

Agenda

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[ITEM D1 - COUNCIL DIVIDEND POLICY.PDF](#)

Item D2

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[ITEM D2 - FINANCIAL FORECAST.PDF](#)

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[ITEM D2 - FY23-FY27 BASELINE FORECAST.PDF](#)

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[ITEM D3 - IIJA FUNDING CATEGORIES.PDF](#)

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[ITEM D4 - CAPITAL INVESTMENT PRIORITIES.PDF](#)

Item E

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[ITEM E - NIB PROJECT RECOMMENDATIONS.PDF](#)

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[ITEM G - GREENVILLE DEVELOPMENT CODE.PDF](#)

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[ITEM I - GHF AFFORDABLE HOUSING UPDATE.PDF](#)



City of Greenville
2022 City Council Retreat
Thursday, February 10, 2022
Location: Huguenot Mill at the Peace Center, 101 W Broad Street

- | | |
|---|------------------------|
| A. Welcome
<i>Mayor Knox White</i> | <u>8:30 AM</u> |
| B. Introduction & Retreat Overview
<i>City Manager John McDonough</i> | <u>8:30 AM</u> |
| C. Review of FY 2022 City Council Priorities
<i>Video Highlights – <u>Communications</u></i> | <u>8:35 AM</u> |
| D. Financial Outlook and Project Opportunities
<i>Office of Management & Budget Director Matt Efird</i> <ul style="list-style-type: none">• Fund Balance Policy and Council Dividend• Financial Forecast• Infrastructure Investment and Jobs Act Funding Strategy• Capital Investment Priorities | <u>9:00 AM</u> |
| <u>BREAK</u> | <u>10:30 AM</u> |
| E. Neighborhood Infrastructure Bond
<i>Office of Management & Budget Director Matt Efird</i>
<i>Public Works Director Clint Link</i>
<i>Parks, Recreation, and Tourism Director Angie Prosser</i> | <u>10:45 AM</u> |
| <u>LUNCH SERVED</u> | <u>12:15 PM</u> |
| F. Parks & Recreation: Keeping Up with City Growth and Demand
<i>Parks, Recreation, and Tourism Director Angie Prosser</i> | <u>12:30 PM</u> |
| G. Greenville Development Code/Whiteboard Exercise
<i>Assistant City Manager Shannon Lavrin</i>
<i>Thomas Eddington, czb</i>
<i>Charles Buki, czb</i>
<i>Larry Weston, czb</i> | <u>1:15 PM</u> |
| <u>BREAK</u> | <u>2:45 PM</u> |
| H. Growing the City's Boundaries
<i>Assistant City Manager Shannon Lavrin</i>
<i>Planning & Zoning Projects Coordinator John Hamlett</i>
<i>Senior Development Planner Austin Rutherford</i> | <u>3:00 PM</u> |
| I. Affordable Housing Update
<i>Greenville Housing Fund President & CEO Bryan Brown</i> | <u>3:30 PM</u> |

ADJOURN BY 4:30 PM

Note: A second retreat session focused on Economic Development is currently scheduled for 8:30 AM – 12:00 PM on Monday, March 21, 2022. Location to be announced.

Fund Balance Policy and Council Dividend



Topics

1. Current Policy
2. Best Practices and Bond Ratings
3. Proposed Policy
4. Example Calculations – FY21
5. Historical Lookback

Current Fund Balance Policy (GF)

- City's current policy is as follows:
- Resolution 2009-38
 - “It is the policy of City Council that at the beginning of each fiscal year there shall be an unreserved designated fund balance in the General Fund equal to 20% of that fiscal year's General Fund budgeted appropriations”
- OMB-8: Budget Administration
 - VIII. Fund Balance.
 - A. Pursuant to City Ordinance, City Council will set aside in a designated reserve 20% of the next year's General Fund appropriations.
 - B. The OMB Director shall prepare the necessary reports and documents to document the degree of compliance with this fund balance policy.
 - C. It is the City Council's longer-term goal to increase the designated reserve to 25% of the next year's General Fund appropriations.

Best Practices and Bond Ratings

- Why is Fund Balance important?
 - Avoid cash flow disruptions or need for short-term borrowing
 - Provides flexibility for capital financing
 - Strong liquidity viewed favorably by rating agencies leading to lower borrowing costs
 - Stable reserves enable long-term financial planning instead of focus on near-term cash needs

Best Practices and Bond Ratings

- GFOA (Government Finance Officers Association) –
 - GFOA recommends that governments establish a formal policy on the level of unrestricted fund balance that should be maintained in the general fund for GAAP and budgetary purposes.
 - Such a guideline should be set by the appropriate policy body and articulate a framework and process for how the government would increase or decrease the level of unrestricted fund balance over a specific time period.
 - In particular, governments should provide broad guidance in the policy for how resources will be directed to replenish fund balance should the balance fall below the level prescribed.”
 - Appropriate Level - The adequacy of unrestricted fund balance in the general fund should **take into account each government’s own unique circumstances**. For example, governments that may be vulnerable to natural disasters, more dependent on a volatile revenue source, or potentially subject to cuts in state aid and/or federal grants may need to maintain a higher level in the unrestricted fund balance.
 - GFOA recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted budgetary fund balance in their general fund **of no less than two months of regular general fund operating revenues or regular general fund operating expenditures**

Best Practices and Bond Ratings

- GASB (Governmental Accounting Standards Board) –
 - GASB Statement 54 creates definitions and standard classifications of Fund Balances
 - Fund Balance must be defined as nonspendable, restricted, committed, assigned and unassigned
 - Discussion of the City's Fund Balance policy will focus on the Unassigned category
 - *Nonspendable = illiquid assets or legally required to remain intact (endowment fund)*
 - *Restricted = constrained for specific purposes by fund provider through legal action*
 - *Committed = constrained for a specific purpose by the City itself – must be reserved until Council takes action to change or remove constraint*
 - *Assigned – amounts the City intends to use for a specific purpose*
 - *Unassigned – amounts available for any purpose*

Best Practices and Bond Ratings

- Rating Agencies review and require:
 - A stated fund balance policy
 - Compliance with the stated policy
 - A plan to get back into compliance with the policy
- Moody's Criteria – fund balance between 15% and 30% of revenues is needed to receive a scorecard value of “Aa”
 - 30% Economy/Tax Base
 - 20% Management
 - 20% Debt/Pensions
 - 30% Finances
 - 10% Fund Balance & Operating Revenue
 - 10% Cash Balances & Revenues
 - 5% 5-year dollar change in Fund Balance
 - 5% 5-year dollar change in Cash Balance

Best Practices and Bond Ratings

- Standard & Poors (S&P) Credit Scorecard
 - 30% Economy/Tax Base
 - 20% Management
 - 10% Debt and Contingent Liabilities
 - 10% Institutional Framework
 - 30% Finances
 - 10% Budgetary Flexibility
 - 10% Budget Performance
 - 10% Liquidity
- City is rated AAA/Aaa by all 3 major agencies

Proposed Policy

- City should maintain a minimum required reserve of 20% of appropriations less one-time expenses
 - Beginning with the accumulated fund balance over the 20% level at 6/30/22, distribute as follows:
 - 80% of remaining funds Transferred to Capital Projects Fund as Capital Project Reserve (*Committed Fund Balance*)
 - 20% of remaining funds Allocated for Council Dividend, split evenly for each Council Member for use in their specific district or for any city-wide project for at-large elected officials – up to a maximum annual allocation of \$250,000 per Council Member
 - If excess funding remains due to maximum annual allocation, funds will remain as Unassigned Fund Balance
 - For each Fiscal Year, any additions to Fund Balance would follow the same distribution
 - Council District Funds unspent after 3 fiscal years are returned to Capital Project Reserve

Example Calculation – First Year

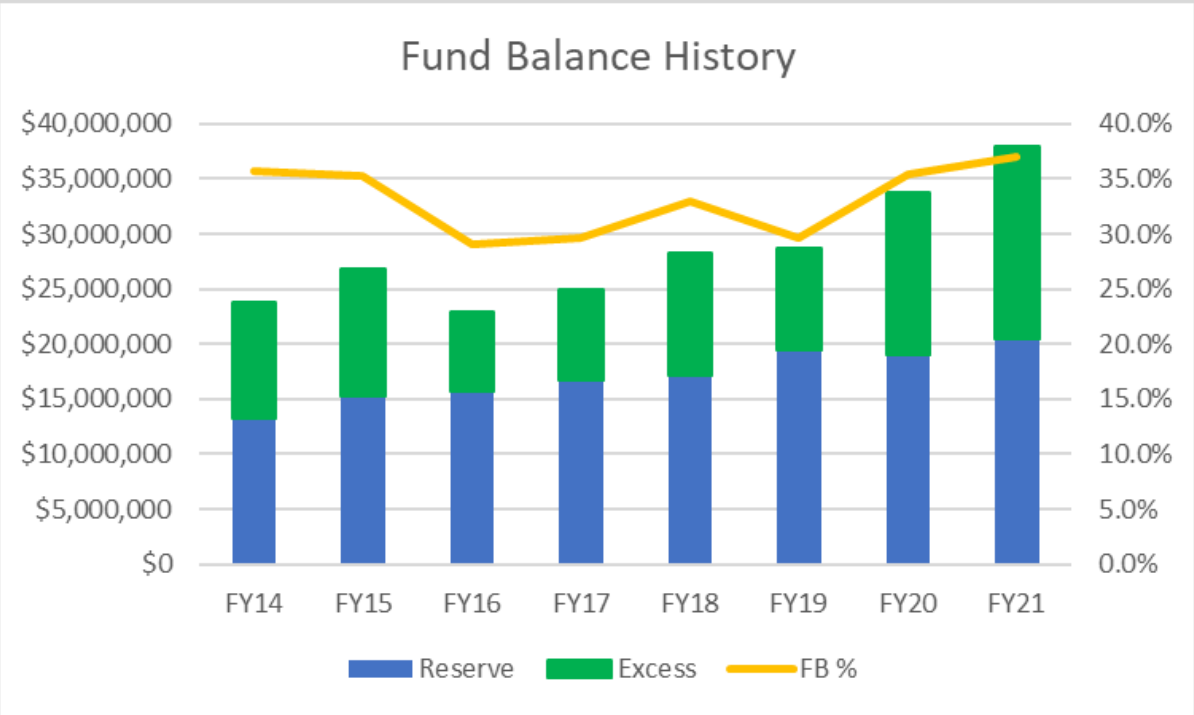
- Assume \$20,000,000 required reserve
- FY21 ending unassigned Fund Balance was \$37,921,043
 - \$20,000,000 – reserved for 20% requirement
 - \$14,336,834 – transferred to Capital Project Reserve (80%)
 - \$1,750,000 – assigned to Council Dividend (\$250k each)
 - \$1,834,209 – Unassigned Fund Balance (20% less Council Dividend)
- Result – Unassigned Fund Balance of 21.8% (\$1,834,209), Capital Project Reserve of \$14.3 million, and each Council Member receives \$250,000 dividend for use in their specific district or for any city-wide project for at-large elected officials.

Example Calculation 2 – future year

- FY21 ended with an addition of \$16,252,778 to Fund Balance, of which \$4,220,593 was available for use
 - \$7,815,221 was appropriated for FY22 (committed), \$4,216,964 was rolled forward for purchase encumbrances (assigned)
- Distribution would be as follows:
 - \$3,376,474 transferred to Capital Project Reserve
 - \$844,199 assigned to Council Dividends (\$120,588 each)
- Results – about \$3.3 million added to Capital Project Reserve and unassigned fund balance, and each Council Member receives about \$120k dividend for use in their specific district or for any city-wide project for at-large elected officials.

Historical Lookback

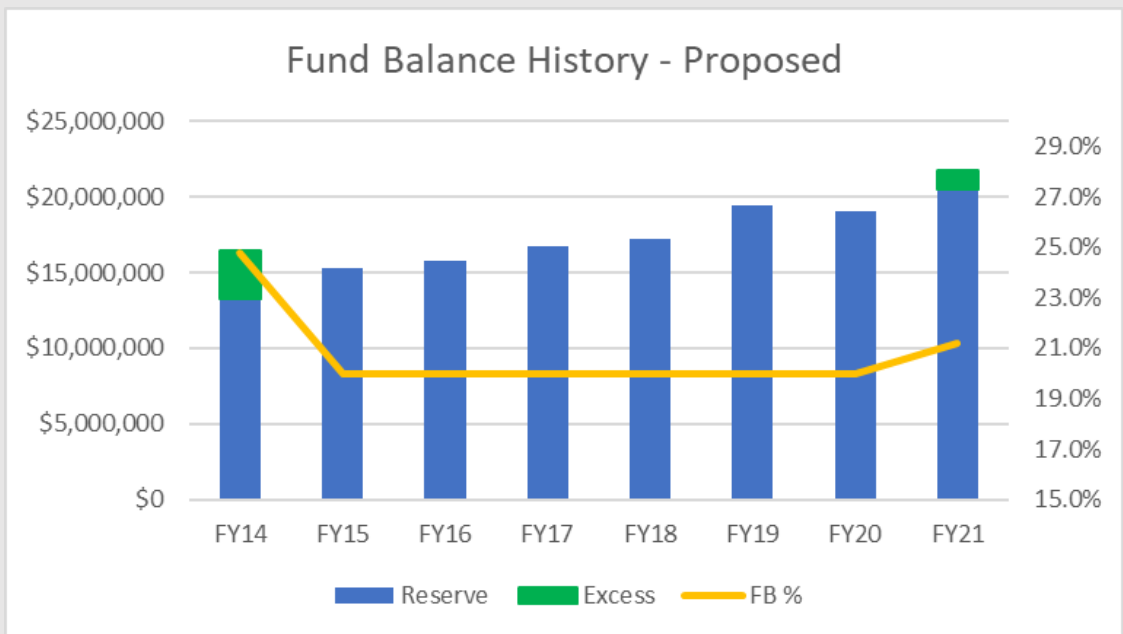
- Over the past 7 years (starting in FY14), General Fund results have been as follows:
 - Average FB% - 33.1% but no CIP reserve or Council Dividend



Fiscal Year	Reserve	Excess	FB%
FY14	\$13,285,882	\$10,465,200	35.8%
FY15	\$15,250,950	\$11,631,445	35.3%
FY16	\$15,724,740	\$7,134,185	29.1%
FY17	\$16,779,213	\$8,154,777	29.7%
FY18	\$17,182,669	\$11,127,221	33.0%
FY19	\$19,450,545	\$9,330,958	29.6%
FY20	\$19,007,570	\$14,692,880	35.5%
FY21	\$20,500,000	\$17,421,043	37.0%

Historical Lookback – with proposed policy

- If proposed policy had been in place, General Fund results have been as follows:
 - Average FB% - 20.7%, \$24.8 million CIP reserve, \$6.2 million Council Dividends



Fiscal Year	Reserve	Excess	FB%
FY14	\$13,285,882	\$3,163,722	24.8%
FY15	\$15,250,950	\$0	20.0%
FY16	\$15,724,740	\$0	20.0%
FY17	\$16,779,213	\$0	20.0%
FY18	\$17,182,669	\$0	20.0%
FY19	\$19,450,545	\$0	20.0%
FY20	\$19,007,570	\$0	20.0%
FY21	\$20,500,000	\$1,202,070	21.2%

Pros and Cons

- The current Fund Balance policy is insufficient in that it provides no direction on Fund Balance in excess of the 20% reserve
- Setting funds aside for CIP reserve will provide better overall coordination between planning and execution of projects
- The policy may not always provide additional funding – in the lookback model there were two years that required recission of CIP funds. Council Dividend would have been applied in 6 of 8 years.
- Providing Council dividends may allow for smaller scale projects to advance quicker to execution if not competing for large-scale CIP funding

Next Steps

- If Council wishes to amend the current Fund Balance policy, a resolution will be drafted to place into effect
- Relevant City policies will be modified to conform with the new Council policy
- At the closeout of FY22 (Oct-Nov), appropriation ordinances will be drafted to set up additional CIP reserve and Council Dividend accounts

Fund Balance Policy and Council Dividend



FY23-FY27 Financial Forecast and Capital Planning Model

February 10, 2022



FY23-FY27 Financial Forecast and Capital Planning

- **Focus on major funds – General Fund, HTAX, Local ATAX, Parking**
 - **Other major funds have self-driven CIP (Sewer, Stormwater)**
- **Basic Assumptions – All funds**
 - **No significant changes to taxes, fees, charges, etc.**
 - **Proposed Solid Waste Fee increase - \$1 in FY23, \$0.50 FY24, \$0.50 FY25**
 - **Salary/wage growth at 4.5% annually**
 - **Average since FY18 = 4.7%**
 - **Pensions – PEBA has no rate increases built past FY23, but model assumes 5% annual growth in contributions to account for growth**
 - **Average growth since FY18 = 10.1%**
 - **Fire Pension has no additional programmed rate increases, model assumes 5% annual contribution growth**
 - **Average growth since FY18 = 7.6%**

FY23-FY27 Financial Forecast and Capital Planning

- **Basic Assumptions – All funds continued**
 - **Health Insurance increases 4% annually**
 - **Average growth since FY18 = 4.6%**
 - **Fuel increases 7.5% annually**
 - **Average growth since FY18 = 6.3%**
 - **Risk Charges increase 5% annually**
 - **Average growth since FY18 = 4.5%**
 - **Operations & Maintenance expenses increase 2%-3% annually**
 - **Average growth since FY18 – 0.3%**

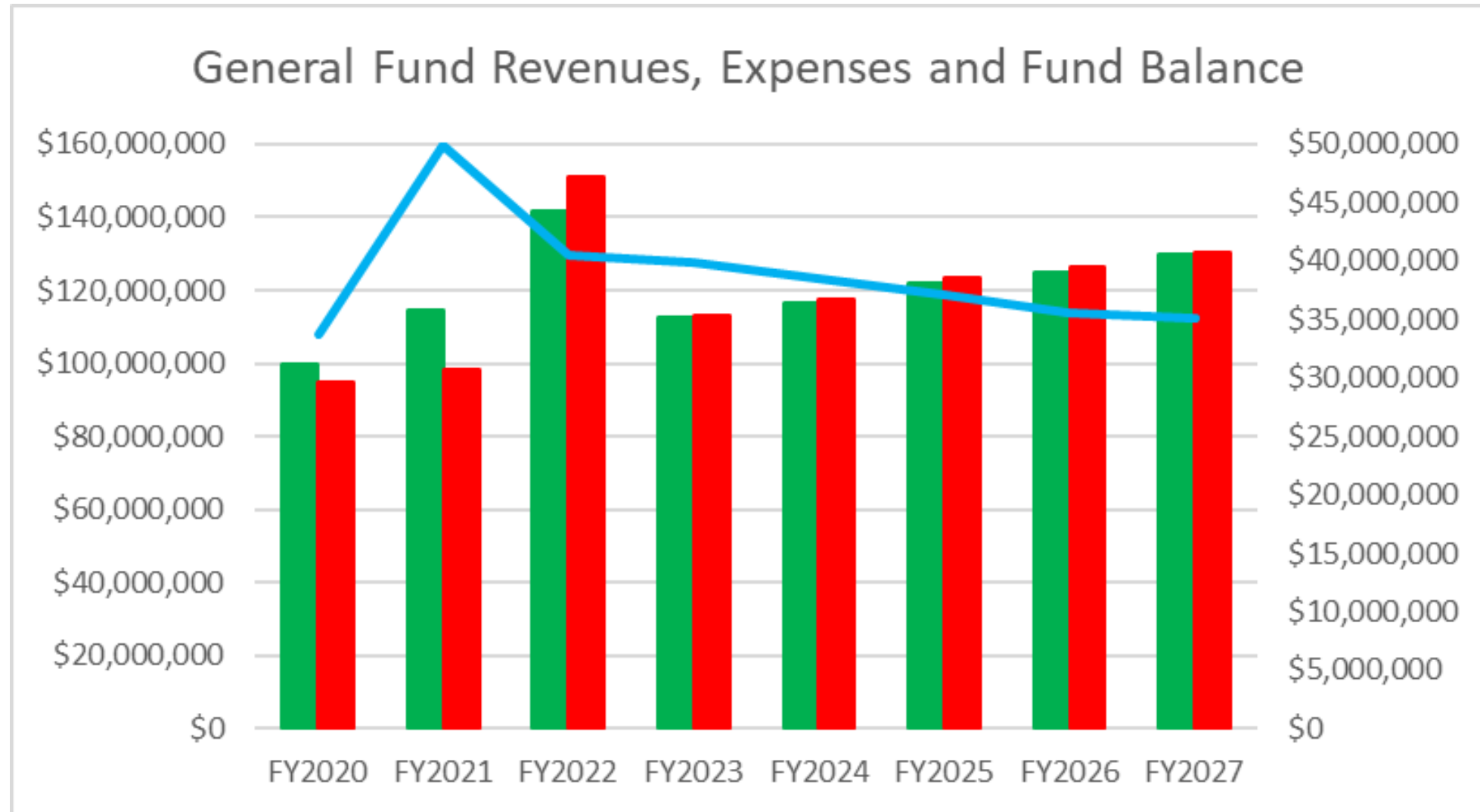
FY23-FY27 Financial Forecast and Capital Planning

- **General Fund – Revenue Assumptions**
 - **Property Tax growth rate 4.5%**
 - **Average growth since FY18 = 6.2%**
 - **Business License growth rate 2%-3%**
 - **Average growth since FY18 = 3.75%**
 - **Insurance Tax growth rate 4%**
 - **Average growth since FY18 = 10.3%**
 - **Permit growth rate 3.2%**
 - **Average growth since FY18 = 11.7%**
 - **All other GF revenue growth 4%**
 - **Average growth since FY18 = 9.1%**
 - **Estimate does not include ~\$9m ARPA 2nd tranche**

FY23-FY27 Financial Forecast and Capital Planning

- **General Fund – Expense Assumptions**
 - Addition of 10 FTE in FY23 (mostly Parks & Rec), 2 per year thereafter
 - New Debt Service – NIB and Fluor Purchase – first payments in FY23; one Capital Lease in FY25 (Fire apparatus)
 - CIP – adjusted to reflect Council priority areas – average \$12.5m annually
 - Transfer out to Solid Waste fund held at current level, offset with recommended Solid Waste Fee increase
 - Capital Outlay averages \$3.8m per year to keep up with vehicle and equipment replacements

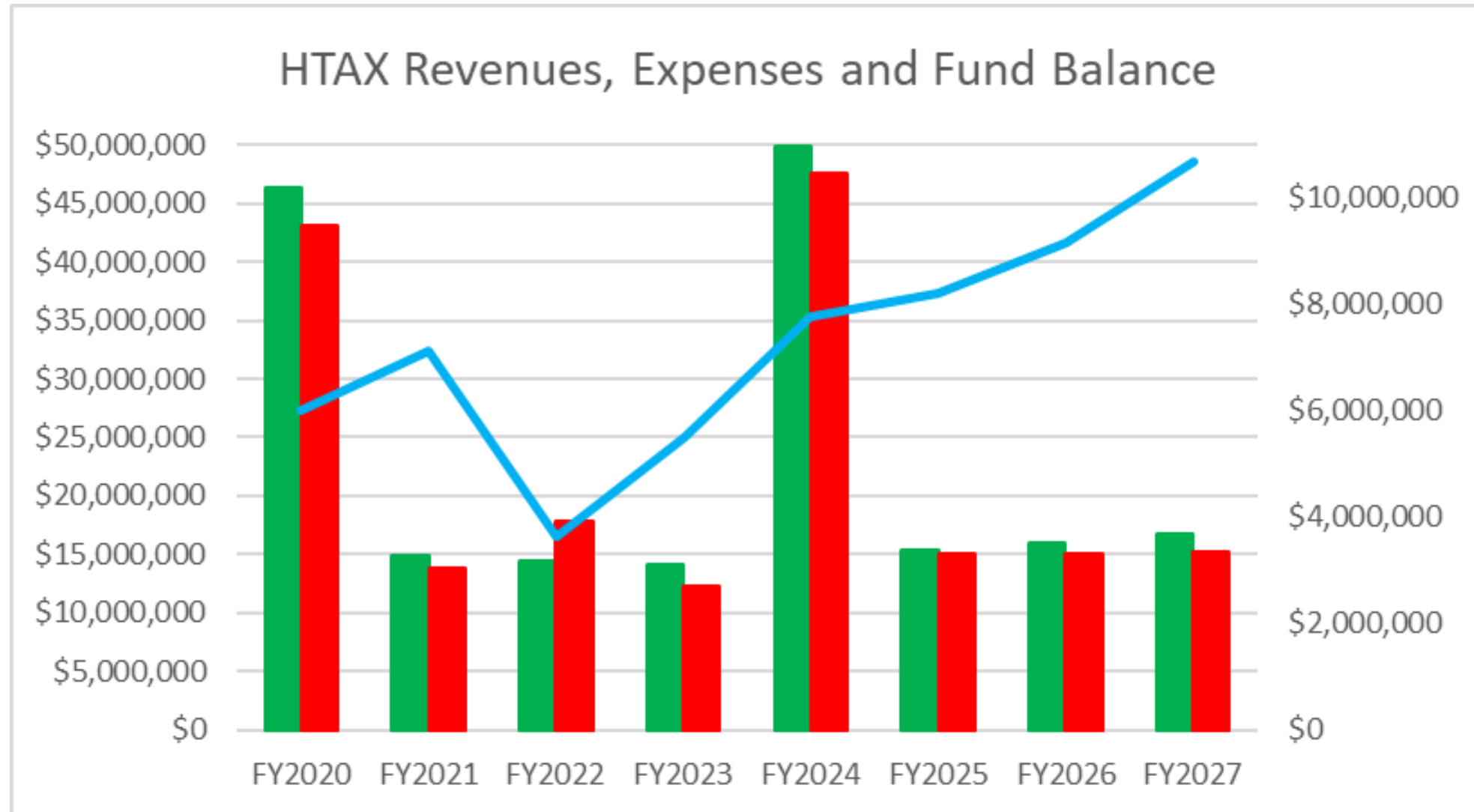
FY23-FY27 Financial Forecast and Capital Planning



FY23-FY27 Financial Forecast and Capital Planning

- **Hospitality Tax Fund**
 - Revenues grow at 4%-5% annually
 - Pre-COVID growth rate was 5.7% annually
 - Expenses
 - Includes planned \$35 million debt issuance for Downtown Conference Center
 - Minimal adopted CIP - \$1.45m annually
 - Assumes continued GCC operating subsidy at current levels plus
 - Assumes gradually declining zoo subsidy
 - General Fund operating subsidy increases 4% annually

