Greenville.

Sec. 19-6.10. Traffic impact analysis.

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

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

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

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

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

19-6.10.3. *Required improvements.* Improvements to the existing transportation infrastructure by a developer will be required as a condition of permit issuance if the

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

TABLE OF CHANGES

Existing Text

New Text