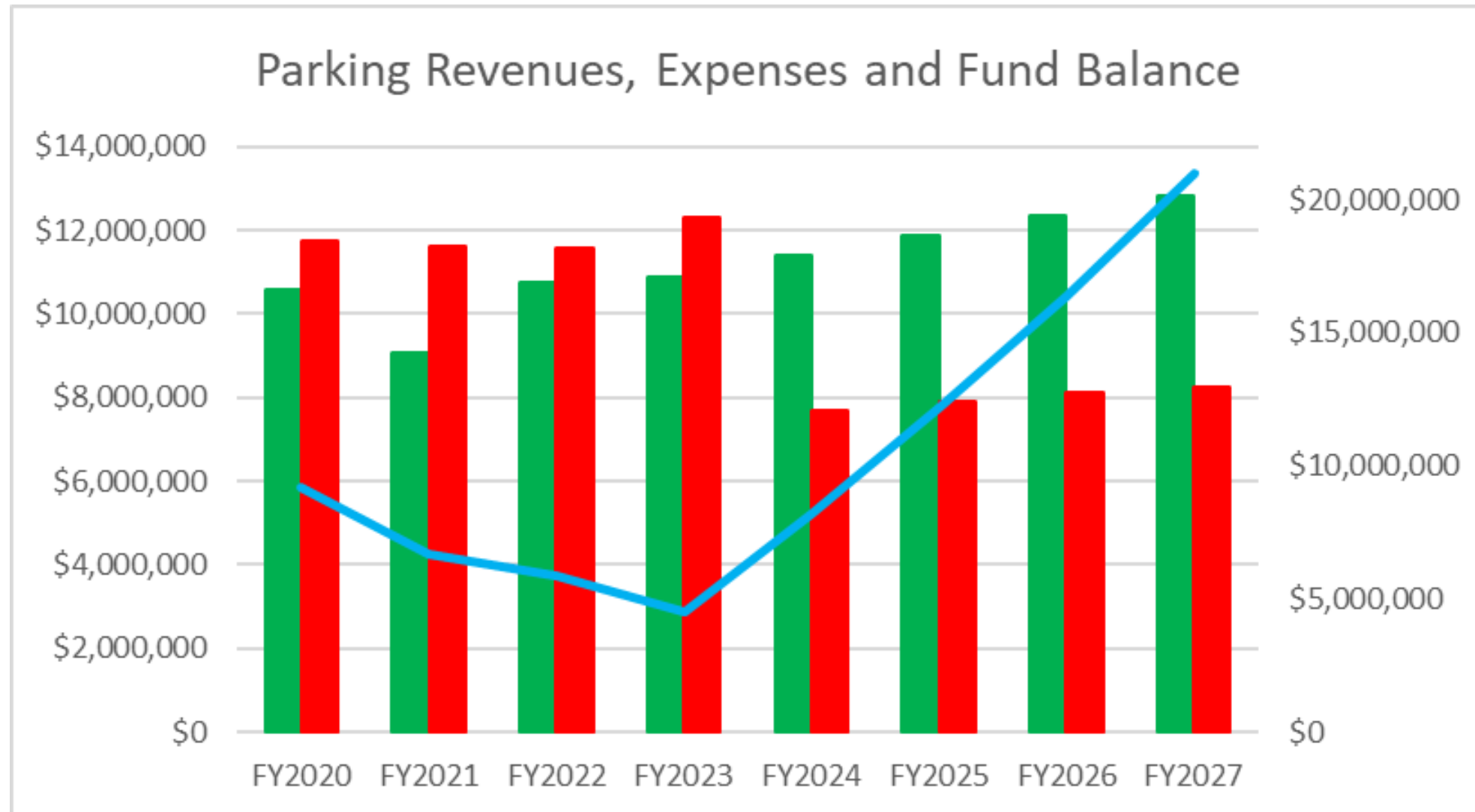
FY23-FY27 Financial Forecast and Capital Planning



FY23-FY27 Financial Forecast and Capital Planning

- **Parking Fund**
 - Revenues – no significant fee adjustments, slow and steady overall system growth
 - Expenses
 - No additional planned debt
 - Minimal adopted CIP - \$1.25m annually
 - Debt service declines significantly beginning in FY24
 - General Fund operating subsidy increases 5% annually

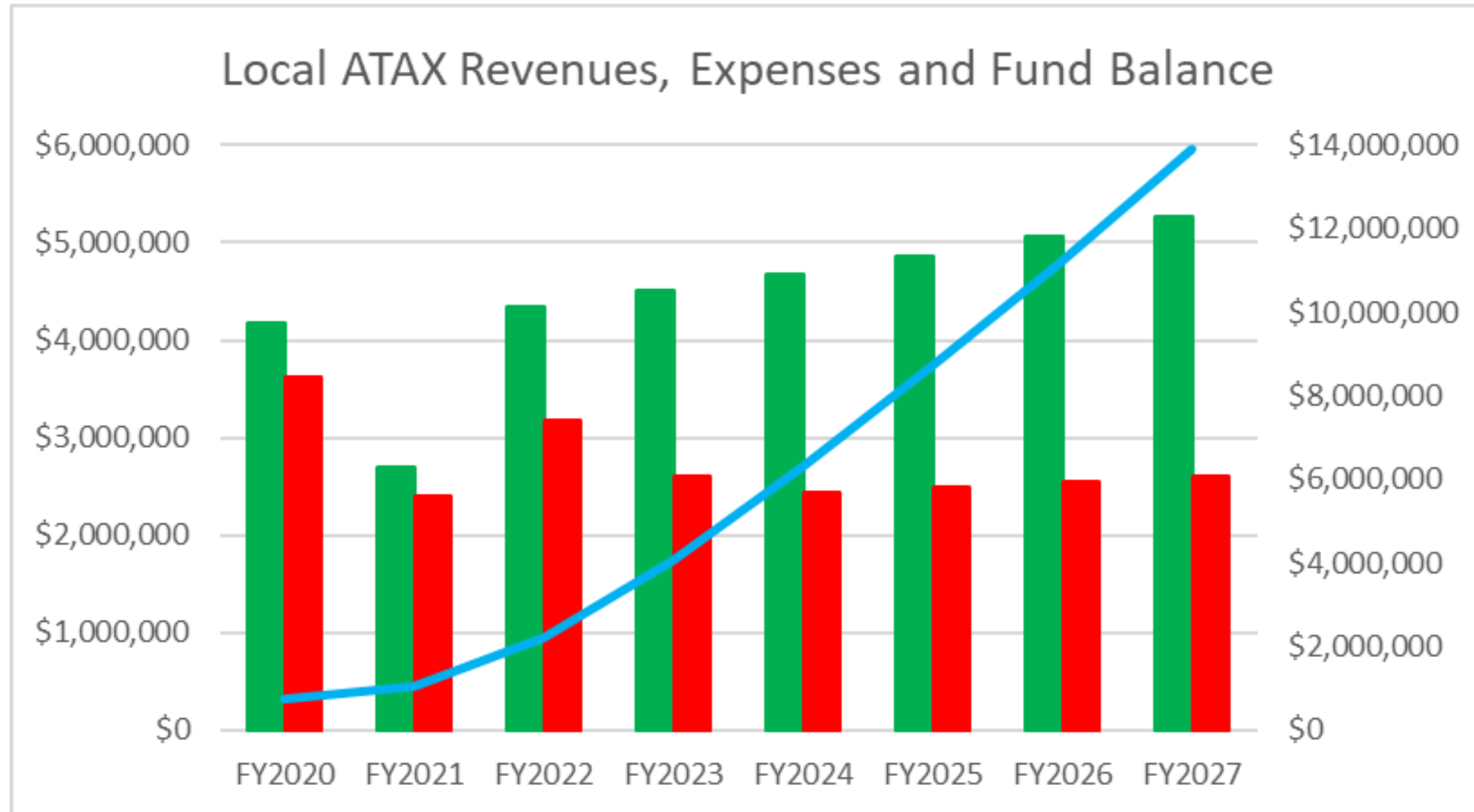
FY23-FY27 Financial Forecast and Capital Planning



FY23-FY27 Financial Forecast and Capital Planning

- **Local ATax Fund**
 - Revenues – 4% annual growth
 - Pre-COVID growth rate was 6.8% annually
 - Expenses
 - Arena debt service ends in FY27
 - Continues revenue share (0.7% of 3%) with VisitGreenvilleSC
 - Arena operating agreement expires at the end of FY23 – what next?
 - Maintains \$75k annual transfer for Arts in Public Places
 - No additional CIP investments in Convention Center
 - General Fund transfer grows commiserate with revenues

FY23-FY27 Financial Forecast and Capital Planning

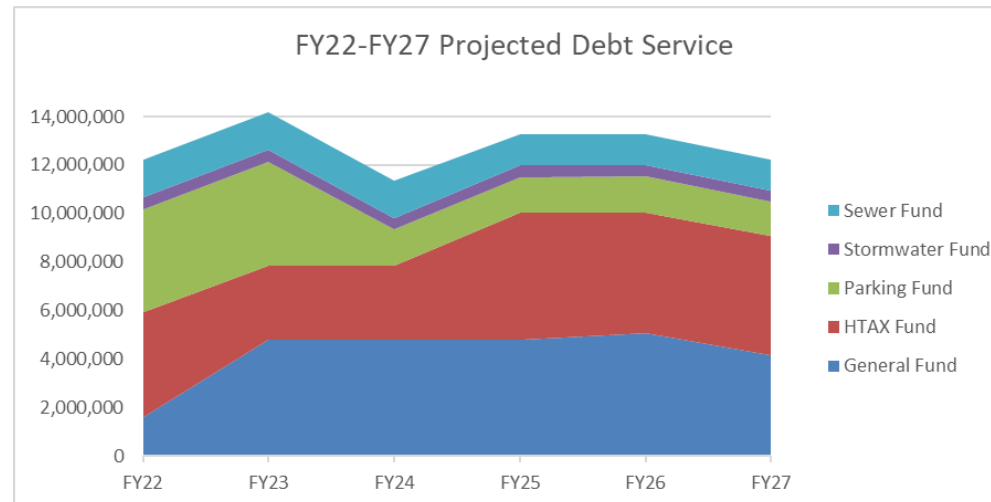


FY23-FY27 Financial Forecast and Capital Planning

- **TIF/ED Fund**
 - **Current available balance - \$5,338,291**
 - **Programmed deposits of \$1.5 million annually from General Fund**
 - **TIFs have all officially expired and been absorbed by General Fund**

FY23-FY27 Financial Forecast and Capital Planning

- **Future Risks**
 - Strong economic headwinds – inflation, market bubbles (housing, stocks, vehicles)
 - Potential for State property tax reform, additional adjustment to PEBA contributions
 - Forecast and CIP plans include a moderate increase in debt – important to maintain sustained growth to keep up with operating and debt service requirements



Discussion



Hospitality	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Beginning Balance	2,843,628	6,020,057	7,108,852	3,636,711	5,485,628	7,783,191	8,204,061	9,162,829
Revenues	46,293,650	14,864,464	14,389,667	14,179,252	49,863,389	15,405,561	15,934,838	16,723,902
Expenses	(43,117,221)	(13,775,669)	(17,861,809)	(12,330,334)	(47,565,826)	(14,984,691)	(14,976,070)	(15,203,676)
YoY Change	3,176,429	1,088,795	(3,472,142)	1,848,918	2,297,562	420,870	958,768	1,520,226
Ending Balance	6,020,057	7,108,852	3,636,711	5,485,628	7,783,191	8,204,061	9,162,829	10,683,055
General Fund Support	4,098,640	4,194,738	5,510,892	5,731,328	5,960,581	6,199,004	6,446,964	6,704,843
Zoo Operating Subsidy	436,354	449,444	505,012	479,761	455,773	432,985	411,335	390,769
GCC Operating Subsidy	711,778	997,993	997,993	1,017,953	1,038,312	1,064,270	1,090,876	1,118,148
Total Operating Subsidies	1,148,132	1,447,437	1,503,005	1,497,714	1,494,085	1,497,254	1,502,212	1,508,917
Existing Debt Service	2,520,279	6,858,393	4,325,412	3,070,392	3,071,692	2,520,290	2,296,555	2,297,099
New Debt Service	0	0	0	0	0	2,717,750	2,668,750	2,619,750
Total Debt Service	2,520,279	6,858,393	4,325,412	3,070,392	3,071,692	5,238,040	4,965,305	4,916,849
SC Children's Theatre	300,000	300,000	0	0	0	0	0	0
Public Safety Cameras and Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
SRT Bridges (Inspection/Maintenance)	120,000	0	250,000	250,000	250,000	250,000	250,000	250,000
Cultural Corridor Urban Trail	0	0	2,000,000	0	0	0	0	0
Unity Park	2,000,000	0	0	0	0	0	0	0
Main Street Lighting Replacement	200,000	0	0	0	0	0	0	0
Greenways and Trails	1,000,000	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Laurens Road Trail	0	0	2,500,000	0	0	0	0	0
	3,820,000	500,000	5,950,000	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000
Local Accommodations	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Beginning Balance	190,519	732,623	1,031,829	2,202,485	4,090,591	6,332,712	8,712,349	11,235,433
Revenues	4,168,434	2,691,278	4,348,813	4,500,982	4,680,977	4,868,171	5,062,852	5,265,322
Expenses	(3,626,330)	(2,392,072)	(3,178,158)	(2,612,876)	(2,438,856)	(2,488,534)	(2,539,769)	(2,602,630)
YoY Change	542,104	299,206	1,170,656	1,888,107	2,242,121	2,379,637	2,523,083	2,662,692
Ending Balance	732,623	1,031,829	2,202,485	4,090,591	6,332,712	8,712,349	11,235,433	13,898,124
Arts in Public Places	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Fluor Field Stadium Improvements	820,000	0	0	0	0	0	0	0
TD Convention Center FF&E	50,000	50,000	0	0	0	0	0	0
TD Convention Center Conference Center	375,000	0	0	0	0	0	0	0
	1,320,000	125,000	75,000	75,000	75,000	75,000	75,000	75,000
TIF/ED FUND	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Beginning Balance	6,913,106	9,749,481	8,501,291	5,338,291	6,838,291	8,338,291	9,838,291	11,338,291
CY DIF Revenues	2,441,501	2,199,227	0.00	0	0	0	0	0
CY WE Revenues	1,871,650	1,691,943	0	0	0	0	0	0
GF Revenues	0	0	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Closed Projects	44,871	0	0	0	0	0	0	0
CIP Projects	-1,521,646	-5,139,360	-4,663,000	0	0	0	0	0
YoY Change	2,836,375	-1,248,190	-3,163,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Ending Balance	9,749,481	8,501,291	5,338,291	6,838,291	8,338,291	9,838,291	11,338,291	12,838,291
Parking	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Beginning Balance	10,385,984	9,222,622	6,697,010	5,905,738	4,489,197	8,212,236	12,178,591	16,415,275
Revenues	10,567,043	9,080,834	10,760,104	10,886,964	11,409,170	11,852,854	12,334,061	12,838,412
Expenses	(11,730,405)	(11,606,446)	(11,551,377)	(12,303,505)	(7,686,132)	(7,886,499)	(8,097,377)	(8,260,494)
YoY Change	(1,163,362)	(2,525,612)	(791,272)	(1,416,540)	3,723,039	3,966,355	4,236,684	4,577,918
Ending Balance	9,222,622	6,697,010	5,905,738	4,489,197	8,212,236	12,178,591	16,415,275	20,993,193
Debt Service	4,164,074	4,203,564	4,254,845	4,288,846	1,479,517	1,483,069	1,482,955	1,426,003
Parking Garage Rehabilitation	1,250,000	0	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000
Parking Control Equipment	2,700,000	250,000	0	0	0	0	0	0
	3,950,000	250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000

General Fund	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Beginning Balance	28,781,503	33,700,448	49,953,226	40,548,227	39,874,640	38,459,848	37,057,801	35,580,307
Revenues	99,989,285	114,522,509	141,772,973	112,555,881	116,328,108	121,897,447	125,018,743	129,742,694
Expenses	(95,070,340)	(98,269,731)	(151,177,973)	(113,229,468)	(117,742,900)	(123,299,494)	(126,496,238)	(130,247,541)
YoY Change	4,918,945	16,252,778	(9,404,999)	(673,588)	(1,414,792)	(1,402,047)	(1,477,495)	(504,848)
Ending Balance	33,700,448	49,953,226	40,548,227	39,874,640	38,459,848	37,057,801	35,580,307	35,075,459
Affordable Housing	1,000,000	2,000,000	1,000,000	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000
Land Acquistion/Comp Plan	0	0	500,000	500,000	500,000	500,000	500,000	500,000
Bike/Ped Infrastructure	0	0	250,000	250,000	250,000	250,000	250,000	250,000
Tree Fund Seed Money	0	0	250,000	100,000	100,000	100,000	100,000	100,000
Downtown Façade Improvements	0	0	150,000	250,000	250,000	250,000	250,000	250,000
Bobby Pearse CC	0	486,217	0	0	0	0	0	0
Bridge Maintenance	200,000	0	0	0	0	0	0	0
Comp Plan/LMO Rewrite	0	1,006,000	0	0	0	0	0	0
City Council Chamber Upgrades	210,000	0	0	0	0	0	0	0
City Facilities Assessment	325,000	0	0	0	0	0	0	0
Commercial Corridors	500,000	0	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Economic Development Project Fund -Viola	228,747	330,000	293,994	333,308	334,975	336,650	338,333	348,483
Fire Station Improvements	433,041	610,211	1,180,495	1,202,018	1,211,723	1,221,335	1,241,069	1,260,269
Intersection Safety Improvements	400,000	500,000	400,000	200,000	200,000	200,000	200,000	200,000
Laurens Road Trail	0	1,000,000	0	0	0	0	0	0
McDaniel/Cleveland Area Improvements	100,000	0	0	0	0	0	0	0
Neighborhood Park Improvements II	501,078	707,002	703,078	0	0	0	0	0
NSTEP (New Sidewalk Targeted Expansion Program)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Police Body Cameras	219,432	400,093	371,073	371,073	371,073	371,073	389,627	389,627
Police Admin Lease	800,000	0	0	0	0	0	0	0
Sidewalk ADA Improvements	200,000	0	200,000	100,000	100,000	100,000	100,000	100,000
Salters Road Extension Engineering	100,000	0	0	0	0	0	0	0
Street Lighting Maint/Upgrades	100,000	0	100,000	100,000	100,000	100,000	100,000	100,000
Street Resurfacing	1,000,000	1,000,000	0	0	0	0	0	0
Public Safety Dispatch Consoles	225,000	0	0	0	0	0	0	0
Signal Communication Upgrades	315,000	0	0	0	0	0	0	0
Stone Avenue Fire Station - Property	1,000,000	0	0	0	0	0	0	0
Infrastructure Bond	0	0	32,000,000	0	0	0	0	0
One Stop Permitting	0	750,000	0	0	0	0	0	0
Traffic Calming	0	296,493	250,000	250,000	250,000	250,000	250,000	250,000
Village of West Greenville Improvements	100,000	0	0	0	0	0	0	0
IT CIP		350,000	0	0	0	0	0	0
ED Fund Deposit (old TIF)	0	0	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
ED Initiatives (old TIF)	0	14,800	850,000	750,000	750,000	750,000	750,000	750,000
Capital Project Reserve (old TIF)	0	0	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Main Street Trees (old TIF)	0	0	75,000	75,000	75,000	75,000	75,000	75,000
	8,957,298	10,450,816	44,573,640	11,981,399	12,492,771	12,504,058	12,544,029	12,573,379
Transfer to Solid Waste Fund	3,061,233	3,361,233	3,611,233	3,611,233	3,611,233	3,611,233	3,611,233	3,611,233
GTA	1,224,863	1,276,424	1,214,162	1,238,445	1,263,214	1,294,794	1,327,164	1,360,343
Debt Service - Existing	1,692,828	1,699,926	1,621,157	1,587,153	1,590,446	1,574,341	1,567,629	657,217
Debt Service - New	0	0	0	3,197,364	3,203,600	3,206,016	3,505,658	3,510,533
Capital Replacement	2,177,481	2,224,279	6,190,395	3,607,452	3,762,840	5,233,923	3,828,714	3,997,760

Infrastructure Investment and Jobs Act (IIJA)

Funding Strategy



February 10, 2022

IIJA/BIL Background

- **Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL)**
- **Signed into Federal Law 11/15/21**
- **Funding for 350 distinct programs across over a dozen Federal Agencies**
- **Broad Funding Categories**
 - **Transportation – focus of today's briefing**
 - **Climate, Energy and Environment**
 - **Broadband**
 - **Other**

IIJA/BIL – Transportation Programs

- **Roads, Bridges and Major Projects – focus area**
- **Passenger and Freight Rail**
- **Public Transportation**
- **Airports and FAA Facilities**
- **Ports and Waterways**
- **Safety – focus area**
- **Electric Vehicles, Buses and Ferries**

IJA/BIL – Transportation – Roads, Bridges, Major Projects

- **\$400 billion total allocation**
 - **\$43.3 billion for bridge replacement**
 - **\$12.5 billion competitive program for “important and economically significant bridges”**
 - **\$30.8 billion for Bridge Formula program distributed to States**
 - **15% (\$4.6b) reserved for “off-system” bridges owned by municipalities and normally ineligible for FHA funding**
 - **\$274,317,880 allocated to SC over 5 years under Bridge Formula Program - \$54.9m in FY22**
 - **\$ 8 billion Infrastructure for Rebuilding America (INFRA)**
 - **Freight and Highway projects of regional/national significance**
 - **\$7.5 billion Rebuilding American Infrastructure Sustainably and Equitably (RAISE)**
 - **Former BUILD/TIGER grant – competitive grant or locally/regionally significant transportation projects – ranked based on safety, sustainability, equity, economic competitiveness, mobility and community connectivity**

IJA/BIL – Transportation – Roads, Bridges, Major Projects

- **\$5 billion National Infrastructure Project Assistance – Megaprojects**
 - Multijurisdictional or regional projects crossing multiple forms of transportation
- **\$1 billion Reconnecting Communities Pilot Program – funding for removing or mitigating transportation barriers to community connectivity**
- **\$250 million Intelligent Transportation Systems Program – deployment of technology to enhance safety and efficiency while reducing environmental impacts**

IJA/BIL – Transportation – Roads, Bridges, Major Projects

- **\$273.2 billion five-year reauthorization of DOT/FHWA Funding**
 - **\$887,115,380 FY22 apportionment for SCDOT**
 - **\$499.5m – National Highway Performance program – national highway system and federal-aid highways**
 - **\$243m – Surface Transportation Block Grant program – federal aid highways, any public bridges, transit capital projects**
 - **\$51.8m – Highway Safety Improvement program – safety projects on all public roads**
 - **\$14.3m – Congestion Mitigation & Air Quality Improvement – projects that reduce congestion and mobile source emissions in nonattainment areas**
 - **\$4.1m – Metropolitan Planning – funding for MPOs**
 - **\$21.7m – Carbon Reduction program - projects that support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation**
 - **Non-eligible programs omitted**

IJA/BIL – Transportation – Safety

- **\$38 billion total allocation**
 - **\$17.5 million Safety-Related Activities**
 - **Safety outreach, training and education programs**
- **\$5 billion Safe Streets and Roads for All**
 - **New competitive grant program for “Vision Zero” plans and improvements to reduce crashes and fatalities for drivers, cyclists, pedestrians and other road users**

IIJA/BIL – Project Alignment

- Vast majority of funding is going to State and Federal agencies
- Open competitive grants will likely see high level of competition from larger Cities
 - Example – BUILD/TIGER program has received over 10,000 applications for \$185 billion in projects, and awarded \$3.8 billion (2.0%) to 345 projects (3.3%)
- For any program (State/Fed/Competitive) – a high degree of alignment with established plans is necessary for a competitive application
- Projects need:
 - **Demonstrated public support (through inclusion in Council-approved plans/priority lists)**
 - **local match funding appropriated (above minimum required is best)**
 - **Plans/designs in place to rapidly move to construction**

IIJA/BIL – Project Alignment

- From IIJA/BIL Guidebook
 1. **Prioritize your community’s capital needs and develop a project pipeline** – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
 2. The Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
 3. **Ensure all transit, railway, road, highway, and bridge projects are a part of your Metropolitan Planning Organization’s Transportation Improvement Plan.**
 4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
 5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan here for additional federal resources for this effort.
 6. Work with your state’s broadband agency to ensure your city or region’s needs are appropriately mapped and inventoried.
 7. **Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.**
- Bipartisan Infrastructure Law programs are subject to the President’s Justice40 Initiative - which provides that 40% of the benefits of relevant climate, clean energy, affordable and sustainable housing, clean water, and other investments flow to disadvantaged communities.

IIJA/BIL – Project Alignment

- Wherever possible, Staff will identify programs that fit Council's identified priority projects, pursue alignment with State and Regional plans and aggressively pursue grant funding
- **To offer the City the best chances for success, we need to:**
 - **Clearly identify priorities through formal Council action**
 - **Approve local match funding – above the minimum where possible**
 - **Limit our focus on a few high-impact projects**
 - **Leverage successful relationships at State and Federal agencies**

Discussion



CITY COUNCIL PRIORITY PROJECT

Academy/Downtown Bypass



Estimated Cost: **\$17.5 million**

- The Academy Street Downtown Bypass project is an effort to improve traffic flow along Academy Street between E. North Street and Pendleton Street to safely route traffic around the Central Business District.
 - Project will include major intersection geometry changes, reconstructions, repaving, and traffic signal upgrades at each of Academy's intersections including Pendleton, Church, and N. Main Street.
 - Project will improve safety along the corridor with new crosswalks, ADA ramps, and concrete medians.
- Potential Project Phasing: Each intersection is expected to cost \$1-2M. We could approach each intersection individually if desired.

Academy/Downtown Bypass



Considerations

- SCDOT roadway ownership, Duke signal ownership, some intersections include major ROW impacts.
- Project is a good candidate to compete for State/Federal Infrastructure funding due to inclusion in the Downtown Transportation Master Plan.



CITY COUNCIL PRIORITY PROJECT

Augusta Street Streetscape



Estimated Cost: **\$8 million**

- Phase 2 of the Augusta Street Streetscape project expands on the road diet restriping project from phase 1 between Church Street and Crystal Avenue.
- In the “residential section”, curbs will be moved in four feet on each side providing room for multi-use sidewalks, improved drainage, and improved sight distance at unsignalized intersections.
- In the “commercial section”, lane drops will be utilized to provide turn lanes and limit left turns to key intersections.
- Landscaped and concrete medians will be utilized throughout the corridor.

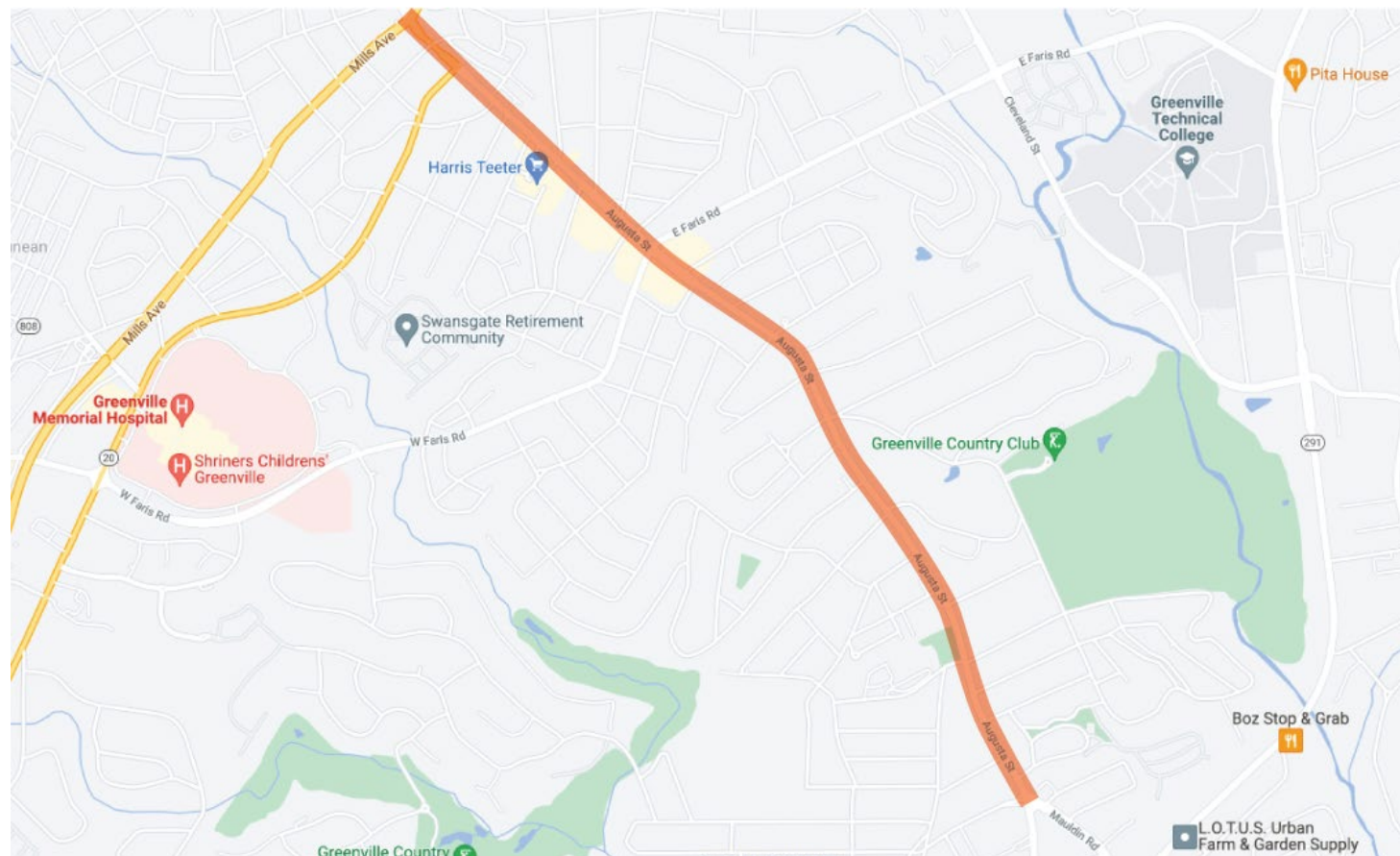


Augusta Street Streetscape



Considerations

- Project will not require significant ROW, but will include significant SCDOT coordination and high costs particularly in regards to utility relocation.
- Project elements may be good candidate for IIJA/BIL funding – Carbon Reduction Program and/or Safe Streets and Roads for All.



CITY COUNCIL PRIORITY PROJECT

Augusta Utility Undergrounding

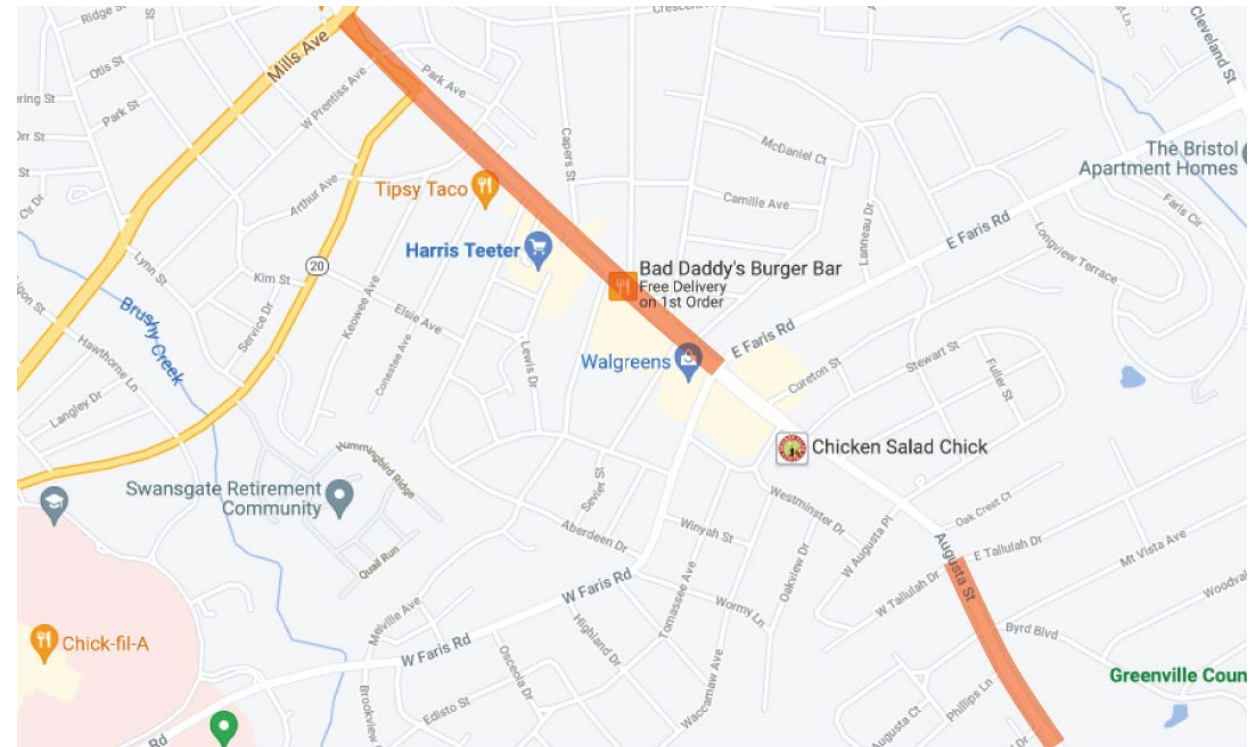


Estimated Cost: **\$18 million**

- This project would include utility undergrounding at key portions of the Augusta Street corridor. The current poles are adjacent to the roadway and limit sidewalk installation options.

Consideration:

- IIJA/BIL funding available for Utility Undergrounding, but grants are only made to Utility providers.



CITY COUNCIL PRIORITY PROJECT

City Hall Renovations & Relocation



Estimated Cost: **\$25 million**

- Options include renovation of current site or downsize/relocation of core services downtown and utilization of excess space at Halton Road facility.
- Current facility renovation needs include new roof, HVAC, lighting and controls, exterior reskinning and potential addition for entry-level Council Chambers.

Considerations

- Existing site could be made available via Public-Private-Partnership in exchange for City utilizing a smaller part of the building.
- Sales value of the building is in the \$8-\$10 million range, significant renovation or relocation is likely to cost at least double.



CITY COUNCIL PRIORITY PROJECT

New Recreation Center



Estimated Cost: **\$10 million**

- While the City has neighborhood-focused community centers, the city would benefit from a new recreational center that focuses on inclusivity, while fostering a culture of health and well-being through cultural, social, fitness and athletic activities.

Considerations

- Location/land acquisition for the center.
- Feasibility study that includes community engagement, needs assessment and programming and conceptual design.
- Sustainability as it relates to staffing and maintenance.



CITY COUNCIL PRIORITY PROJECT

Congaree/Woodruff Bypass

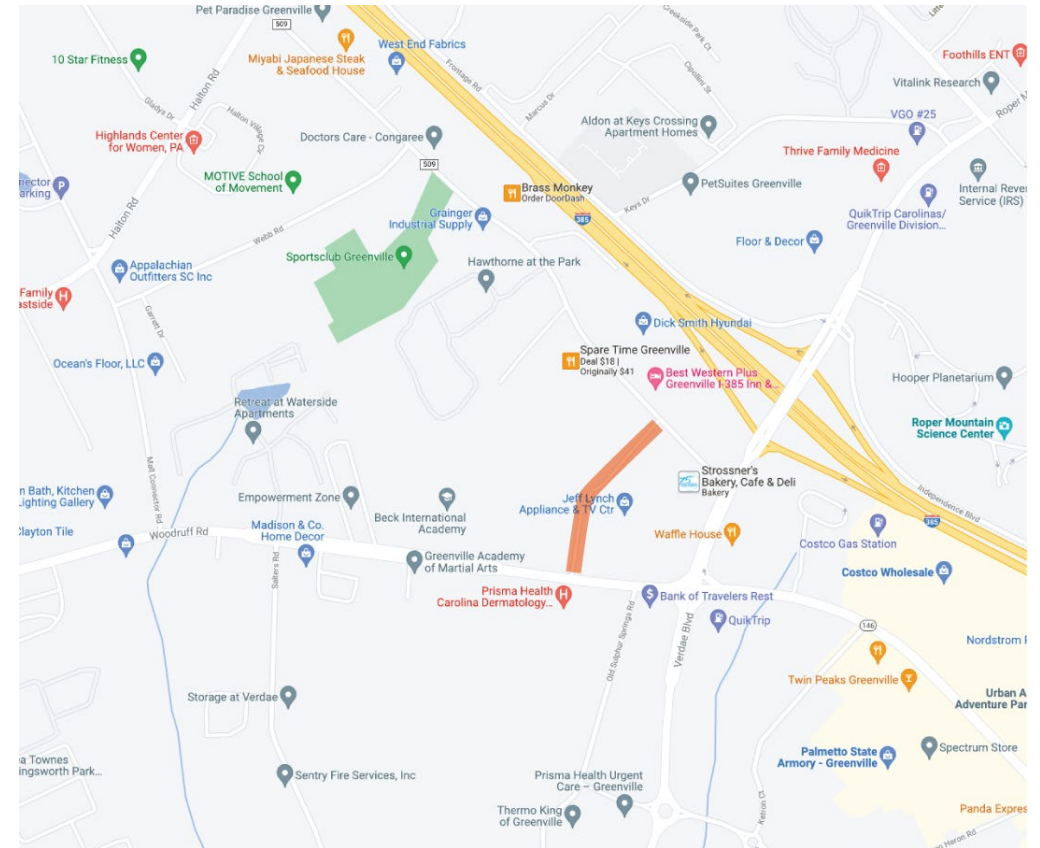


Estimated Cost: **\$2.5 million**

- This project will provide a connection route between Woodruff Road and Congaree Road behind the existing Jeff Lynch appliance site.
- The current site has a roadway/loading zone that is closed off to through traffic. SCDOT may require right in/right out termini due to proximity to their signals.

Consideration

- Project will require significant ROW as well as either an agreement to utilize a portion of the Jeff Lynch property (including the current loading zone) or redevelopment of the site.



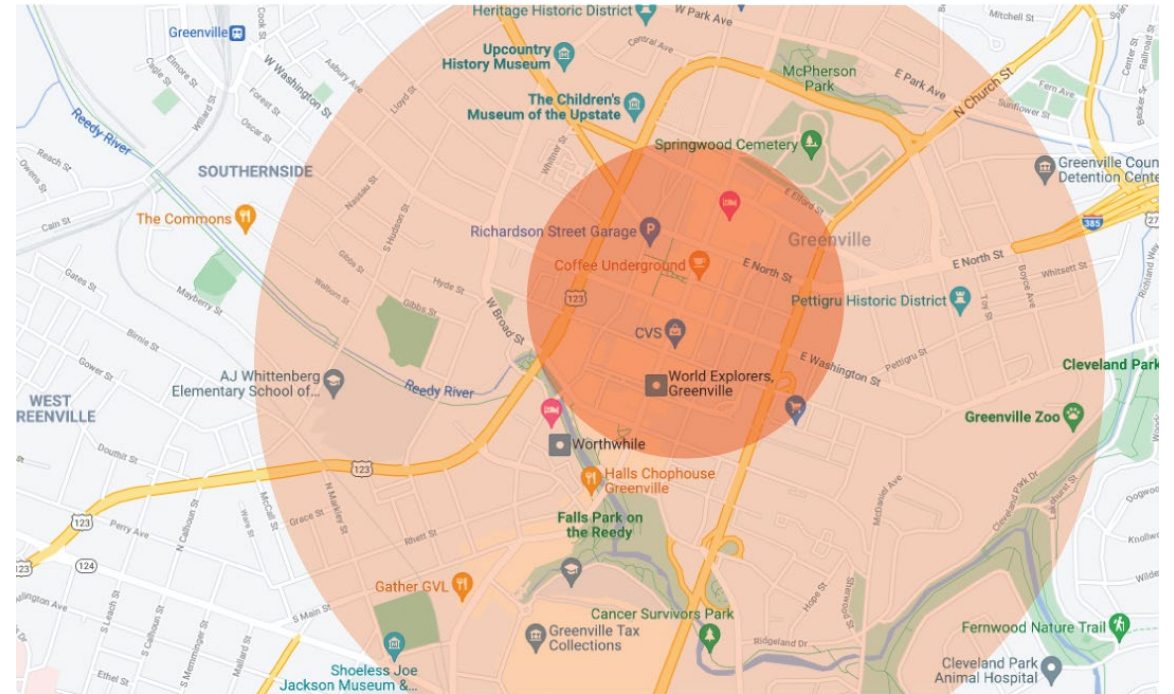
CITY COUNCIL PRIORITY PROJECT

Downtown Intersection Upgrades



Estimated Cost: **\$10 million**

- This project includes traffic signal upgrades at Duke-owned and operated traffic signals in the Central Business District, with a focus on Main Street.
- With the City taking over ownership from Duke and rebuilding these signals, it grants an opportunity to separate our system from Duke's and install pull boxes at each corner which will eliminate all overhead wiring currently wrapped through the Main Street trees.
- Additionally, we can include internally illuminated street signs, communications between signals, cameras, detection, and accessible pedestrian signals.



- Potential Project Phasing: Each intersection could be completed
- as an independent project (with the exception of fiber installation). Approximately \$1-1.5M is expected per signalized intersection.

CITY COUNCIL PRIORITY PROJECT

New Fire Station



Estimated Cost: \$5 million

- Utilizing property under consideration for donation by the Airport on Tower Drive, a new central fire station can be constructed to replace Station 5 (Pleasantburg – located on Waite St.) and provide expanded coverage for the Airport.

Considerations

- Easier path forward than Stone Avenue replacement, but less critical
- Even with land donation, still \$4-\$5 million in design and construction costs
- Using old Fire Millage, could cash-fund station construction in FY25
- If old Fire Millage is bonded (about \$1.2m/yr) – both projects could be done at the same time and paid off by FY33 – but renovations to other Stations would not be funded



CITY COUNCIL PRIORITY PROJECT

Renovation of 813 Hampton Avenue



Estimated Cost: **\$500,000**

- Renovation of the City-owned building at 813 Hampton Avenue, which is in disrepair and out of code compliance.
- Proposed future use is a combination Community Development Division office and Southernside neighborhood center

Considerations

- It may be more cost-effective to tear down and rebuild, but not supported by neighborhood representatives.
- Funding is available in former Viola TIF to move this forward.



CITY COUNCIL PRIORITY PROJECT

Hilly Street Bridge



Estimated Cost: **\$10 million**

- The Hilly Street project is in response to the closed bridge on Hilly Street near its intersection with Stone Avenue.
- The walls around the bridge have fallen and the bridge is no longer structurally sound.
- The existing bridge is in a poor location which will continue to have issues due to high water flows during large storms.
- The existing connection to Stone Avenue is not safe for egress/ingress and provides poor sight distance.
- City staff is exploring options to remove the bridge entirely and create a safer intersection for the neighborhood on E. North Street.
- In addition to intersection work, roadways throughout Greenline would see roadway widening, sewer & stormwater upgrades, curb & gutter, and sidewalks.



CITY COUNCIL PRIORITY PROJECT

Hilly Street Bridge



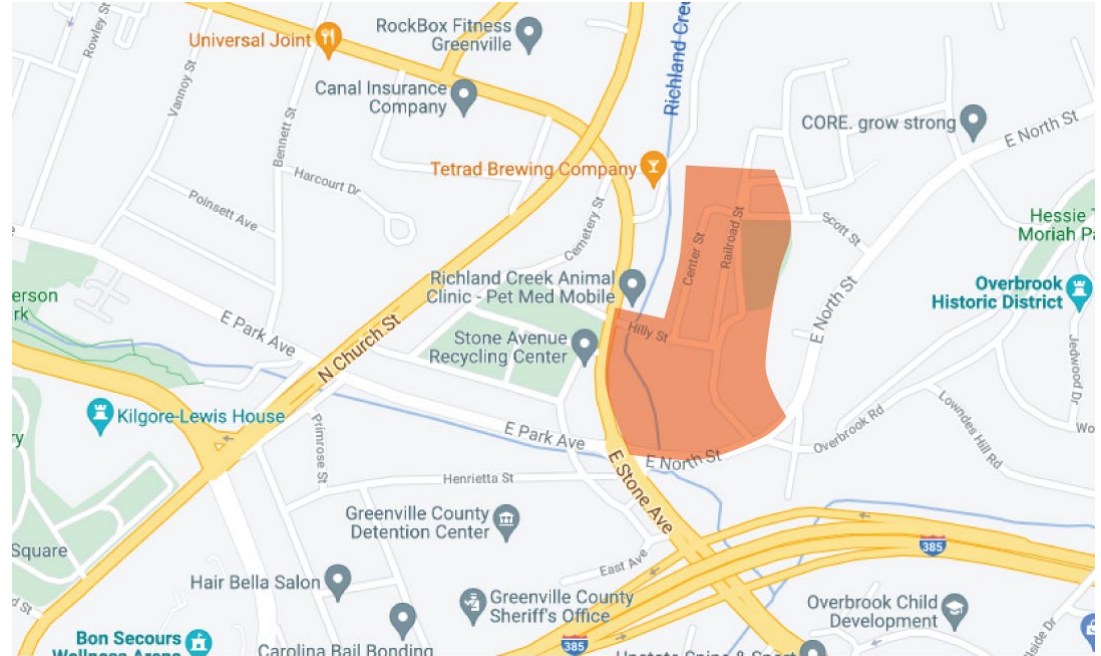
Estimated Cost: **\$10 million**

Potential Project Phasing

- If the City were to simply replace the bridge as is, a project could be completed for \$400,000-500,000.

This project could be phased:

- Removal of existing bridge and intersection reconstruction at E. North: \$1M
- Stormwater, sewer, curb & gutter, roadway widening, and sidewalks throughout the neighborhood: \$9M



Consideration

- Project may be a good candidate for IIJA/BIL funding through Reconnecting Communities program

CITY COUNCIL PRIORITY PROJECT

Unity Park Honor Tower



Estimated Cost: **\$10.8 million**

- Construction of 125-foot observation tower in Unity Park. Includes an elevator, spiral staircase, and plaza honoring first responders. From the observation deck, views of the downtown skyline, mountains to the north, and the entirety of the park will be available. This local landmark will be the focal point of Unity Park.



CITY COUNCIL PRIORITY PROJECT

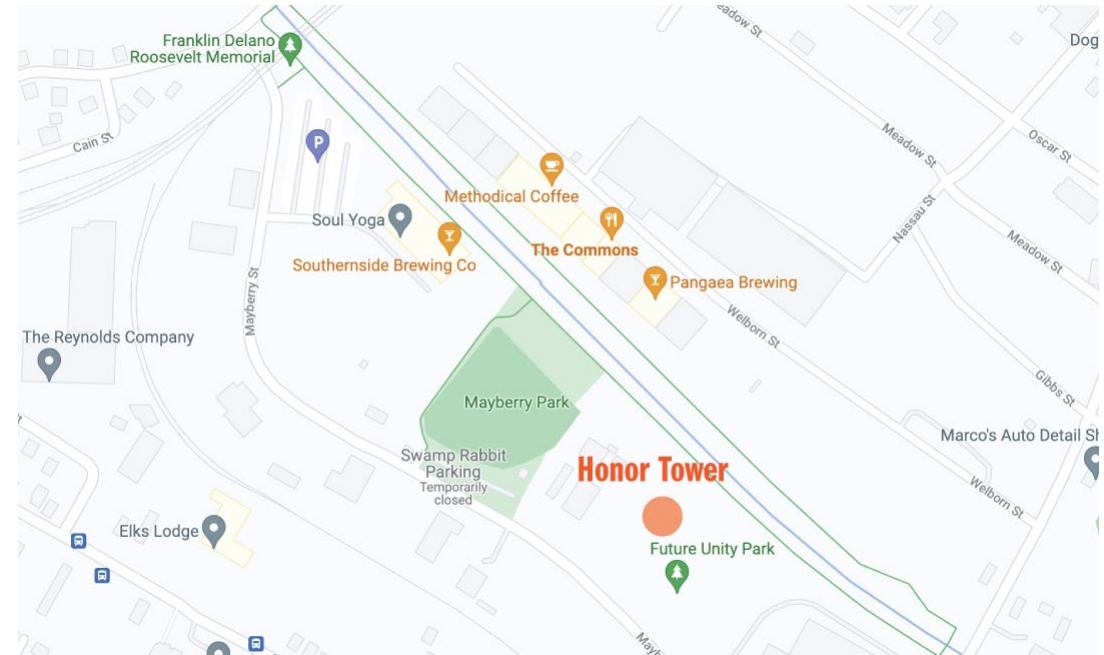
Unity Park Honor Tower



Estimated Cost: **\$10.8 million**

Considerations

- Maintenance of the tower will be challenging. The exterior cladding will need regular coatings / resealing. If wood is the chosen exterior, it will require very expensive fireproofing.
- Staffing the tower will require multiple employees to monitor visitors at the observation deck and maintain a safe occupancy rate. Hours of operation will have to be determined and security will be required during 'closed' time.
- Regular inspections and ongoing maintenance are unknown at this time but will be costly. We spend roughly \$10,000 per year at Falls Park for a 3-story elevator.



CITY COUNCIL PRIORITY PROJECT

Laurens/SRT Connections

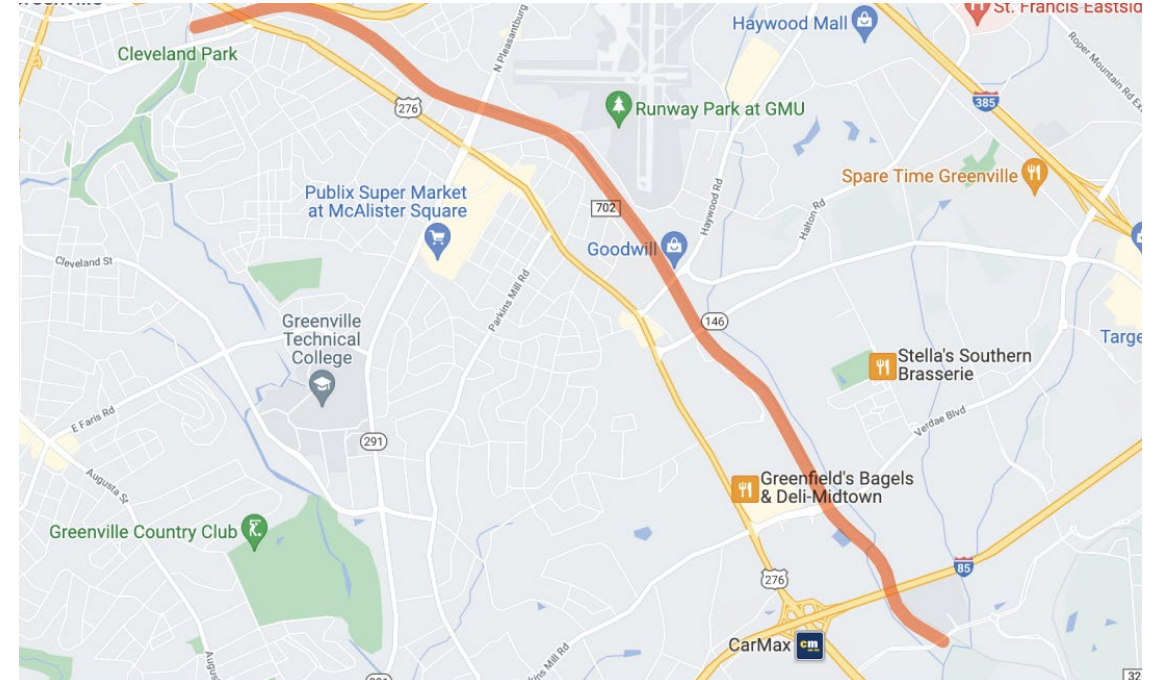


Estimated Cost: \$12.5 million

- The Swamp Rabbit Trail Overlay Master Plan, adopted by Council in 2020, will guide community connections along the new Laurens Road section of the Green Line.
- The Master Plan has identified 24 connection points along the corridor that provide connections to surrounding neighborhoods and nodes of development.

Potential Project Phasing

- A scoring matrix will be developed to determine the most suitable phasing plan. This matrix will include elements such as cost, equity, buildability, anticipated use, connection type, and available ROW.



Things to Consider

- Project elements may be good candidate for IIJA/BIL funding – Carbon Reduction Program and/or Safe Streets and Roads for All.
- Existing and proposed development along the corridors could modify exact connection points and provide opportunities for public private partnerships

CITY COUNCIL PRIORITY PROJECT

Laurens Utility Undergrounding

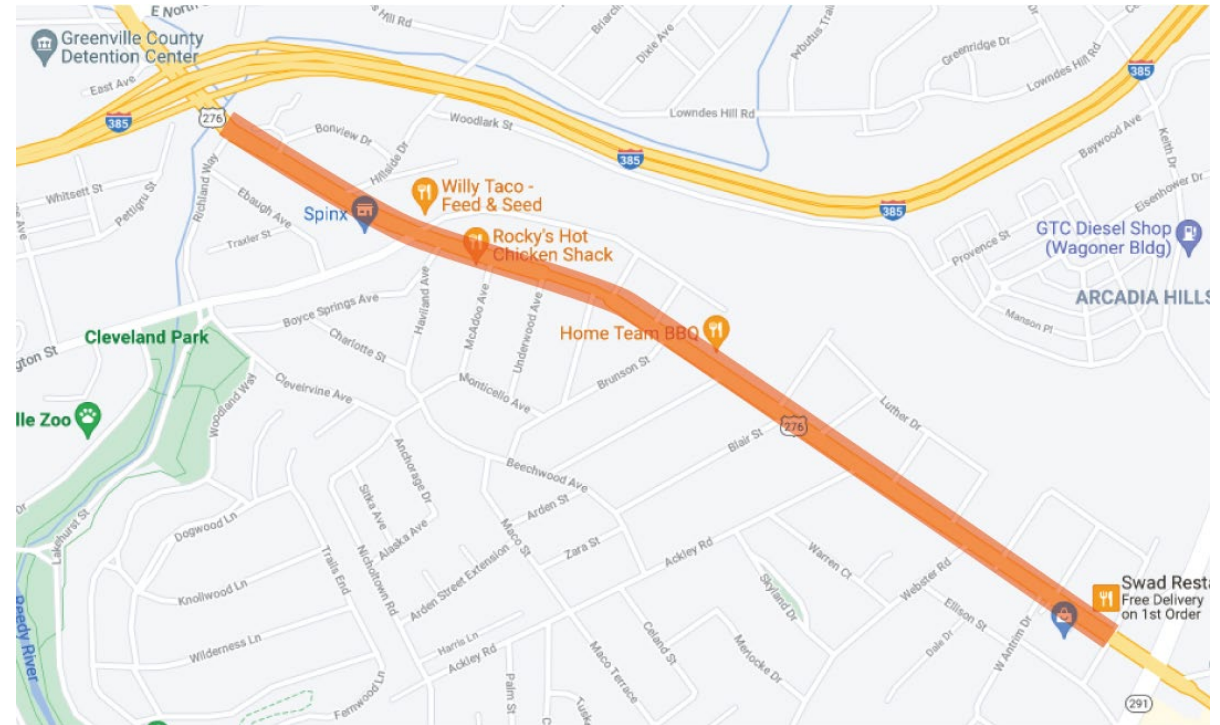


Estimated Cost: **\$18 million**

- Utility undergrounding between I-385 and Shoppers Drive. This project would result in a more aesthetic corridor and would remove some of the obstacles in the way of a future widened sidewalk along the corridor.

Consideration

- IJA/BIL funding available for Utility Undergrounding, but grants are only made to Utility providers.



CITY COUNCIL PRIORITY PROJECT

Queen Street Bridge Replacement



Estimated Cost: **\$9 million**

- The Queen Street bridge is a railroad-owned bridge currently serving as a neighborhood connection over the rail line.
- The bridge is in terrible condition and has not been maintained in many years.
- The Railroad has shown little concern for replacing the bridge and it is likely that they simply plan to remove it when it is no longer serviceable.
- The bridge is in dire need of replacement and widening to continue to serve as an important connection within the neighborhood.

Consideration

- Project may be a good candidate for IIJA/BIL funding through Reconnecting Communities program



CITY COUNCIL PRIORITY PROJECT

Replacement Fire Station



Estimated Cost: **\$6 million**

- Acquisition of property and construction of a new fire station in the southeastern portion of the city to cover deficiencies in the Mauldin Road/Fairforest Way area.
- The Stone Avenue station is at end of life and has significant limitations due to floodplain location.
- Adequate coverage of the Stone Avenue area exists between North Main, Eastside and Pleasantburg stations to allow for replacement in Southeastern area.



Replacement Fire Station



Considerations

- Council allocated funding in FY20 for property acquisition, but awaiting final plan for station realignment before moving ahead with property purchase
- Entirety of north side of Park Avenue from Stone to Church is owned by City and can be made available for redevelopment
- Depending on timing of Airport Station, this project could be cash-funded by FY25
- If old Fire millage is bonded (about \$1.2m/year) – both projects could be done at the same time and paid off by FY33 – but renovations to other Stations would not be funded



CITY COUNCIL PRIORITY PROJECT

Salters/Mall Connector Road

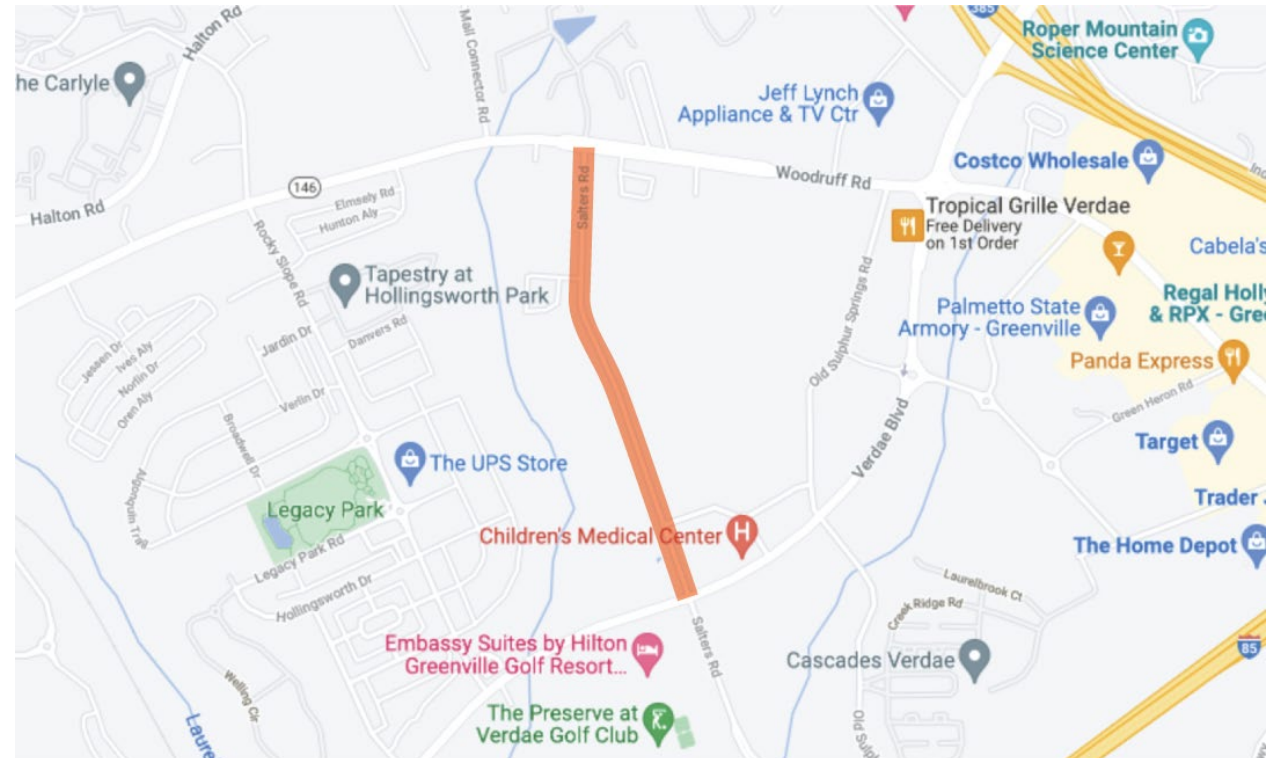


Estimated Cost: **\$5 million**

- A widened roadway connection between Verdae Boulevard and Woodruff Road which would realign Salters Road to connect at the existing signal at Mall Connector Road.

Consideration

- This project is on GPATS long range transportation plan, but it is not a priority due to its relatively low immediate traffic impact.
- This project would serve future development plans in the area.



CITY COUNCIL PRIORITY PROJECT

SRT/Verdae Underpass



Estimated Cost: **\$2 million**

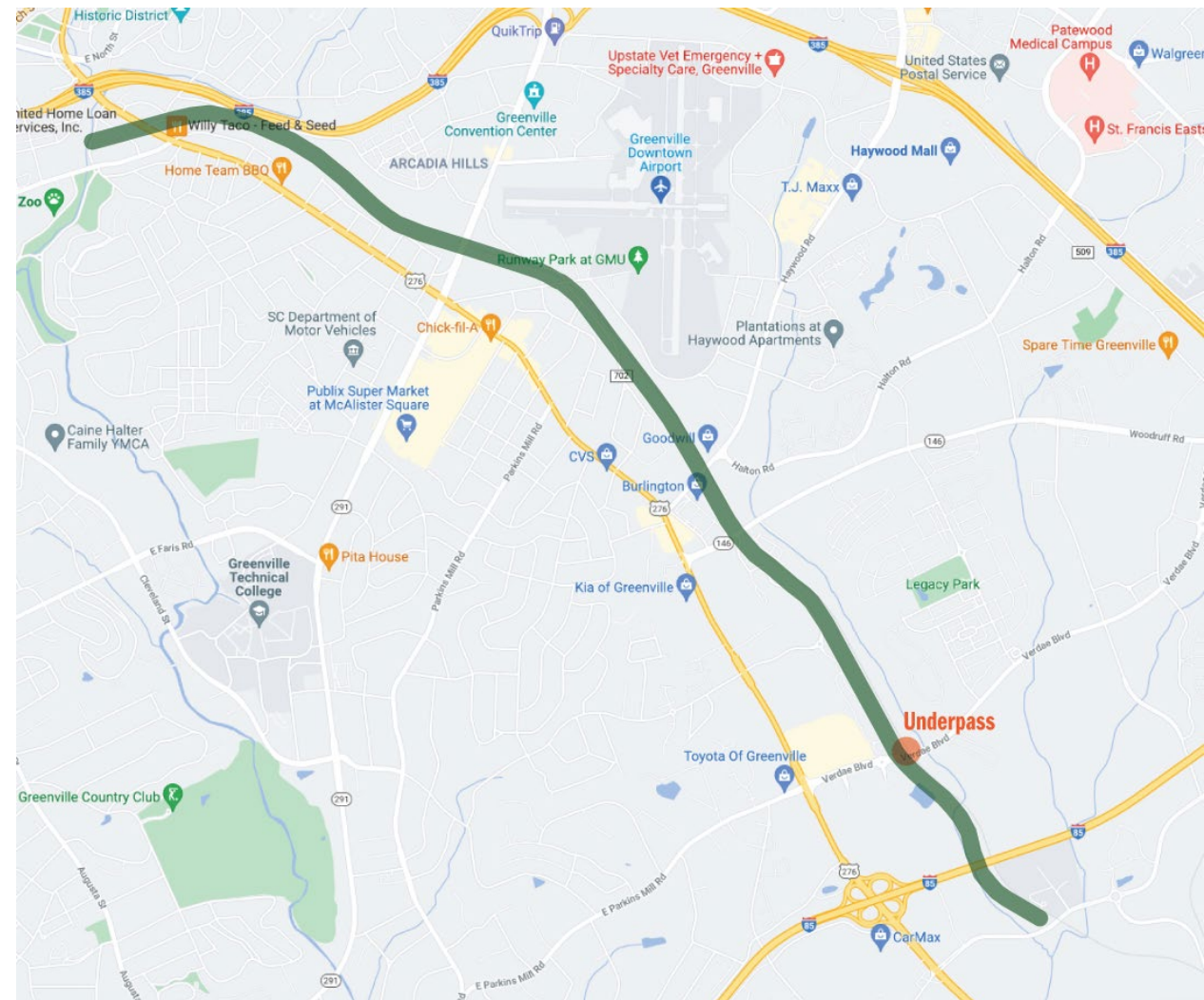
- In anticipation of the Swamp Rabbit Trail Extension project, the City would continue efforts to cross major roadways without utilizing unsafe at-grade crossings. The County has currently abandoned plans to extend the trail to CUICAR which would provide important connections to other parts of the County.

SRT/Verdae Underpass



Considerations

- There is a creek crossing between Verdae and CUICAR. If the County has abandoned plans for this connection, they may have abandoned plans to construct this bridge as well.
- Project elements may be good candidate for IIJA/BIL funding – Carbon Reduction Program and/or Safe Streets and Roads for All.



CITY COUNCIL PRIORITY PROJECT

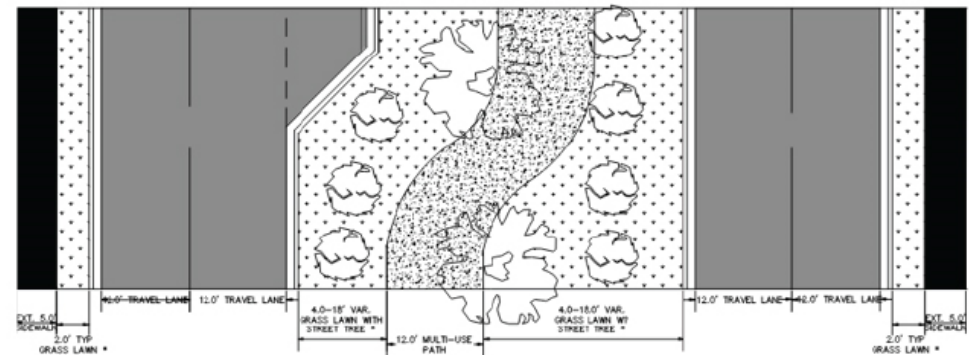
Wade Hampton Superstreet



Estimated Cost: **\$11 million**

- The Wade Hampton Superstreet was recently identified in both the SCDOT's corridor safety study as well as the City's Strategic Plan.
- The City is currently working with SCDOT to study the feasibility of a Superstreet concept from Stone Avenue to the City limits. A Superstreet project would include removing a lane of travel in each direction, multi-use paths, landscaped medians
- Wade Hampton currently experiences safety issues due to the number of driveways and curb cuts along the corridor, this plan would limit the majority of them to right in/right out with planned u-turns along the corridor.
- Additionally, this plan would enhance pedestrian activity in the area and make crossings between neighborhoods safer.

WADE HAMPTON CORRIDOR



CITY COUNCIL PRIORITY PROJECT

Wade Hampton Superstreet



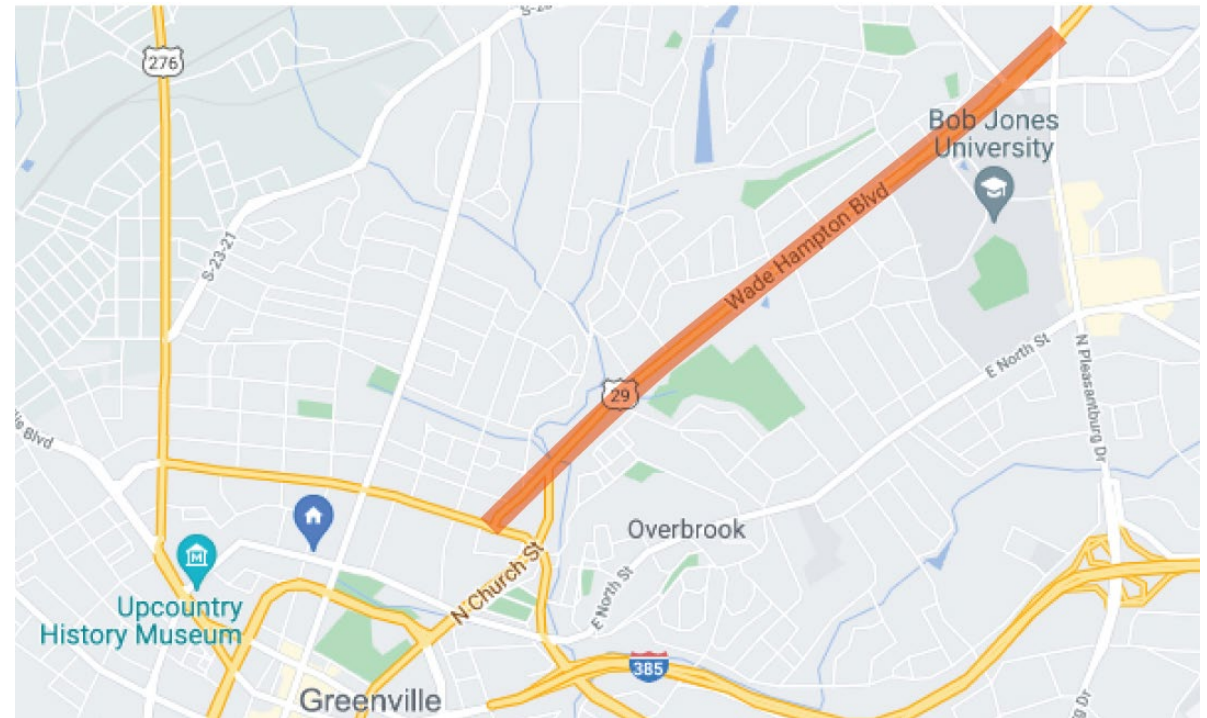
Estimated Cost: **\$11 million**

Potential Project Phasing

- Phase 1 – White Oak/Bradley Blvd Realignment (\$4M)
- Phase 2 – Intersection upgrades and medians along the corridor (\$4M)
- Phase 3 – Landscaping, lighting, and multi-use path (3M)

Consideration

- Project is a good candidate to compete for State/Federal Infrastructure funding due to Wade Hampton Strategic Plan and inclusion in SCDOT long-range plans



CITY COUNCIL PRIORITY PROJECT

Zoo Improvements



Estimated Cost: **\$10 million**

- New front entry, playground, walk-in cooler/freezer, ADA compliant family restroom and permanent in place emergency standby generators for critical animal areas.
- Renovation of food service facilities, pathways to make ADA accessible, roofs on several buildings and lagoon and South American decks and dredging.
- Installation of new shift gates and secondary containment (AZA) at the animal hospital. Exhibit and holding rehab for Orangutan, Siamang and Lion.

Considerations

- Managing the Zoo operations while the work is being performed.
- Saving heritage trees in limited available space.





Neighborhood Infrastructure Bond Project Recommendations

Council Retreat– February 10, 2022



Roads, Streets and Bridges (RSB)

[Roads, Streets and Bridges Projects]

- Category Description: Investments in road/street resurfacing, intersection/traffic improvements, bridge replacement and new construction projects

Project Category	Description	Cost Estimate	Timeline
Resurfacing	Citywide Street resurfacing	\$6,000,000	Q2 2022
Road Improvements	Citywide Concrete Medians	\$500,000	Q3 2022
Road Improvements	Citywide Restriping	\$500,000	Q3 2022
Road Improvements	Mohawk Streetscape	\$900,000	Q2 2023
Bridge Replacement	Dallas Road Bridge	\$600,000	Q2 2023
Bridge Replacement	Williard Street Bridge	\$800,000	Q4 2023
Road Improvements	Pendleton/Vardry/Main Intersection	\$400,000	Q3 2023
Road Improvements	W. Antrim Road Diet	\$450,000	Q1 2023
Road Improvements	PHB Signals	\$900,000	Q4 2022
		\$11,050,000	

[Street Resurfacing (City-wide)]

- Project Description: City will invest in the pavement management program including resurfacing, reclamation, and pavement preservation projects. Approximately 15-20 centerline miles within the City will be addressed.
- Identification Source: 2021 PCI Scores
- Estimated Cost: \$6,000,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2022
- Prioritized Street list and seven-year paving plan will be presented to Council in April/May 2022.



**Average PCI score for City streets in 2021 is 68. This is ten points lower than it was in 2017 (78).

[Concrete Medians (City-wide)]

- Project Description: Install concrete medians at key intersections and roadways within the City limits to promote safety.
- Identification Source: 2015 Intersection Safety Study
- Estimated Cost: \$500,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q3 2022



[Street Restriping (City-wide)]

- Project Description: Restriping on various roadways throughout the City limits
- Estimated Cost: \$500,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q3 2022



[Mohawk Streetscape Project]

- Project Description: Streetscape at Mohawk/Wade Hampton including sidewalks, lighting, and landscaping.
- Identification Source: Wade Hampton Strategic Plan
- Estimated Cost: \$900,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2023



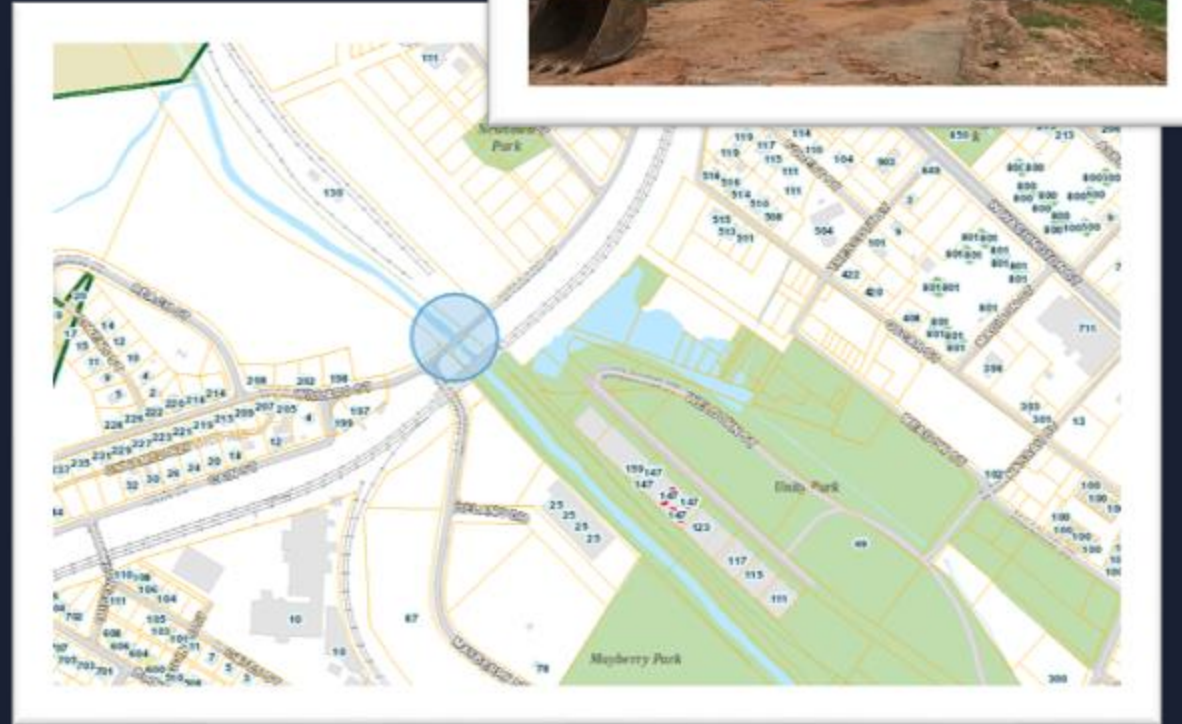
[Dallas Road Bridge Replacement]

- Project Description: Bridge replacement project and repaving of Dallas Road
- Identification Source: Pavement Management Program & Bridge Assessments
- Estimated Cost: \$600,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2023



[Willard Street Bridge Replacement]

- Project Description: Replace the bridge on Willard Street and explore the feasibility of relocating the trail crossing under the bridge.
- Identification Source: Bridge Assessments
- Estimated Cost: \$800,000
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q4 2023



[Pendleton/Vardry/S. Main Intersection Improvements]

- Project Description: Enhance pedestrian safety at the intersection of Pendleton/Vardry/S. Main Street
- Identification Source: Project Request
- Estimated Cost: \$400,000
- ROW Needed (Y/N)? : Yes
- Estimated Timeline to Begin Construction: Q3 2023



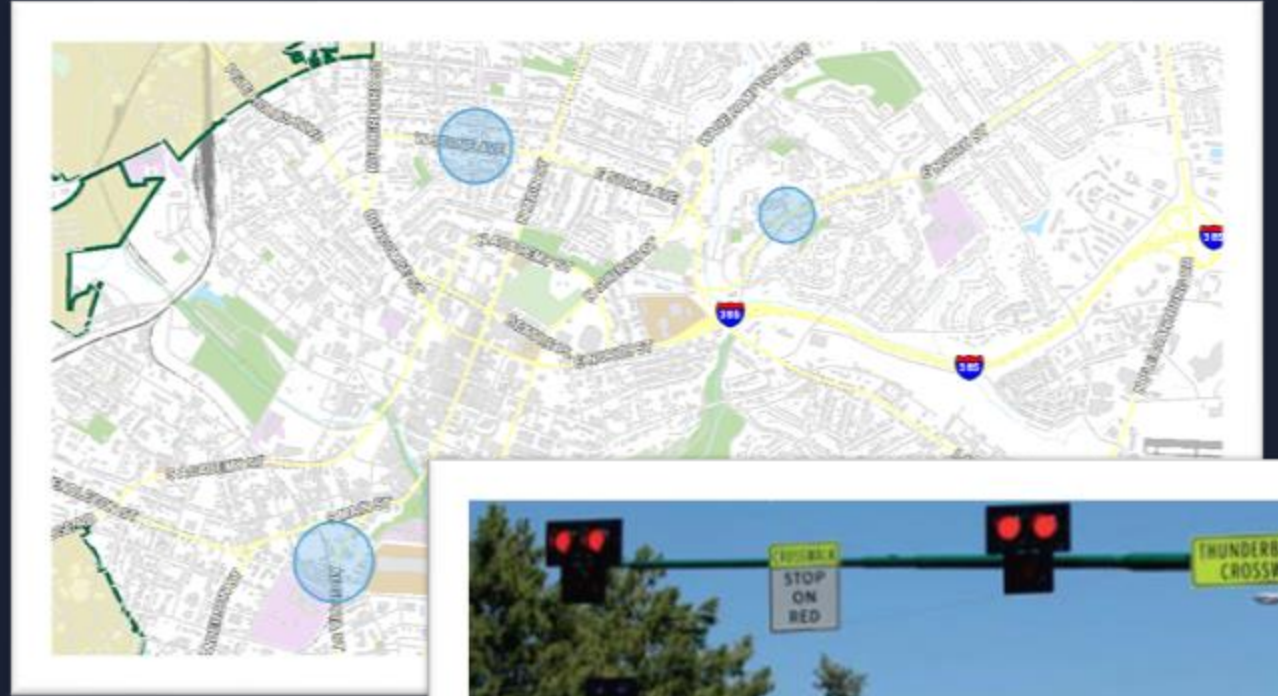
[W. Antrim Road Diet]

- Project Description: Remove one lane of travel and install a sidewalk with a curb lawn along the west side of W. Antrim between Laurens Road and Greenacre.
- Identification Source: Project Request
- Estimated Cost: \$450,000 (Includes \$200k for irrigation/landscaping/lighting)
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q1 2023



[PHB Signal Installation]

- Project Description: Pedestrian Hybrid Signal Installations at E.North near Chestnut Street, Stone Avenue near Wilton, and Augusta Street near Field Street.
- Identification Source: Project Request
- Estimated Cost: \$900,000 (\$300,000 each location)
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q4 2022





Traffic Management Projects

[Traffic Management Projects]

- Category Description: Investments in equipment and technology to better manage traffic throughout the City

Project Category	Description	Cost Estimate	Timeline
Equipment	Traffic Count Stations	\$250,000	Q3 2022
Equipment	Video Monitoring Cameras	\$200,000	Q2 2022
Technology	Travel Time Monitoring	\$500,000	Q2 2022
Equipment	Signal Detection	\$200,000	Q2 2022
Plan/Design	ITS Master Plan	\$150,000	Q4 2022
Technology	Emergency Signal Preemption	\$1,200,000	Q3 2022
Equipment	Uninterruptible Power Supply	\$1,500,000	Q2 2022
Total		\$4,000,000	

[Citywide Traffic Count Stations]

- Project Description: Permanent counters for 2 lane residential collectors, 2 mobile units for static collection, and supplemental static collection from a consultant.
- Identification Source: Project Request
- Estimated Cost: \$250,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q3 2022



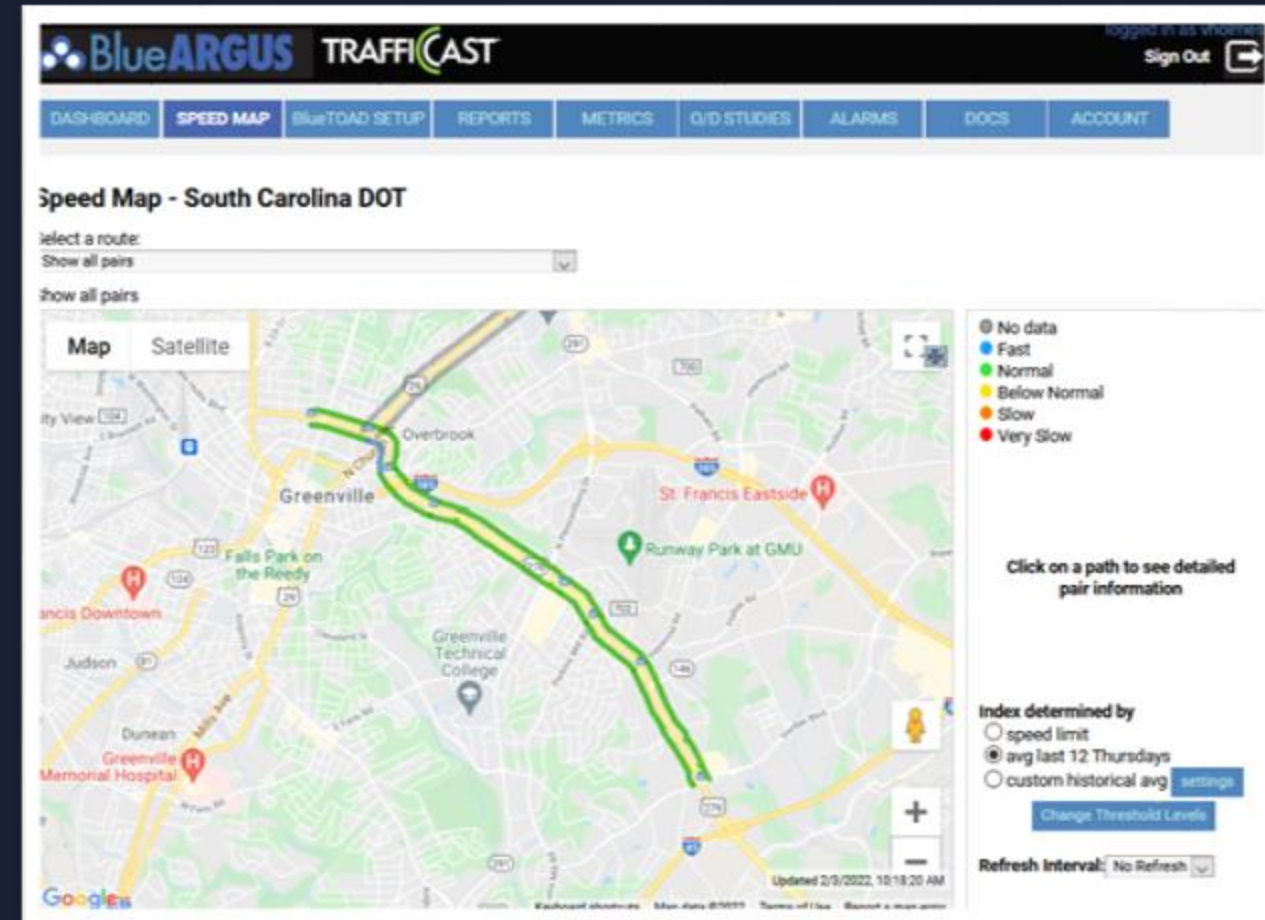
[Citywide Video Monitoring Cameras]

- Project Description: Install video cameras at about 20 signalized intersections that are equipped with communications
- Identification Source: Project Request
- Estimated Cost: \$200,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2022



[Citywide Travel Time Monitoring]

- Project Description: Install 100 BlueToad devices along major corridors to identify areas that would benefit from improved signal operations
- Identification Source: Project Request
- Estimated Cost: \$500,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2022



[Citywide Signal Detection]

- Project Description: Install video detection cameras at intersections enabled with communications to enhance the City's ability to implement adaptive timings
- Identification Source: Project Request
- Estimated Cost: \$200,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q4 2022



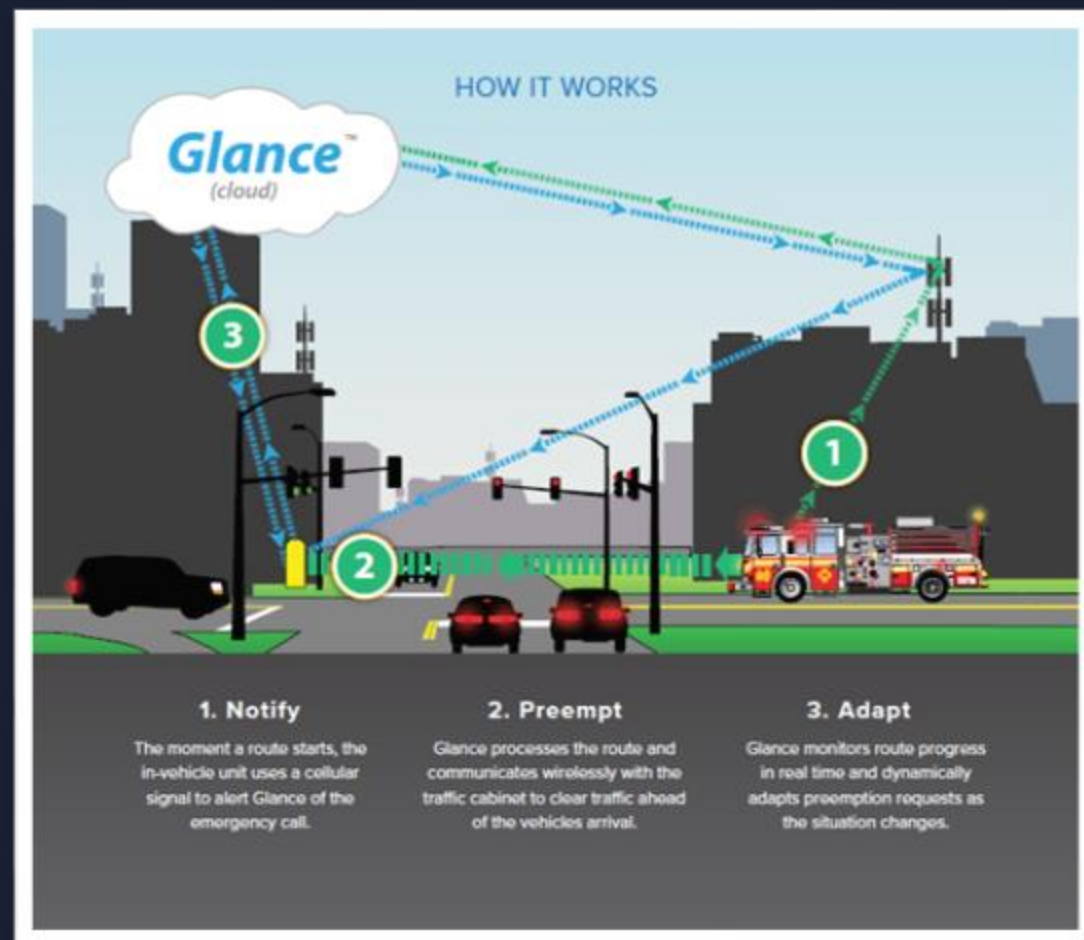
[ITS Master Plan]

- Project Description: ITS Master Plan to guide implementation of smart infrastructure and the design and construction of a city Traffic Management Center
- Identification Source: Project Request
- Estimated Cost: \$150,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q4 2022



[Emergency Signal Preemption]

- Project Description: Equip all signal cabinets with emergency preemption units
- Identification Source: Project Request
- Estimated Cost: \$1,200,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q3 2022



[Uninterruptible Power Supply]

- Project Description: Contract to furnish and install signal cabinets with uninterruptible power supply units
- Identification Source: Project Request
- Estimated Cost: \$1,500,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2022





Sidewalk Projects

[Sidewalk Projects]

- Project Description: Sidewalk project on various City streets.
- Identification Source: Sidewalk Rankings/Project Request
- Estimated Cost: \$8,000,000 (includes \$2m from FY23/FY24 NSTEP)
- ROW Needed (Y/N)? : Yes
- Estimated Timeline to Begin Construction: Q3 2022

Street	Cross Streets	Total Cost	Timeline
LONG HILL STREET	RICE STREET TO END	\$448,800.00	Q3 2022
POTOMAC AVENUE	PANAMA AVENUE TO PRINCE AVENUE	\$785,400.00	Q3 2022
DOE STREET	ENDEL STREET TO EXISTING SIDEWALK	\$93,500.00	Q3 2022
CHICK SPRINGS RD	LOTUS COURT TO MOHAWK DRIVE	\$690,030.00	Q2 2023
MOHAWK DR	CHICK SPRINGS TO WADE HAMPTON	\$645,150.00	Q2 2023
GALLIVAN STREET	MOHAWK DRIVE TO PARKWOOD DRIVE	\$112,200.00	Q2 2023
ALGONQUIN TRAIL	NORTH SIDE BETWEEN 10 AND 18	\$136,510.00	Q2 2023
HENDERSON ROAD	LAURENS ROAD TO ANNACEY PLACE, HIGHCROFT COURT SUBDIVISION TO WEMBLEY ROAD	\$867,680.00	Q2 2023
WEMBLEY ROAD	HENDERSON ROAD TO SHELBURNE ROAD	\$570,350.00	Q3 2023
KEITH DR	PERRIN STREET TO LOWNDES HILL, WOODLARK TO PLEASANTBURG	\$1,368,840.00	Q3 2023
LOWNDES HILL RD/OVERBROOK RD	E NORTH STREET TO KEITH DRIVE	\$1,858,780.00	Q3 2023



Parks and Community Center Projects

[Proposed Projects]

Cleveland	Court Reconstruction	\$1,300,000	3, 4	reconstruct courts and add pickleball
	Playground Replacement	\$1,500,000	3,4	replace playground at Zoo shelters
	Parking Lot Renovation	\$500,000		reconstruct parking lot
David Hellams			3	
	Court Reconstruction	\$90,000		resurface court
Gower Park			4	
	Court Reconstruction	\$700,000		reconstruct courts and add pickleball
	Parking Lot Renovation	\$250,000		reconstruct parking lot (LWCF grant)
Holmes Park			1	
	Court Reconstruction	\$85,000		
	Parking Lot Renovation	\$250,000		reconstruct parking lot
	Park Shelter Replacement	\$25,000		replace with aluminum shelter
McPherson Park			2	
	Court Reconstruction	\$100,000		tennis only
Newtown Park			2	
	Court Reconstruction	\$25,000		basketball court
Nicholtown	Center Renovation	\$1,800,000		reconstruction on current footprint
	Add Walking Track	\$15,000		to be installed behind basketball court
	Replace Park Shelter	\$25,000		replace with aluminum shelter
North Main Rotary Park			1	
	Field Improvements	\$150,000		renovate field, improve stormwater drainage
Pinckney Fludd Park			2	
	Court Reconstruction	\$25,000		basketball court
West Greenville CC			2	
	Center Renovation	\$10,000,000		reconstruction on current footprint

[Cleveland Park Improvements]

- Project Description: rehabilitate the courts to add dedicated pickleball and improve efficiency, stub out for future restroom, replace shelter 29 and 30 playgrounds, new parking
- Estimated Cost: \$2,000,000
- Estimated Timeline to Begin Design: Q3 2022



[David Hellams Basketball Court Rehabilitation]

- Project Description: renovate existing covered basketball court, improve drainage, resurface, new equipment/ hardware
- Estimated Cost: \$90,000
- Estimated Timeline to Begin Construction: Q3 2023



[Gower Park Court / Parking Lot Improvements]

- Project Description: rehabilitate the courts to add dedicated pickleball and improve efficiency of space, new parking lot with landscaping
- Estimated Cost: \$1,500,000
- Estimated Timeline to Begin Construction: Q3 2022
- Suggested Fund: NIB and LWCF Grant (application in progress, due March 1)



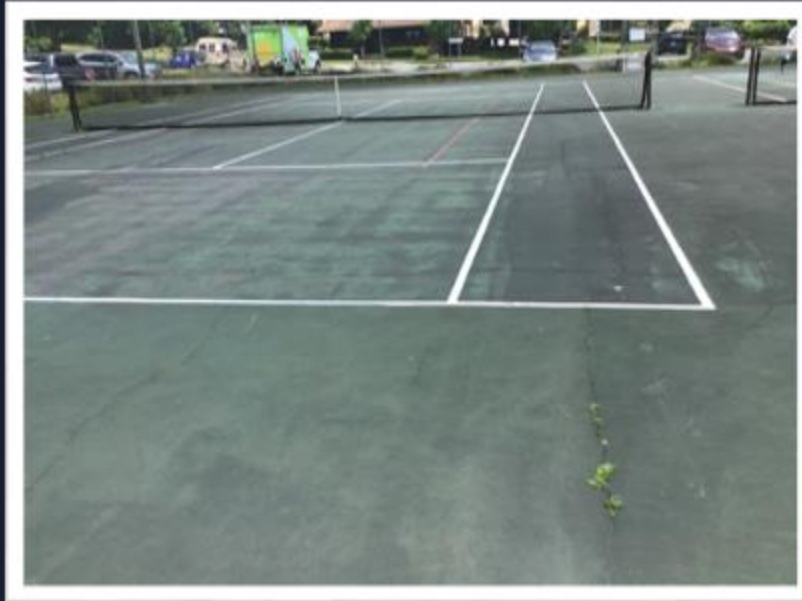
[Holmes Park Improvements]

- Project Description: rehabilitate the tennis courts, new parking lot with landscaping, new park shelter
- Estimated Cost: \$360,000
- Estimated Timeline to Begin Construction: Q2 2022



[McPherson Park Improvements]

- Project Description: rehabilitate the tennis courts, replace tennis court fencing
- Estimated Cost: \$100,000
- Estimated Timeline to Begin Construction: Q2 2022



[Newtown Park Improvements]

- Project Description: rehabilitate the basketball court
- Estimated Cost: \$25,000
- Estimated Timeline to Begin Construction: Q2 2022



[Nicholtown Community Center Improvements]

- Project Description: complete facility renovation, to include new basketball court, updated facility, addition of walking track, new park shelter, improved drainage
- Estimated Cost: \$1.8 million
- Estimated Timeline to Begin Construction: Q2 2023 – following feasibility study



[North Main Ballfield Improvements]

- Project Description: rehabilitate the multi-use ballfield, improve drainage
- Estimated Cost: \$150,000
- Estimated Timeline to Begin Construction: Q1 2023



[West Greenville Community Center Improvements]

- Project Description: renovate facility, improve stormwater drainage, improve interior functionality, open lobby and add windows
- Estimated Cost: \$10,000,000
- Estimated Timeline to Begin Construction: Q1 2023



[Pinckney Fludd Court Improvements]

- Project Description: rehabilitate the basketball court, repave ADA pathways
- Estimated Cost: \$25,000
- Estimated Timeline to Begin Construction: Q1 2023





Summary

[Summary of Projects and Capacity]

- Approximately \$36,000,000 in bonds will be issued in 2 tranches (FY22 and FY24)
- Pre-Authorized Projects:
 - C-Fund Resurfacing Match - \$3 million
 - Public Safety Campus – TMC - \$4 million
 - Cleveland Park and Gower Park Court Improvement Design – \$40 thousand
- Available Capacity - \$28,960,000

Project Category	Cost of Recommended Projects
Roads, Streets, Bridges	\$11,050,000
Traffic Management	\$4,000,000
Sidewalks	\$6,000,000
Parks and Community Centers	\$16,815,000
Total Project List	\$37,865,000

[Council Request]

- Project recommendations exceed capacity by about \$9 million
- Seeking input on category allocations first – Roads, Traffic Management, Sidewalks, Parks & Community Centers
- Within the project categories (where applicable) – prioritize projects
- Wherever possible, staff will seek matching funds from State and Federal sources based on project prioritization
 - Staff will prepare a resolution of support for priority projects to increase competitiveness for grant funding



Discussion

February 10, 2022

City Council Discussion

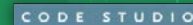
The New Development Code and GVL2040's Priorities



czbLLC



Ingalls Planning & Design



Code Studio

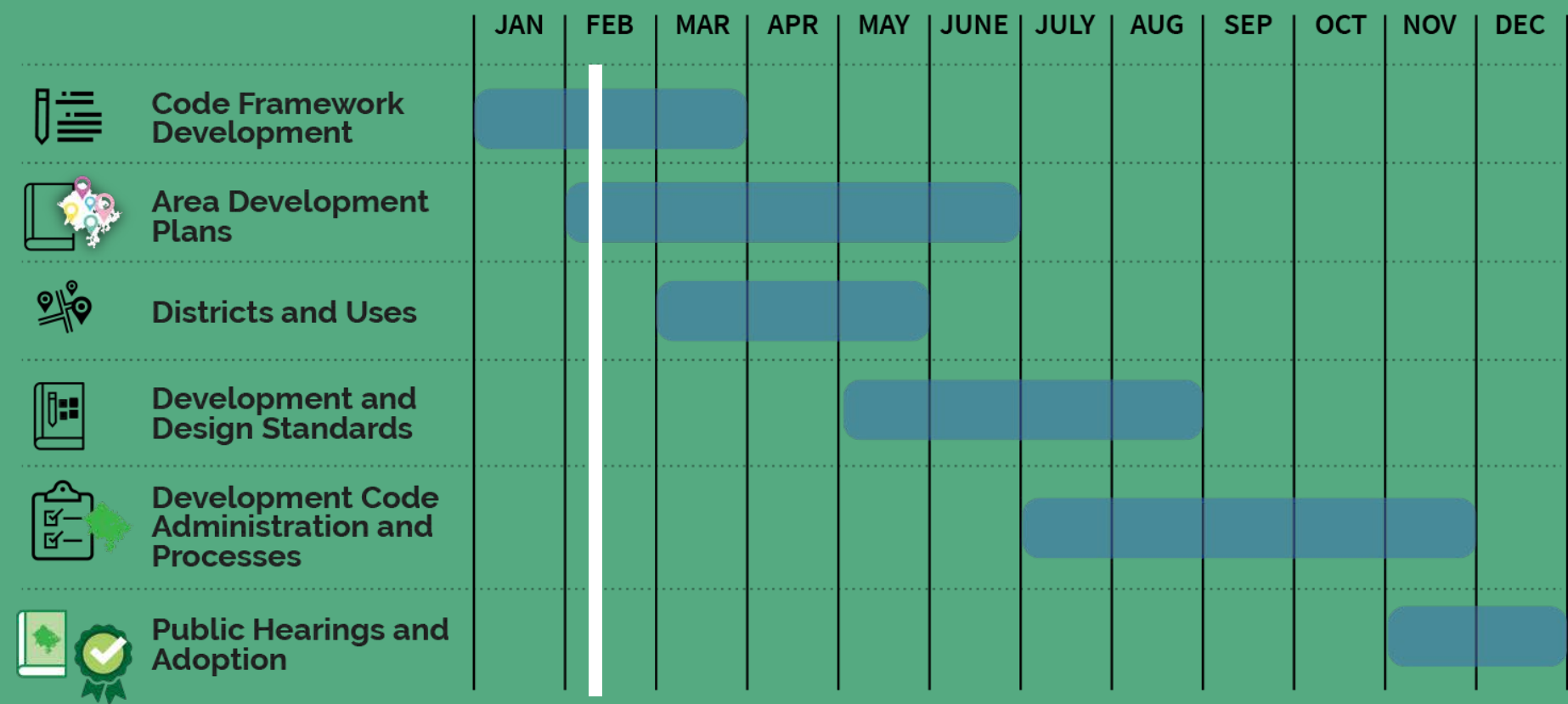


Weston Consulting, Inc.



MRB Group

2022 Project Schedule



What Are We Currently Up to Our Neck In?

Preliminary District Framework

- Ensure district names are easy to understand
- Simplify and combine where possible

Engineering and Stormwater Regulations Updates

- New Best Management Practices are included
- Cross reference EDSM

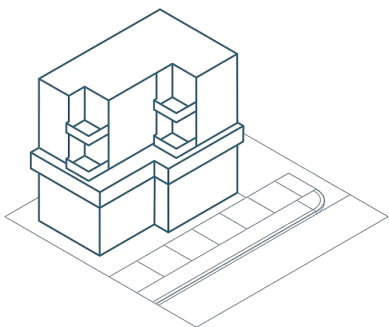
Administrative Process

- Streamline submission – a permit portal
- Flow chart

District Framework – A Sneak Peek

PROPOSED DISTRICT CONVERSION							
EXISTING DISTRICT			STATUS	PROPOSED DISTRICT			COMP PLAN ALIGNMENT
DISTRICT	NAME	NOTES		DISTRICT	NAME	NOTES	
RM-1 RM-1.5	Single-family and multifamily residential district		New	RH-C	Residential House C	Small-lot infill (4000 SF), detached single family and ADUs	Implements some sub-urban residential and urban residential
	Single-family and multifamily residential district		New	RH-D	Residential House D	Small-lot infill (2400 SF), attached single family and ADUs	Implements urban residential
			New	RN-A	Residential Neighborhood A	House-scale multiunit up to 4 units, ideally reviewed under IRC with non-commercial stormwater, look at different requirements for corner lots	Implements urban residential and some sub-urban residential in Missing Middle overlay for transition to denser districts
			Conversion	RN-B	Residential Neighborhood B	Low-scale multiunit up to 8 units (opt: bonus units for affordability), ideally reviewed under IRC with non-commercial stormwater, look at different requirements for corner lots	Implements urban residential and Missing Middle Overlay for transition to denser districts
			Conversion				
			New	RN-C	Residential Neighborhood C	Medium-scale multiunit up to 12 units (opt: bonus units for affordability), look at different requirements for corner lots	Implements urban residential and Missing Middle Overlay for transition to denser districts
RM-2	Single-family and multifamily residential district	Some RM-2 would convert to RN-C based on lot size (less than 9,000 SF) and Comp Plan alignment	Conversion	RC-3	Residential Community 3	Community-scale residential districts with limited commercial use on ground floor (coffee, daycare, etc.) with height limits of 3, 5, and 7 stories before bonuses; modify standards to remove du/acre and control by height, bulk, and mass; remove discretionary review in most areas	Implements urban residential, neighborhood mixed-use, and corridor mixed-use
RM-3	Single-family and multifamily residential district	Existing parcels below 9,000 to RN-C and above 9,000 to RC-3, RC-5, or RC-7 based on context, lot size, and Comp Plan alignment	Conversion	RC-5	Residential Community 5		
				RC-7	Residential Community 7		
MIXED-USE							
C-4	Central business district	Discuss how much we want to change at this time, except remane - maybe needs river frontage?	New	MX-3	Mixed Use 3	Urban-scale mixed use districts with height limits of 3, 5, and 7 stories before bonuses	Implements neighborhood mixed use, community mixed use, regional mixed use, corridor mixed use, and some urban node mixed use
			New	MX-5	Mixed Use 5		
			New	MX-7	Mixed Use 7		
			No Change	MX-U	Mixed Use Unlimited	Urban-scale mixed use districts with unlimited height	Implements center city
			New	MXS-3	Mixed Use - Shopfront 3	Similar to MX- except requires shopfront frontage on ground floor (deeper active depth, taller ground story height) and some different uses allowed than MX- districts	Implements urban node mixed use and key intersections in other mixed use districts
			New	MXS-5	Mixed Use - Shopfront 5		
New	MXS-7	Mixed Use - Shopfront 7					
COMMERCIAL + INDUSTRIAL							
C-1	Neighborhood commercial district	Existing parcels to become MX- and MXS- based on Comp Plan alignment	Remove				
C-2	Local commercial district	Some C-2 would convert to MX- and MXS- based on Comp Plan alignment	Conversion	BL	General Business	Modify standards to incorporate better urban form standards: build-to requirement, parking screening, access standards	Implements lower-density areas of corridor mixed-use and regional mixed-use
C-3	Regional commercial district	Keep for auto-oriented uses with mapping reduced, convert some to MX- and MXS- based on comp plan	Conversion	BH	Heavy Business	Modify standards to incorporate better urban form standards: limited build-to requirement, parking screening, access standards	Implements lower-density areas of corridor mixed-use, community mixed use, and regional mixed-use
		Mostly new mapping, some S-1 becomes IX	New	IX	Industrial - Mixed	Light industrial mixed use for pedestrian-priented uses like maker-spaces, breweries, or distilleries	Implements some corridor mixed use, community mixed use, and regional mixed use
S-1	Service district	Significant remapping required (ex: Verdae and office park/indoor manufacturing near interstate) based on Comp Plan, Verdae Master Plan, and other small area plans	Conversion	IL	Industrial - Light	Modify standards to be more aligned with a typical Light Industrial district/uses, indoor manufacturing, no outdoor storage	Implements some community mixed use, regional mixed use, and campus-institutional
						Modify standards to become more typical Heavy Industrial	Implements some community mixed use, regional mixed use, and

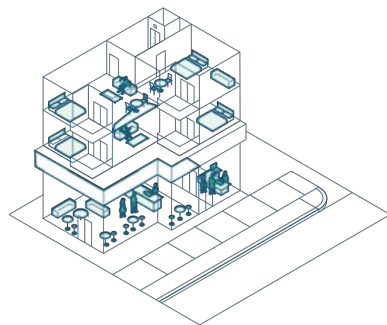
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

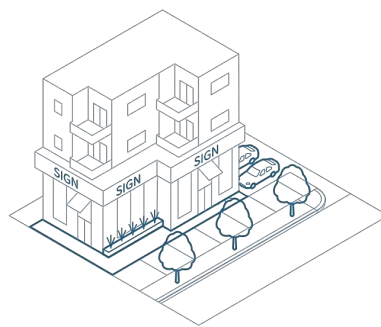
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



USE

Regulates activities on a lot

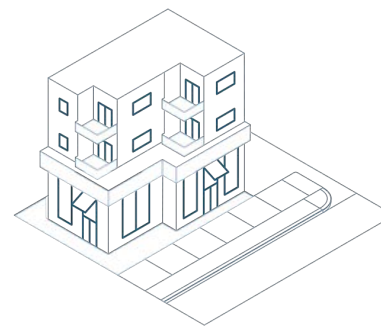
- Eliminate legalese
- Modernize the look and feel
- Design for print and digital formats



SITE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot



FRONTAGE

Regulates how a building relates to the 'public realm'

- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes

Five Area Development Study Areas

An In Depth Analysis with the Residents and User Groups to test our initial concepts and thinking

The intent of our work is to codify GVL2040



czb

Greater Sullivan Neighborhood

South Augusta: City's Edge

Stone Ave/North Main & Rutherford/Buncombe District

North Laurens Road Corridor

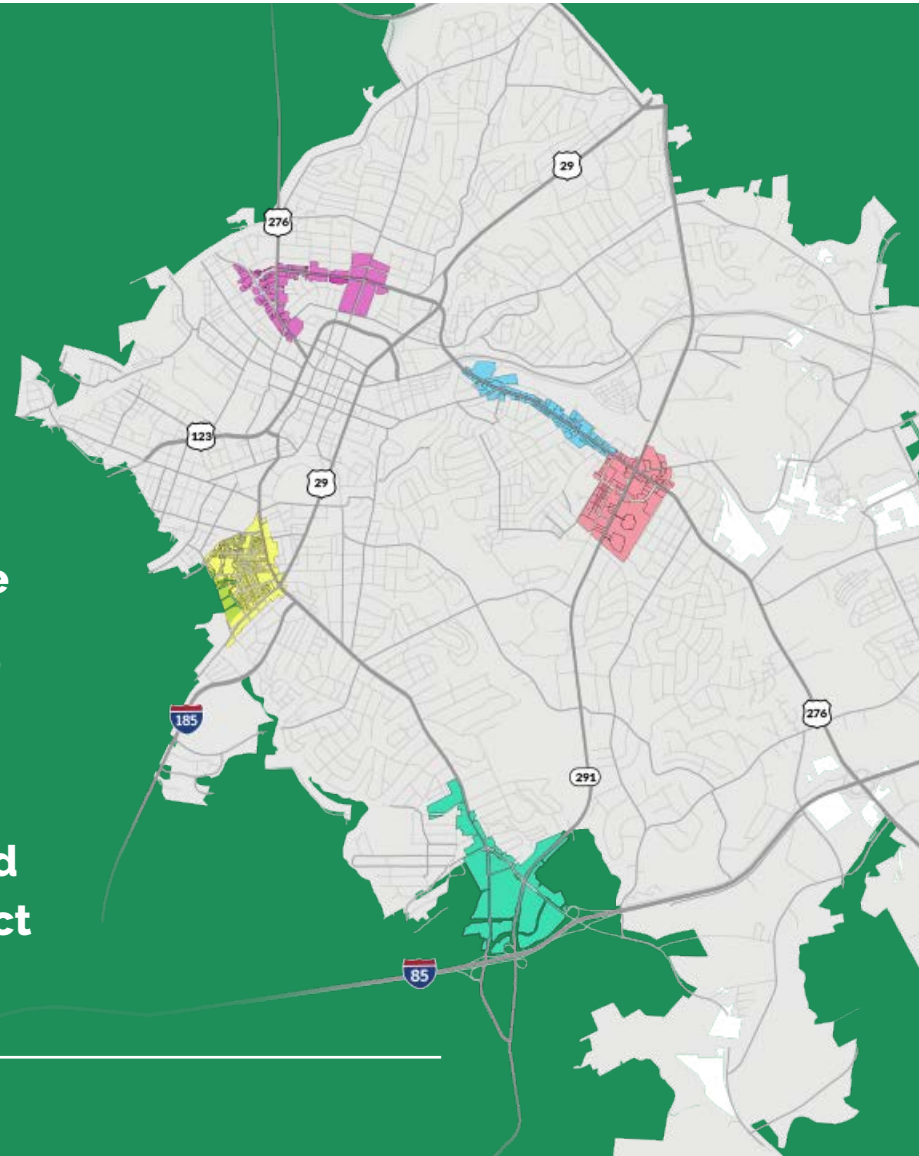
McAlister Square District

City Council Discussion

Concepts We Will Test in Five Area Development Study Areas

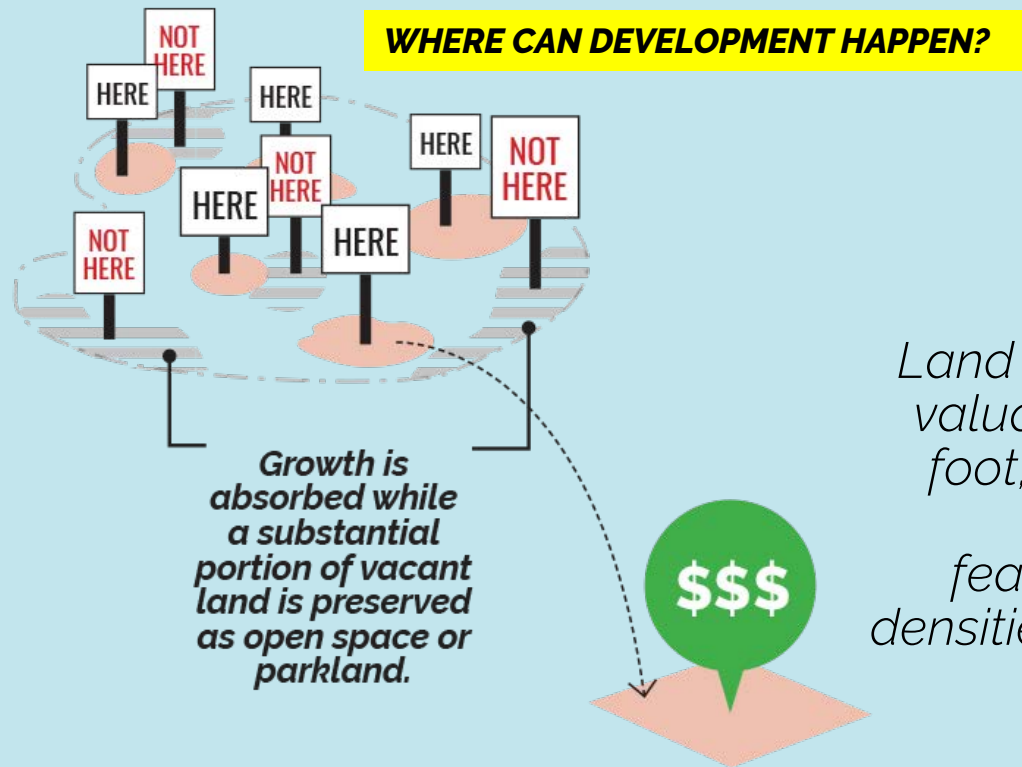
Test the community's support for:

- Additional heights and density that begin to incentivize affordable housing and open space
- A commercial or multi-family project's right to move forward w/o Design Review Board approval
- Changing character and/or what is the desired character for the study neighborhood or district





Land supply is constrained by preserving some vacant land and carefully steering growth to designated nodes and corridors. Land is further constrained by preserving existing densities and heights.



**OPEN SPACE GOALS
BECOME POSSIBLE**

Preserve as much as **35%** of
Greenville's remaining vacant land

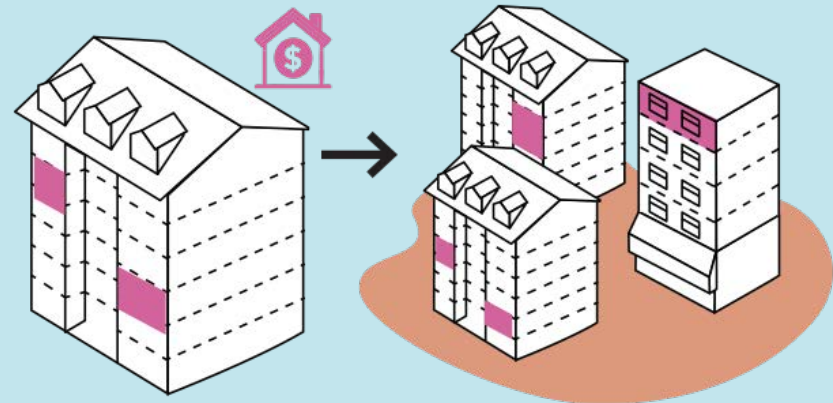


Developers build at higher densities in nodes and along corridors that are suited for this type of growth.

Regulations are set to encourage heights of 4 to 6 stories to achieve optimal revenue per square foot for developers.

*Sufficient revenue is generated to help **cover the cost of affordable housing units** within new node and corridor developments.*

WHAT CAN BE BUILT?



*The nodes and corridors develop over time at an average density of **30 dwelling units per acre**. The density supports economically vibrant nodes with services and retail while generating tax revenues to pay for land preservation and transportation goals.*



**AFFORDABLE HOUSING
GOALS **BECOME POSSIBLE****

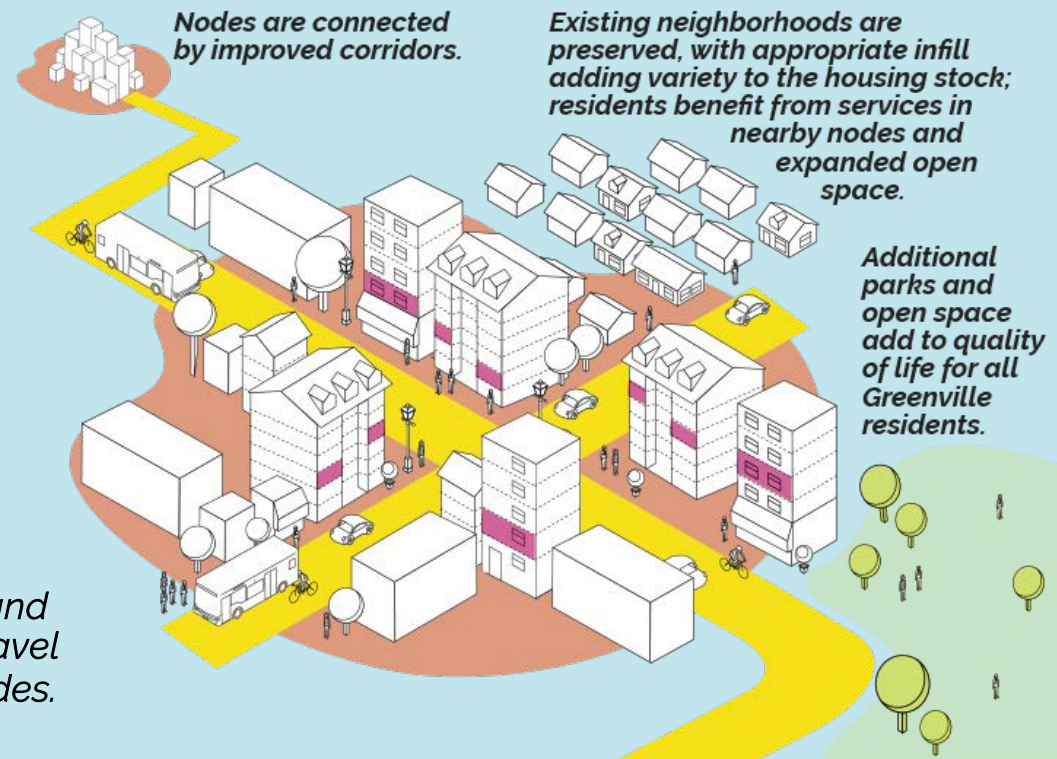
**Make at least 10% of all new
housing units affordable**



A well-integrated system of nodes and corridors allows Greenville to grow in ways that make significant progress on its priorities possible.

Higher densities and mixed uses in nodes and along corridors create concentrations of jobs, services, and other amenities throughout the city. Dependence on cars is reduced, other modes become safer, and improved transit becomes financially realistic.

Walking, biking, and transit become viable and desirable options for travel within and between nodes.



**TRANSPORTATION AND MOBILITY
GOALS BECOME POSSIBLE**

**Make alternative forms of mobility
more accessible and appealing to reduce
reliance on cars**



What is the resulting building fabric with a new Development Code?

- Mostly 3-7 stories at nodes
 - Rare exceptions
- 2-4 stories along corridors
 - Rare exceptions
- Almost all residential growth absorbed at nodes (apartments for renters; condominiums for buyers)
- Existing neighborhood character almost entirely preserved
- Nodes begin to have a look and feel of smaller versions of downtown



City Council Discussion

Tools for Incentives

To encourage development to meet goals of **affordable housing, open space, transportation** while ensuring good urban design



Incentives

Bonus height for:

- Affordable housing
- Improved open space
- Structured parking



Incentives

Reduced vehicle parking for:

- Trail connectivity
- Improved transit facilities
- Improved bike parking facilities

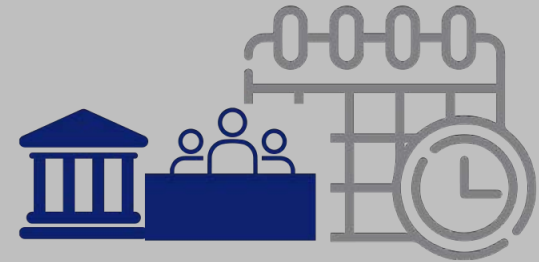


City Council Input and Direction



Questions about the process?
Advice or Guidance?
Other?

We are bumping up against an important thematic issue – how much direction for future development is determined by the **code vs. the various boards and commissions?**

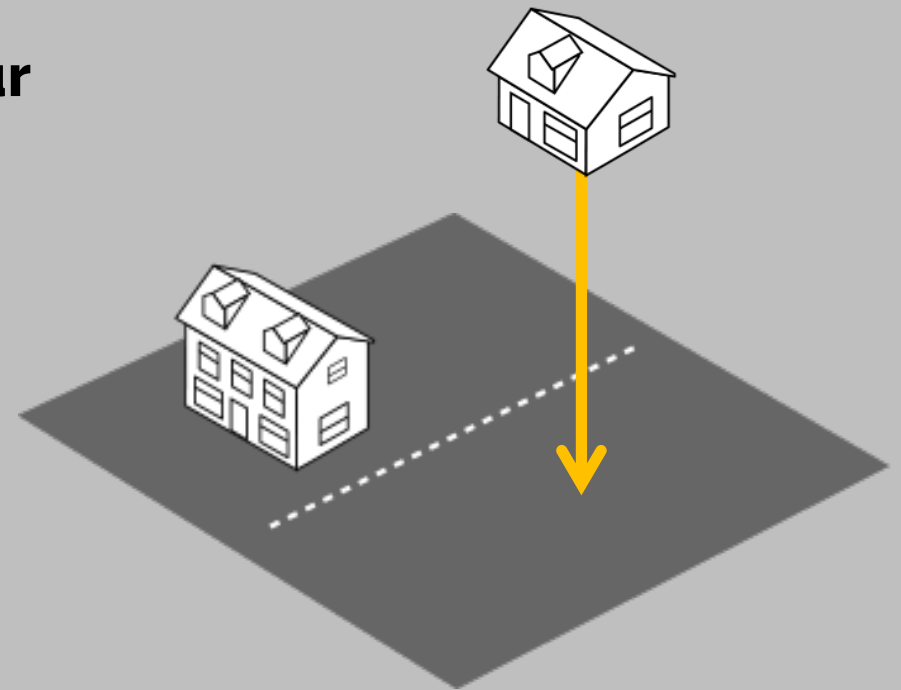


If the desire is a more predictable and defined process, code driven, then Council and Boards have little to no input on design and more review will go to staff, administratively.

We have a hunch that development pressures often change neighborhood character, and not always for the better. What are your thoughts about **splitting larger lots into two lots to allow smaller and more affordable housing in some neighborhoods.**

Any initial thoughts or input?

Recommended direction and approach?



Right now, it feels like Downtown is the lone driver for planning and economic development.



Downtown is the **direct result** of increased attention, financial resources, and the commitment of City Staff hours.

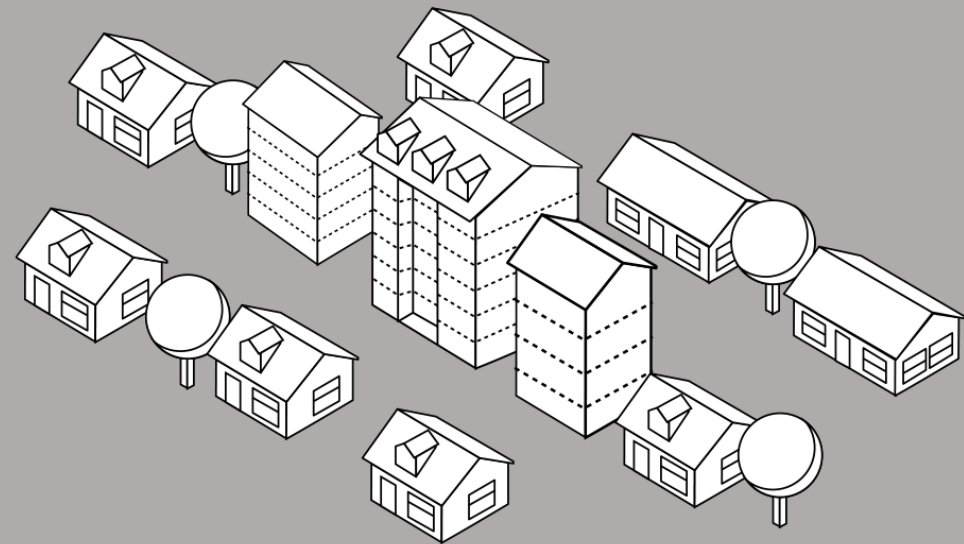


Is the **City willing to make the same commitments** for the proposed **mixed-use centers, or nodes** moving forward?

Scenario #1



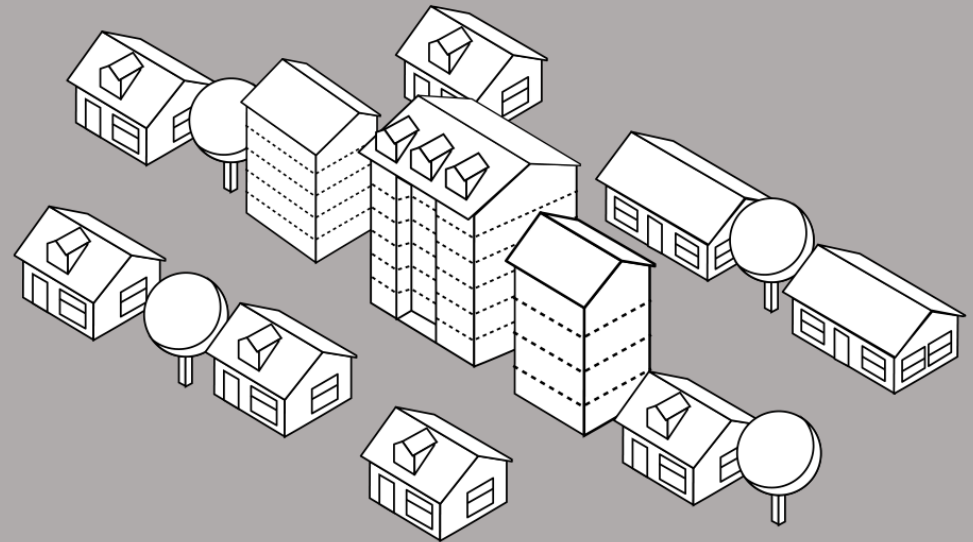
GVL2040 recommends the City direct development into the identified nodes throughout the City and along the main transportation corridors – resulting in **taller buildings and greater densities** to allow for economies of scale that help to incentivize affordable housing development. This approach will also require a financial contribution from the city housing trust fund to make it work.



Scenario #1



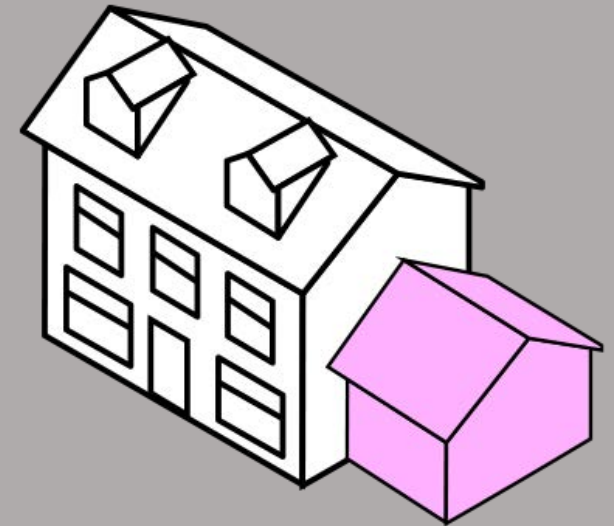
Do you have any input or or concerns regarding four, five, six+ story buildings in these nodes?



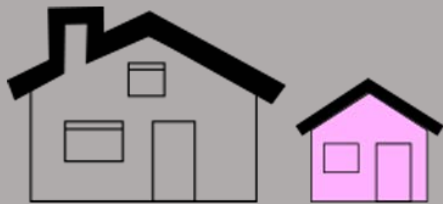
Scenario #2



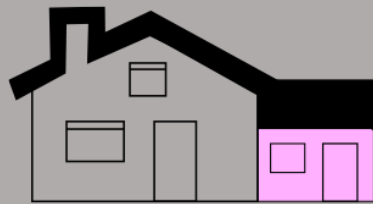
Accessory Dwelling Units (ADUs) are smaller dwelling units that could be located on a single-family lot to provide additional housing opportunities in existing single-family neighborhoods. These could take the form of: small housing units in the rear yard, an addition to the existing house, a rental unit built on the second level of a detached garage, the build-out of basement or attic space for rental space, etc.



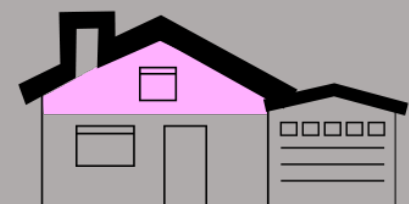
Accessory Dwelling Units



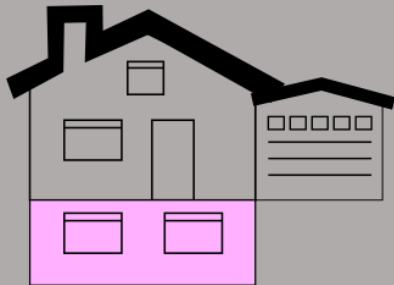
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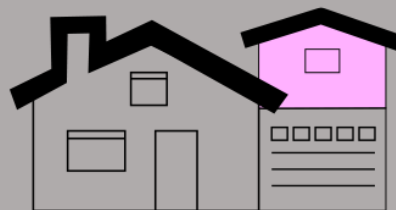
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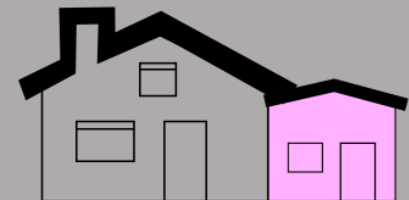
INTERIOR (UPPER LEVEL)



INTERIOR (LOWER LEVEL)



ABOVE GARAGE



GARAGE CONVERSION

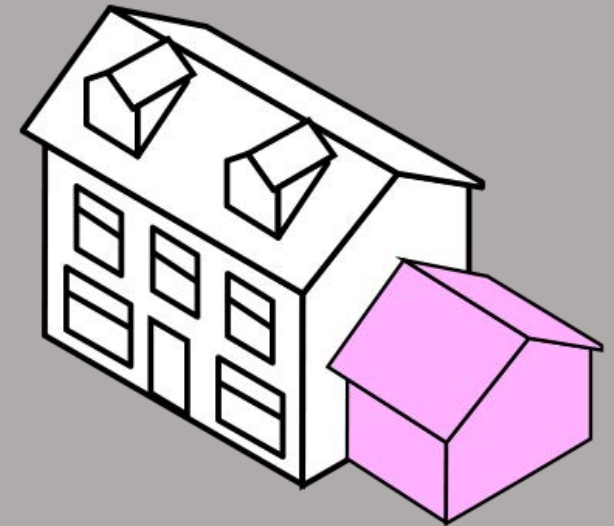
Scenario #2



Accessory Dwelling Units (ADUs) can help to provide much needed affordable housing in Greenville. Historically referred to as 'granny flats,' they can fill the need to provide housing for extended families, young and old residents with fixed incomes, and many service economy employees.

How do you feel about adding ADUs to existing single-family neighborhoods?

Are there any conditions or criteria that you feel are applicable if an ADU appeared in your neighbor's yard (e.g. parking requirements, heights/setbacks, deed-restricted for affordable housing, screening, etc.)?



Scenario #3



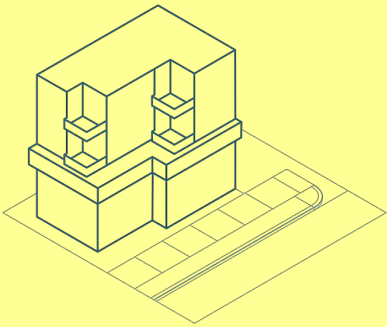
Some cities have considered changing single-family zoning to allow for duplexes, triplexes and in some cases four-plexes in existing single-family neighborhoods.

What are your initial thoughts about allowing different types of residential structures in existing single-family neighborhoods?



**ADDITIONAL DETAILS REGARDING
OUR CURRENT ZONING CONCEPTS IF
TIME PERMITS**

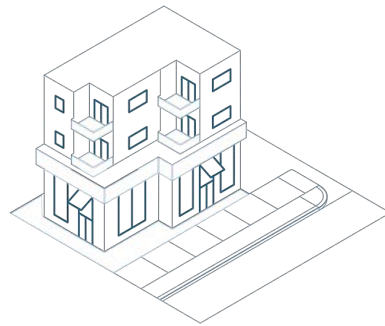
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

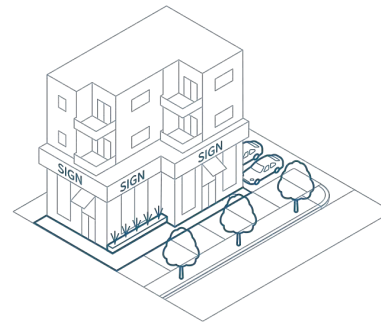
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

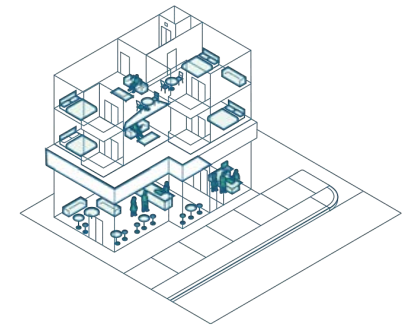
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening

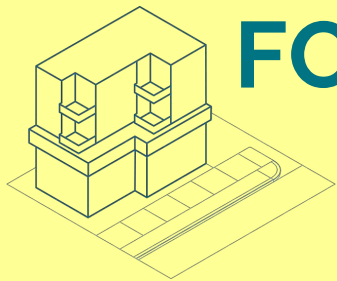


USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

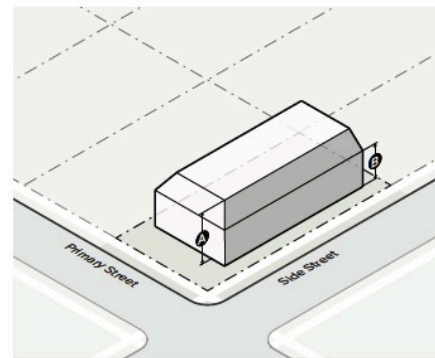
A NEW APPROACH TO DISTRICTS



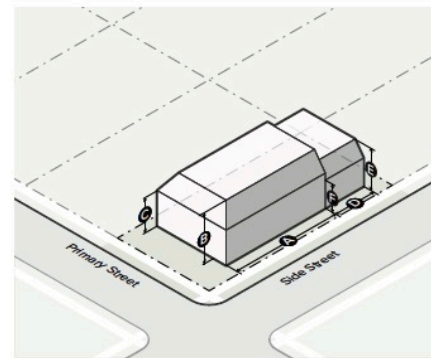
FORM

Massing

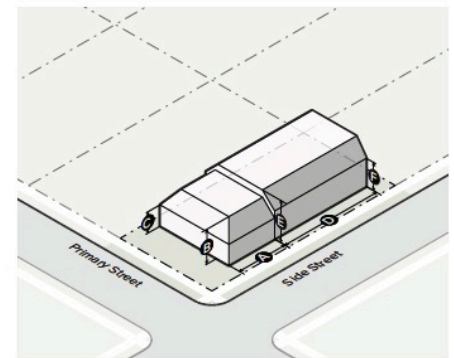
- Height and building width
- Variable massing



VARIABLE MASS

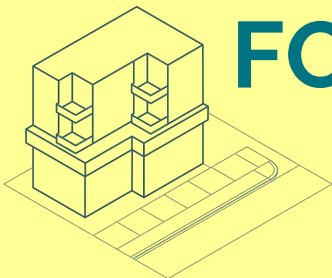


FRONT MASS



REAR MASS

A NEW APPROACH
TO DISTRICTS



FORM

Transitions

Residential Transition - Mixed Use District | Transit-Oriented Development Districts

295-1202. RESIDENTIAL TRANSITION - MIXED USE DISTRICT

1. PURPOSE

- a. The purpose of the RT4X District is to serve as a transition to transit corridors. This district allows up to 4 units on a lot or site, and provides for expanded home occupations and live-work opportunities.
- b. The neighborhoods found in this district were planned and developed, in large part, in the late 1800s and early 1900s. This district also allows traditional corner commercial establishments in existing buildings commonly found in urban neighborhoods.

Transit-Oriented Development Districts | RT4X Residential Transition - Mixed Use

RT4X Residential Transition - Mixed Use

b. Building Placement

Street Setbacks

Front street (min/max)	
Side street (min/max)	

Side and Rear Building Setbacks

Side (min)	
Rear (min)	

Common lot line

Common lot line between abutting attached units	
Rear (min)	
Common lot line	

Alley

Alley	
-------	--

Setback Setbacks

Front street (min)	
Side street (min)	
Side (min)	
Rear (min)	

E. Shallow Lot Landscape Transition

AREA 10' min

A. Width

STRUCTURAL SCREENING Required where an accessory building within 10' of protected district lot line

B. Wall or fence, Aperture 6' min

C. Height As recommended by Design Advisory Board

VEGETATION Medium impact screen See 7-3-4-B (200)

Adopted September 3, 2019

5A-5-3. Shallow Lot Transition

b. Shallow Lot Height Transition

APPLICABILITY

TL, SC-3 Districts up to 200' in depth

BUFFER

A. Width	10' min
----------	---------

HEIGHT TRANSITION AREA

Principal Building Setbacks	
Up to and including 3 stories	30' min
Accessory Building Setbacks	
Height limit setback range	10' to 30' min

Excluded for build-out through north side street

RT4X Residential Transition - Mixed Use | Transit-Oriented Development Districts

c. Bulk & Mass

d. Activation

Build-to

A. Front street build-to (min)	60%
B. Side street build-to (min)	30%

Building Height

C. Height (min)	40' 0" stories
D. Height in required build-to (min)	30'

Story Height

E. Ground floor elevation (min/max)	2' 0" / 10'
F. Ground story floor to floor (min)	10'

Articulation

Building articulation	See Sec. 285-1202j
-----------------------	--------------------

Glazed Area

A. Ground story	
SB height (min)	4' 0"
Window height (min)	4' 0"
Glazed area (min)	30% 30%

B. Upper story

SB height (min)	4' 0"
Window height (min)	4' 0"
Glazed area (min)	35% 35%

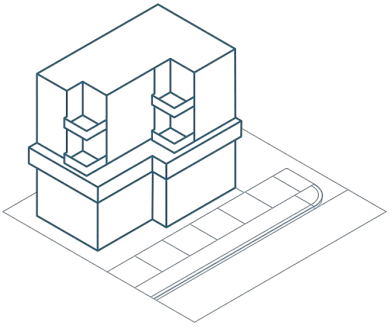
C. Blank wall area (max)

Blank wall area (max)	40' 0"
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Pedestrian Access

D. Street-facing entrance	Required
E. Street-facing entrance spacing (max)	100' n/a

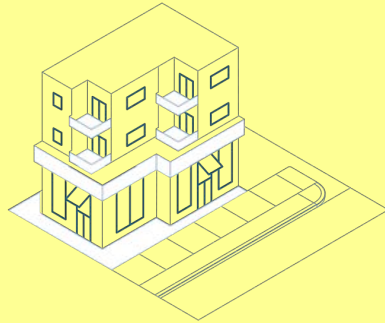
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

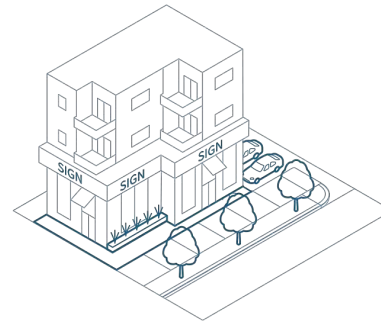
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

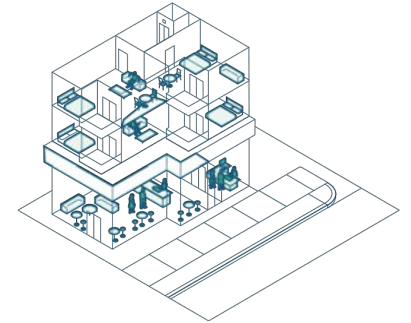
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening

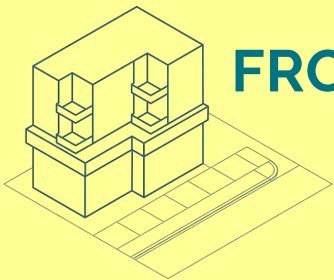


USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

A NEW APPROACH TO DISTRICTS

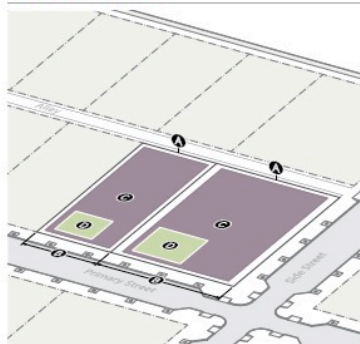


FRONTAGE

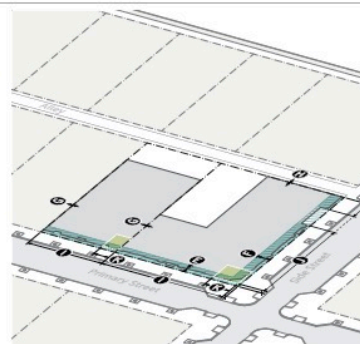
Frontage

- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes

(a) ZONING LOT



(1) Lot Size	\$XX.XX
a Area (min)	0 SF
b Width (min)	
Front vehicular access	35'
Side/rear vehicular access	15'
No vehicular access	15'
Dwelling units per zoning lot (max)	Unlimited
(2) Coverage	\$XX.XX
c Building coverage (max)	80%
d Outdoor amenity space (min)	10%
(3) Walls & Fences	\$XX.XX
Front yard height (max)	Type V 6'
Side street yard height (max)	Type V 6'
Side/rear yard height (max)	Type VII 8'

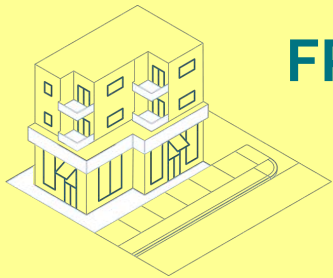


(4) Building Setbacks	\$XX.XX
e Primary street lot line (min/max)	0'/10'
f Side street lot line (min/max)	0'/10'
g Side lot line (min)	0'
h Rear lot line (min)	0'
Alley lot line (min)	6'
(5) Transition	
Required building setback and height transition	See Sec. 50-4-8
(6) Build-to	\$XX.XX
Street build-out (min % of lot width)	
i Primary street	85%
j Side street	60%
Pedestrian amenity allowance (min)	
k Primary street	20%
Side street	0%
(7) Parking Location	\$XX.XX
Parking between building and street	Not allowed



	Primary St.	Side St.
(3) Windows	\$XX.XX	
f Ground story (min)		
Residential use	20%	15%
Commercial use	60%	40%
g Upper story (min)	15%	15%
h Blank wall width (max)	15'	25'
(4) Doors	\$XX.XX	
i Street-facing entry spacing (max)	50'	75'

A NEW APPROACH TO DISTRICTS



FRONTAGE

Regulates how a building relates to the 'public realm'

- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes

(b) Outdoor Amenity Space

An area on a lot designated to be used for active or passive recreation.

(1) Intent

To help provide adequate recreation and open space areas for residents and tenants, and to ensure such spaces are accessible, usable, and safe.

(2) Applicability

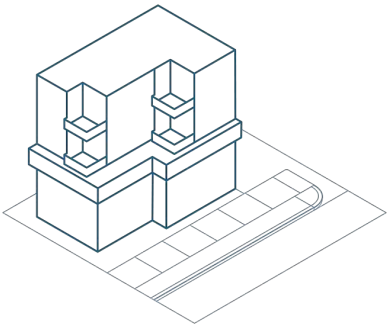
- a. The outdoor amenity space requirements apply to all zoning lots.
- b. Where the calculation of outdoor amenity space requires less than 400 square feet, no outdoor amenity space is required.

(3) Standards

- a. The cumulative area of outdoor amenity space provided on a zoning lot cannot be less than required by the zoning district.
- b. Required outdoor amenity space must meet the design standards in *Sec. 50-2-41(c), Outdoor Amenity Space Design Standards*.



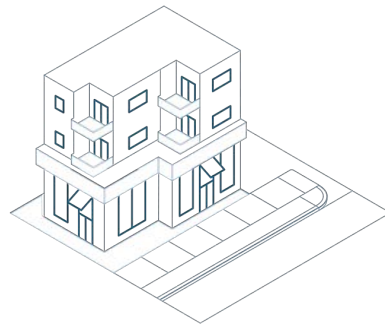
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

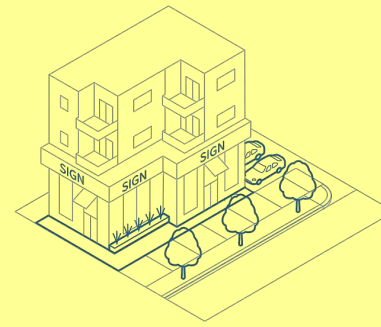
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- Building height and width
- Floor area
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FRONTAGE

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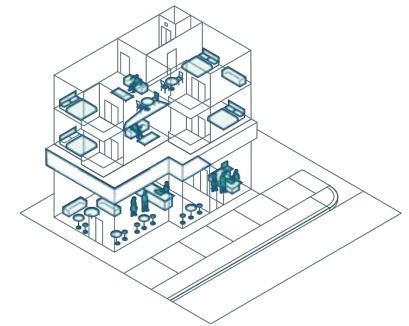
- Build-to zone (front setback)
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SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening

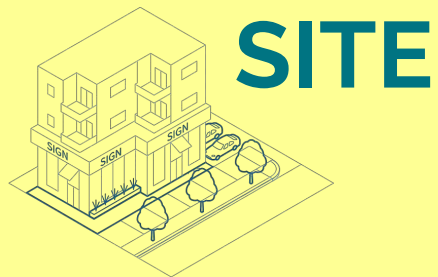


USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

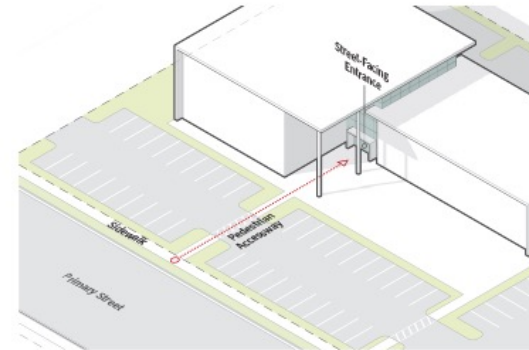
A NEW APPROACH TO DISTRICTS



Site and Development Standards

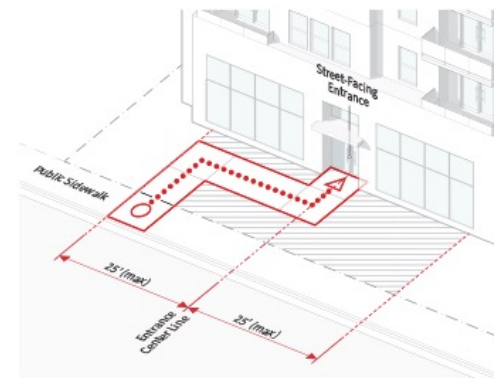
- Pedestrian and automobile access

2. Pedestrian accessways must be at least 4 feet wide.
3. Finished ground or floor surfaces must be stable, firm and slip resistant in accordance with ADA floor and ground surface standards.
4. Pedestrian accessways must be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive-aisle. Drive-aisle crossings must be the shortest practical.

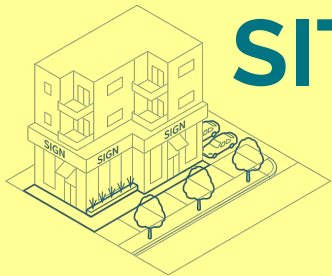


e. Direct Pedestrian Accessway Standards

1. A direct pedestrian accessway must comply with all pedestrian accessway standards (see Sec. 5-4-3(c)(2)(d)) in addition to the standards below.
2. The connection to the public sidewalk must be within 25 feet of the center of the street-facing entrance, measured parallel to the applicable lot line.



A NEW APPROACH TO DISTRICTS



SITE

Site and Development Standards

- Automobile and bike parking requirements

[FORM - FROM TABLE - STANDARDS] [USE - DENSITY]
- Automobile Parking -

	A	B	C	D	E
OPEN SPACE & RECREATION					
Indoor Recreation, Commercial	--	2.5/1,000 SF	5/1,000 SF	7.5/1,000 SF	10/1,000 SF
Nature Reserve	--	--	--	--	--
Open Space, Public	--	--	--	--	--
Outdoor Recreation, Commercial	--	--	--	--	--
Recreation, Public	--	--	--	--	--
Sports Arena and Stadium, Major, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
TRANSPORTATION USES					
All	--	--	--	--	--
GENERAL COMMERCIAL					
Animal Sales and Services:					
Kennel	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Veterinary Care	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Commissary Kitchen	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Eating and Drinking:					
Bar	--	2.5/1,000 SF	5/1,000 SF	7.5/1,000 SF	10/1,000 SF
Counter Service	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Restaurant	--	1/1,000 SF	3/1,000 SF	4/1,000 SF	5/1,000 SF
Entertainment Venue, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
Financial Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Instructional Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Lodging:					
First 30 rooms	--	0.5/lodging unit	0.5/lodging unit	1/lodging unit	1/lodging unit
Next 30 rooms	--	0.25/lodging unit	0.25/lodging unit	0.5/lodging unit	0.5/lodging unit
Remaining rooms	--	--	--	0.25/lodging unit	0.25/lodging unit
Medical Clinic	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Office	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Personal Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Postmortem Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Retail Sales:					
Sales floor area	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Showroom area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Sexually Oriented Business	--	1/1,000 SF	3/1,000 SF	4/1,000 SF	4/1,000 SF

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

[FORM - FROM TABLE - STANDARDS] [USE - DENSITY]
- Automobile Parking -

	A	B	C	D	E
HEAVY COMMERCIAL USES					
Motor Vehicle Services, except as listed below:	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Car Wash	--	--	--	--	--
Motor Vehicle Sales and Rental	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Storage, Indoor	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Storage, Outdoor:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
LIGHT INDUSTRIAL USES					
All Light Industrial	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
HEAVY INDUSTRIAL USES					
All Heavy Industrial, except as listed below	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Salvage Yard:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
AGRICULTURAL USES					
All Agriculture	--	--	--	--	--

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

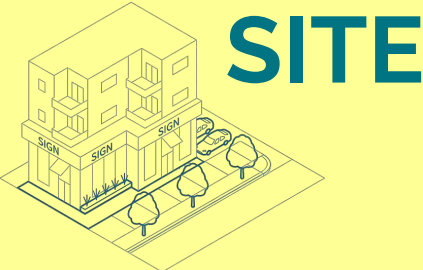
D. Measurement

1. Parking Stalls Per 1,000 Square Feet

When determining parking stall requirements specified as a ratio having a denominator of "1,000 SF" the method for determining the total number of required parking stalls shall be executed as follows:

- Divide the total floor area of the subject use by 1,000. For determining floor area of the specified use, see 4C.1.D.2. (Square Feet).

A NEW APPROACH TO DISTRICTS



Site and Development Standards

- Signs

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Signs -

2. High-Rise Sign

DEFINITION
A sign located at least 100 feet above grade attached to the wall of a building.

GENERAL STANDARDS

- The plane of the sign face of a high rise sign shall be approximately parallel to the face of the wall.
- A high rise sign shall not extend above the top of the building, except where there are 3 feet between the top of the wall and the sign, the high rise sign may extend above the wall by a maximum of 3 feet.

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Signs -

6. Pedestrian Sign

DEFINITION
A small sign attached perpendicular to the building facade that hangs from a bracket or support.

GENERAL STANDARDS

- A hanging bracket shall be an integral part of the sign.
- Pedestrian signs shall be located below the sill of the 2nd story on a multi-story building below the top of the exterior wall on a single building.
- Pedestrian signs shall be located within 5 feet horizontally of a ground story tenant entrance.
- Pedestrian signs shall be located at least 1 foot from any other pedestrian sign or projecting sign.
- Pedestrian signs shall be attached to a building to withstand the loads as required by L 21.6.232.
- Pedestrian signs shall comply with Sec. 21.6.232 (Projection Over the Public Right-Of-Way).

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Signs -

5. Monument Sign

DEFINITION
A freestanding sign which is wholly independent of a building for support, erected directly upon the original grade or finished grade, or that is related no more than 12 inches from the grade to the bottom of the sign.

GENERAL STANDARDS

- A monument sign shall be set back at least 15 feet from a side lot line.
- A monument sign shall be located at least 15 feet from any other monument sign, projecting sign or pole sign in any direction.
- A monument sign shall be located so as not to present a physical visibility obstruction that could interfere with or present a hazard to pedestrian or vehicular traffic.
- A monument sign shall not project over a public right-of-way.

SIGN TYPE PERMISSIONS

	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	○	○
● = Sign type allowed		○ = Sign type not allowed

DIMENSIONAL STANDARDS

	Sign Package 1	Sign Package 2
Combined sign area for all Monument Signs (max)	n/a	n/a
All other Use Districts	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
OS, A, & RG Use Districts	9 SF per sign face	9 SF per sign face
All other Use Districts	75 SF per sign face	32 SF per sign face
Number of Monument Signs allowed (max)		
OS, A, & RG Use Districts	1	1
All other Use Districts	n/a	n/a
Weight (max)		
A & RG Use Districts	6'	6'
All other Use Districts	8'	8'
Depth (max)	2'	2'

[FORM - PREVIOUS - STANDARDS [USE - DENSITY]]
- Signs -

14. Yard Sign

DEFINITION
A small sign placed in a yard or other amenity space.

GENERAL STANDARDS
Yard signs shall not have mechanical or moving parts and no electricity or other source of illumination or power may be attached or made a part of the sign.

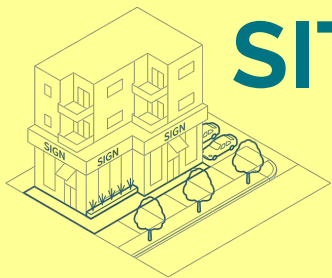
SIGN TYPE PERMISSIONS

	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	○	○
● = Sign type allowed		○ = Sign type not allowed

DIMENSIONAL STANDARDS

	Sign Package 1	Sign Package 2
Combined sign area for all Yard Signs (max)		n/a
Area of individual Yard Sign (max)		
Agricultural Use Districts		20 SF
OS & RG Use Districts		12 SF
Height (max)		6'

A NEW APPROACH TO DISTRICTS



SITE

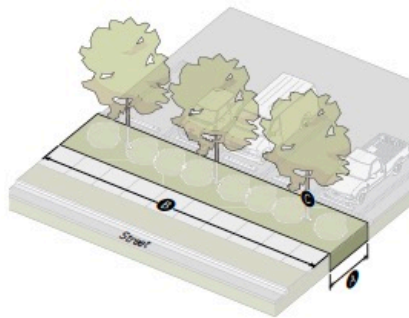
Site and Development Standards

- Buffers/landscaping and screening

3. Street Lot Line Screening Types

Type A1

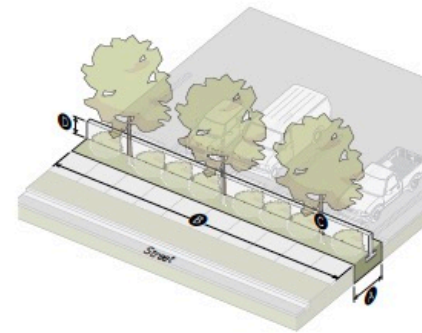
Landscape buffer intended for parking lot and parking structure perimeters (including drive aisles, maneuvering areas and fire lanes) that face a street lot line.



SCREENING AREA	
Ⓐ Depth (min)	10'
Ⓑ % of perimeter screened (min)	80%
Required plant type	Screening plants
Ⓒ Large trees (min per 50')	3
WALLS & FENCES	
Height (min)	n/a
Height (max)	6'
Opacity	n/a

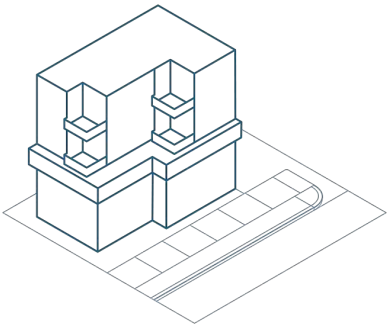
Type A2

Landscape buffer with a low wall or fence intended for parking lot and parking structure perimeters (including drive aisles, maneuvering areas and fire lanes) that face a street lot line.



SCREENING AREA	
Ⓐ Depth (min)	7'
Ⓑ % of perimeter screened (min)	80%
Required plant type	Screening plants
Ⓒ Large trees (min per 50')	3
WALLS & FENCES	
Ⓓ Height (min)	3.5'
Height (max)	6'
Opacity	
Below 3.5' (min)	90%
3.5' and above (max)	50%
Ⓔ Setback from lot line (min)	4'

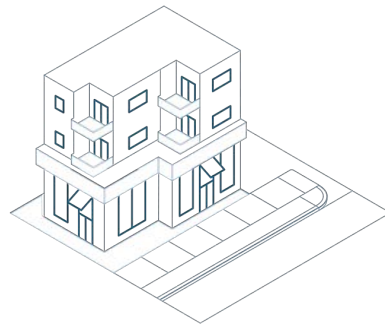
A NEW APPROACH TO DISTRICTS



FORM

Regulates building scale and setbacks

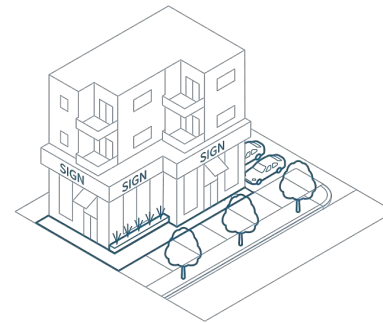
- Lot width and setbacks
- Building height and width
- Floor area
- Upper story bulk controls



FRONTAGE

Regulates how a building relates to the 'public realm'

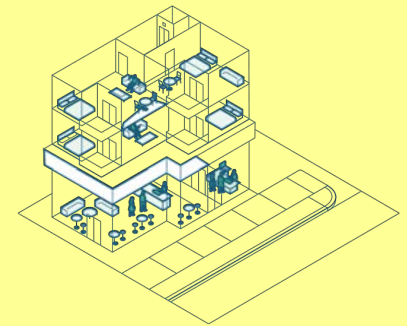
- Build-to zone (front setback)
- Window and door placement
- Potentially includes sidewalks and streetscapes



SITE

Regulates activities on a lot

- Pedestrian and automobile access
- Automobile and bicycle parking
- Signs
- Landscaping and screening



USE

Regulates activities on a lot

- Allowed uses (permissions)
- Use standards
- May limit dwelling units per lot

USE

Use Table and Use Standards

PRINCIPAL USES		USE CATEGORY															
Use Group		Use Group															
Use	Use	CU	SE-WPS	SE-CU	SE-W	R-10, R-20	R-5, R-2.5	R-MU ¹	MU-1	MU-2	MU-CB	MU-CCL	ex-CCL	CU	CU	CU	CU
COMMERCIAL USES																	
Dining and Entertainment		-	-	-	-	-	-	-	CU	CU	P	P	P	P	P	P	P
Place of public entertainment		-	-	-	-	-	-	-	CU	CU	P	P	P	P	P	P	P
Restaurant		-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P
Hospitality		-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P
General hospitality		-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P
Bar & breakfast		-	CU	CU	CU	CU	-	-	CU	P	P	P	P	P	P	P	P
Conference, trade or convention center		-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P
Special		-	-	-	-	-	-	-	CU	CU	P	P	P	-	P	P	P
General medical		-	-	-	-	-	-	-	CU	CU	P	P	P	-	P	P	P
Alternative treatment center, non-cultivation location		-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-
Hospital		-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-
Office		-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P
General offices		-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P
Call center over 5,000 SF		-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P
Retail		-	-	-	-	-	-	-	CU	P	P	P	P	-	-	P	P
General retail		-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P
Greenhouse, nursery		-	CU	CU	CU	CU	-	-	-	-	CU	-	-	-	-	CU	CU
Service		-	-	-	-	-	-	-	P	P	P	P	P	-	-	CU	CU
General service		-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU	CU
Cafeteria		-	-	-	-	-	-	-	P	P	P	P	P	-	-	P	P
Day care		-	CU	-	SE	SE	SE	-	P	P	P	P	P	-	-	P	P
Hotel		-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU	CU
Mortuary, funeral home		-	-	-	-	-	-	-	-	-	CU	-	-	-	-	-	-
Veterinarian		-	-	-	-	-	-	-	-	-	CU	-	-	-	-	-	-
Sexually Oriented Business		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Sales/Service		-	-	-	-	-	-	-	-	CU	-	-	-	-	-	-	P
General vehicle service		-	-	-	-	-	-	-	-	CU	CU	-	P	-	-	-	P
Print sales		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P
Vehicle sales		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU
Vehicle service, major		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU

P = Permitted SE = Special Exception (Zoning of Special Approval) CU = Conditional Use (Planning Board) - = Not Allowed

Use Table / Principio de Usos														
PRINCIPAL USES		CU	RE-WHS	RE-CCS BR-T	R 10, R 15	R 5, R 10, R 15	R 5-WH	RM-T	MO-N	MO-U	MS-CCS	MS-CC2	CU	SE
USE CATEGORY														
USE GROUP														
USE														
INDUSTRIAL USES														
Communication & Utilities														
Major utilities														
Minor utilities		CU	CU	P	P	P	CU						CU	CU
Public services, private			CU	CU	P	P	CU	P	P	CU	CU		P	CU
Retail collection system			P	CU	P	P	CU	P	P	CU	P		P	CU
Wireless telecommunications equipment			CU	CU										
Manufacturing/Construction														
Central manufacturing/Construction													CU	CU
Alternative treatment center, collection/injection facility														
Bulk fuel storage														
Earth materials storage				CU										
Heavy equipment/materials														
Light industrial, warehouse														
Transportation									CU		CU			
General transportation														
Bus station, taxi stand, shuttle stop, ride-share pickup/drop-off point				P	P	P	P	P	P	P			P	P
Helipad														
Parking lot, surface										CU		CU		
Parking structure														
AGRICULTURAL USES														
Agricultural use														
Agricultural and horticultural operations		P	P	P										
Raising of poultry, horses and livestock, other than swine				P									CU	
Raising of swine					SE									

P = Permitted SE = Special Exception (Brand of Zoning Approach) CU = Conditional Use (Planning Board)

[illegible]



Enabling Diverse Neighborhoods to Thrive Throughout Greenville: GHF 2021 Update and Accomplishments

Bryan Brown,
Greenville Housing Fund CEO
February 10, 2022



GHF Priorities

- 2021 Priorities:
 - Lead and Support the Greenville Affordable Housing Coalition to implement the AH Strategic Plan
 - Create Greenville Housing Impact Fund through raising private equity
 - Expand Opportunities for acquisition/preservation and new construction of affordable and workforce housing through joint venture partnerships, GHF loan programs, and other GHF initiatives with a goal of 300 units per year
 - Complete GHF 501C3 & expand capacity to achieve priorities



2021 Accomplishments to Date:

- **\$570,000** Deployed on Land Bank Acquisition
- **\$1,520,000** Deployed on Affordable and Workforce Housing
 - 120 units preserved
 - 2 units produced } **122 units**
- Legacy Oaks closing delayed to January 2022 (\$750,000 GHF) **90 units**
- Two 2021 9% LIHTC awards with GHF as codeveloper partner for **160 units** (Riley & Gateway)



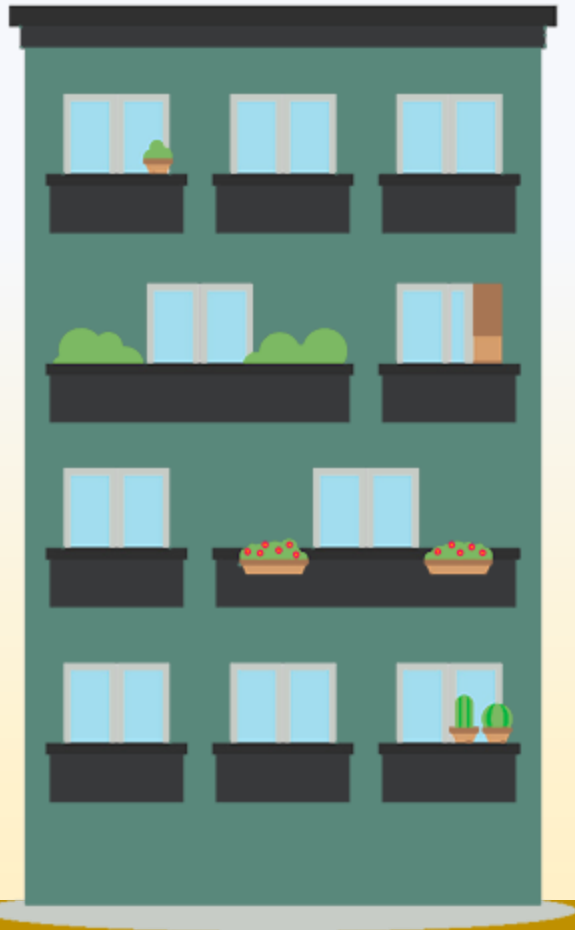
- Revised and Relaunched  <https://greenvillehousingfund.com>
- Home Again partnership with UHC and United Way (60 families)
- American Rescue Plan

GHF Cumulative Accomplishments

- **\$1,541,935.71** Deployed on Land Bank
- **\$5,093,000** Deployed on Affordable and Workforce Housing
 - **400** units preserved
 - **396** units produced
 - **796** units with GHF investment, PLUS
 - **106** units supported with tax incentives
 - **902 total units**



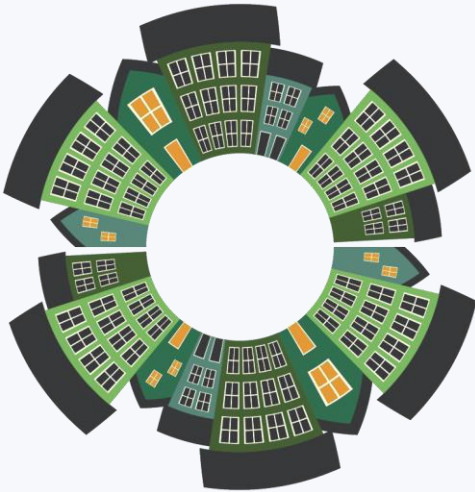
2021 Achievement Key Highlights



- Greenville Housing Impact Fund (\$4 million raised!)
- GHF received \$4 million from the City of Greenville for AH Capital
- County approved \$10 million for AH for the current biennium
- City approved \$40,000 annual operation support
- Hired VP of Operations, Landlord Recruitment Specialist, Equitable Development and Minority Outreach Specialist, and Executive Assistant

City of Greenville GHF Funding Plan

THANK YOU!



CURRENT YEAR* (for information only)	First Budget w/in GVL2040**	Assume County pulls first permit this year (triggers \$2M contribution)	Latest Year to Begin Deployment of \$7M in H-S Geography			Total Projected Expenditure (FY20/21 thru FY 26/27)
FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	
\$2,000,000	\$500,000	\$1,500,000	\$500,000	\$1,500,000	N/A	\$6,000,000
\$2,000,000	\$1,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
0	\$3,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$0	\$7,000,000
	\$4,000,000	\$4,000,000	\$3,500,000	\$3,500,000	\$2,500,000	\$17,500,000
						19.5 over 6 years (incl 20/21)

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BRYAN BROWN
PRESIDENT & CEO



TIFFANY SANTIGATI
VICE PRESIDENT OF OPERATIONS



TINA BELGE
ADVOCACY & COMMUNITY ENGAGEMENT
MANAGER

[HOME](#)[ABOUT](#)[PROGRAMS](#)[INVESTMENTS](#)[STRATEGIC PLAN](#)[NEWS & RESOURCES](#)[JOIN OUR COALITION](#)



W. AARON CONLEY
REAL ESTATE AND CAPITAL MARKETS
MANAGER



FRANCESCA FRIED
SPECIAL PROJECTS



MARIAH JOHNSON
EXECUTIVE ASSISTANT

Building Organizational Capacity

Giving Matters: Greenville Housing Fund works collaboratively to enable thriving, diverse communities

GREENVILLE

How Greenville churches, faith groups address affordable housing gap by building houses

GHF In the News

Greenville donates land worth \$8 million for affordable housing near Unity Park

LOCAL

New senior affordable housing in Greenville leasing now

Parkins Ridge affordable townhomes address housing's 'missing middle'

Greenville Housing Fund receives \$250K from TD Bank to help families living in motels

Why affordable housing remains a key Upstate challenge





Advocacy Wins

- TGHA Bond Issuance
- State Tax Credit Ruling (DOR)
- CDC/CDFI Act
- Governor ARP
- County Square Funds for AH
- County ERAP & \$10 million Allocation
- Homes of HOPE & Greenville Water

Production Goals

1283/1000 homes

Preservation Goals

510/300 homes

Data Mapping
mySidewalk



Greenville Cares

American Rescue Plan Partnership



es
ship



EMERGENCY
RENTAL
ASSISTANCE
ROUND 1 & 2
13M & 12M

ESG-CV ROUND 2
GCRA 1.73M
DEPT OF AD 5.4M

EMERGENCY
HOUSING VOUCHERS
54

HOME PROGRAM
CITY 1M
GCRA 4.1M

RENTAL/UTILITIES
ASSISTANCE

OUTREACH/SHELTER
SERVICES

INDIVIDUALS IN
SHELTER

PROPERTY
ACQUISITION

CASE
MANAGEMENT

HOMELESS
PREVENTION

FAMILIES IN
SHELTER

PROPERTY
REHABILITATION/
DEVELOPMENT

HOUSING SUPPORT
SERVICES

RAPID RE-
HOUSING

SPECIAL
POPULATIONS
I.E.,
DVV/VETERANS

RENT
STABILIZATION

Greenville County Emergency

Distribution of Funding By Cens

FUNDING BY AMI	
Under 30%	57%
Under 50%	24%
Under 80%	18%

- \$13,804,502 has been disbursed
- 2820 Tenants
- 550 Unique Landlords
- Turnaround time from complete submission to approval is 5 days

2022 GHF Key Priorities

GHIF	○ Continue to improve the process of evaluating and tracking projects ○ Deploy GHIF funds into appropriate projects ○ Plan for future fund development with lessons learned
Capital Growth	○ Increase RE assets and deployable funds to \$10 Million or 30% increase over 2021
Developments	○ Close on three or more new developments with a target of 250 Units ○ Develop investment plan for 2 additional developments
Land Bank	○ Execute on two new land bank acquisitions ○ Determine plan and resources for possible home ownership development/Rent-to-own
ADVOCACY	
Key Priorities	Key Objectives
GAHC- Production	○ Site inventory: current pipeline and target area locations and varied typologies ○ Engage with SFAA on SCHTC to match 4% LIHTC Bonds
GAHC- Preservation	○ Launch HOPP low interest loan program
GAHC- Housing Tools	○ Advocate for: LMO, Tree Ordinance, County AH investment, & SCARP
Impact Greenville	○ Support UDO adoption to incorporate affordable housing incentives





Virtual Tour of Current GHF Developments

February 2022



The Alliance

Number of Units: 112

Target Income: 60% AMI

GHF Predevelopment: \$750,000

Anticipated Construction Start: Summer 2022



LEGEND:

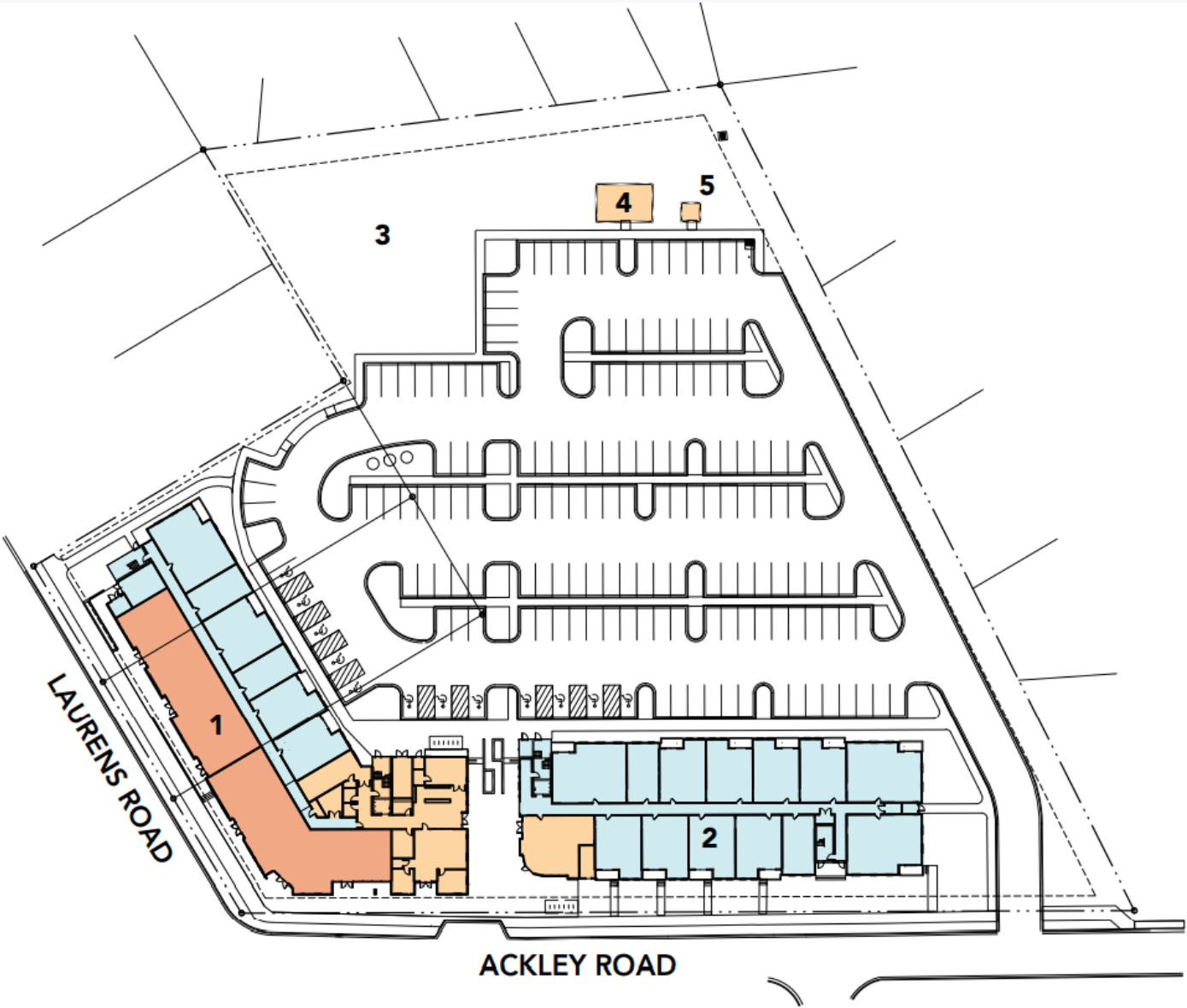
NO.	LABEL
1	BUILDING A
2	BUILDING B
3	OPEN/GREEN SPACE
4	GAZEBO
5	PLAYGROUND

	RESIDENTIAL
	RESIDENTIAL AMENITY
	RETAIL/COMMUNITY SPACE

UNIT MATRIX:

E - STUDIO:	19
A - 1 BEDROOM:	55
B - 2 BEDROOM:	10
C - 3 BEDROOM:	28

TOTAL: 112 UNITS

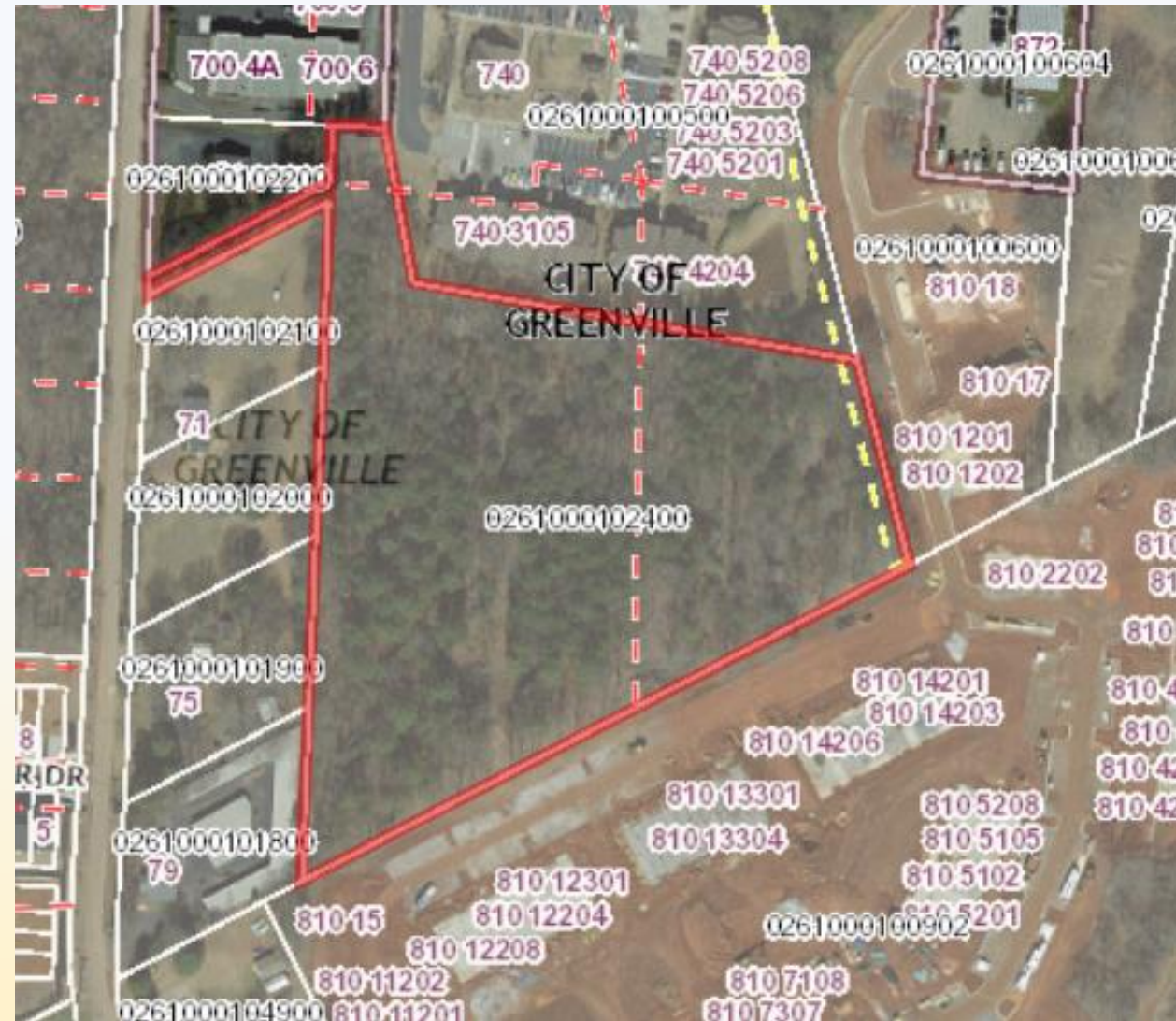






A stylized illustration of two houses. The house on the left is green with a brown roof and a brown door. It has three windows with flower boxes underneath. A red bicycle is parked in front of it. The house on the right is brown with a brown roof and a brown door. It has four windows with flower boxes underneath. There are trees and a bench in front of the houses.

Estimated Construction Start: Fall 2021







Riley at Overbrook

Number of Units: 88

Target Income: 30%-60%

GHF Loan: \$720,000

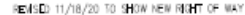
Possible additional request

Anticipated Construction Start: Fall 2022





5201106



A. CLAY JONES, P.L.S.
S.C. REED, NO. 26210

NOTE: TAX PAYER'S 005200050000, 005200050070, 005200050090, 005200050200, 005200050400, 0052000501200 AND 0052000501300

SURVEY FOR CITY OF GREENVILLE GREENVILLE COUNTY, SOUTH CAROLINA				
SCALE 1" = 30'	PROPERTY ADDRESS OSCAR STREET & HASSAU STREET			TAX PERS SEE NOTE
DATE 10/22/20	30	0	30	FIELD CODES HB/CW
			60	DESIGN TBS

225 ROCKY CREEK ROAD, GREENVILLE, SC 29615
PH: (864)271-0498
www.sitedesign-inc.com



STREET VIEW



REAR VIEW



BUILDING A - NW PERSPECTIVE



BUILDING A - SW PERSPECTIVE

ARCHITECTURAL SHINGLE ROOF

1x2 VERTICAL BATTENS

COMPOSITE FASCIA

COMPOSITE TRIM

COMPOSITE 5/4x6 BATTENS ON
FIBER CEMENT PANEL

BRACKET

FIBER CEMENT LAP SIDING

COMPOSITE FASCIA & TRIM

PICKET RAILING

EXTENDED HEAD TRIM

THIN BRICK SYSTEM

ARCHED OPENINGS



Lighthouse Unity

Evaluating Development Proposal

Number of Units: 170 (20% affordable at 50% AMI, 60% workforce at 80% AMI, and 20% market)



A stylized illustration of two houses. The house on the left is green with a brown roof and a brown door. It has three windows with flower boxes underneath. A red bicycle is parked in front of it. The house on the right is grey with a brown roof and a brown door. It has four windows with flower boxes underneath. There are trees and a bench in the foreground.

Target Income: 30%-60% AMI

[illegible]



SITE 1

UNIT MIX:

BLDG A

- 1BR - 20 UNITS
 - 2BR - 11 UNITS
- TOTAL: 31 UNITS

BLDG B

- 1BR - 43 UNITS
 - 2BR - 19 UNITS
- TOTAL: 62 UNITS

TOTAL : 93 UNITS

ZONING:

UP-NCE

70' MAX HEIGHT

(50' WITHOUT INCENTIVES)

±46' PROPOSED HEIGHT

70 UNITS/ACRE MAX DENSITY

(46 UNITS/ACRE WITHOUT INCENTIVES)

147 UNITS ALLOWED (2.1 ACRES)

93 PROPOSED (43 UNITS/ACRE)

PARKING:

50 SPACES PROVIDED

(0.5 SPACES/UNIT + 3)

0 SPACES/UNIT REQUIRED

(0.5/UNIT WITHOUT INCENTIVES)





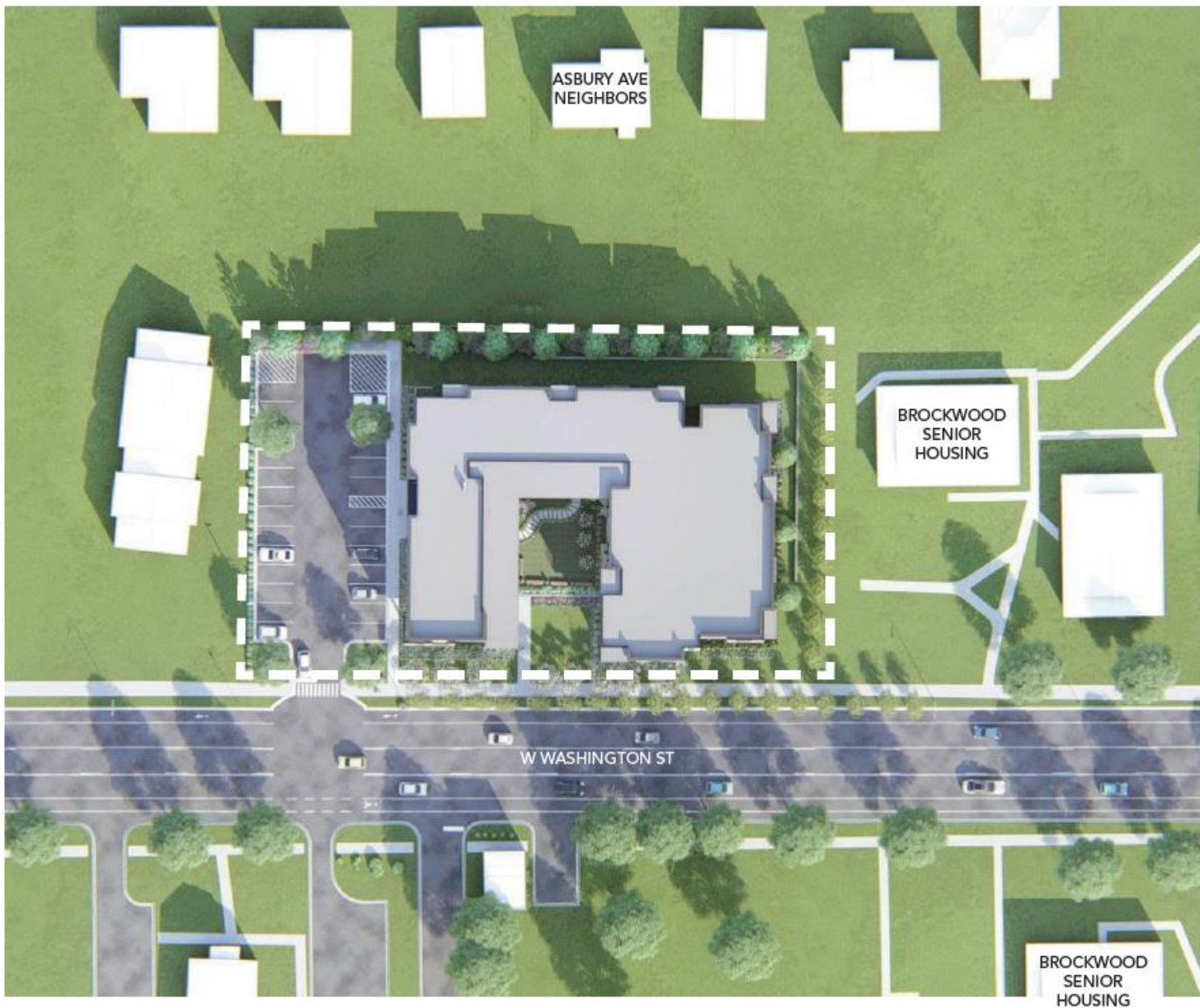
THE INSIDE











SITE 2

UNIT MIX:

- 1BR - 39 UNITS
- 2BR - 15 UNITS

TOTAL : 54 UNITS

ZONING:

UP-NCE

70' MAX HEIGHT

±44' PROPOSED HEIGHT

70 UNITS/ACRE MAX DENSITY

(46 UNITS/ACRE WITHOUT INCENTIVES)

70 UNITS ALLOWED (1.0 ACRES)

54 PROPOSED (54 UNITS/ACRE)

PARKING:

22 SPACES PROVIDED
(0.4 SPACES/UNIT)

0 SPACES/UNIT REQUIRED

(0.5/UNIT WITHOUT INCENTIVES)









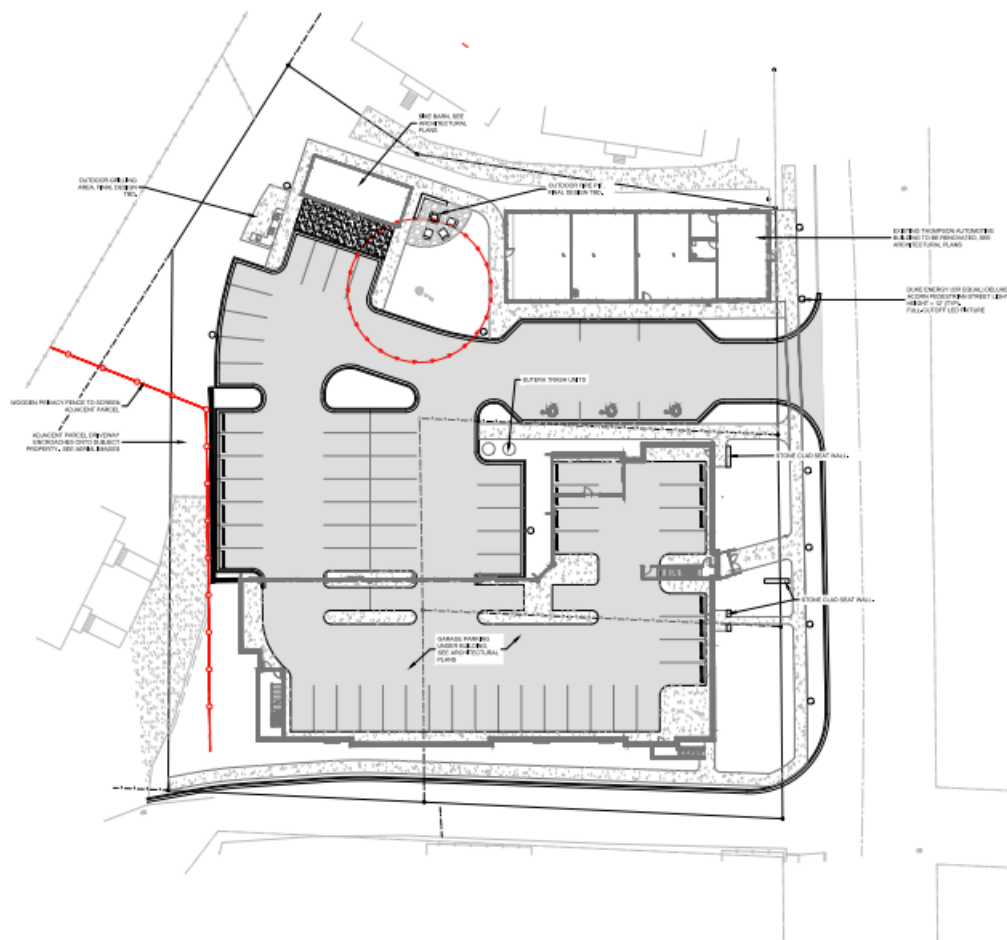


Water Tower Crossing

Number of Units: 52 (11 affordable, 41 market)

GHF Investment: \$500,000





Deluxe Acorn LED



The Deluxe Acorn LED is a graceful Victorian-style fixture that enhances the character and prestige of streetscapes, greenways and pedestrian areas. This energy-efficient solution limits unwanted spillage and will complement any neighborhood or park with its classic, elegant design.

LED <i>(Light Emitting Diode)</i>	50 watts
Mounting height	12"
Colors	Black Green
Prices	Style A, B, C, D, E, F

RESERVED FOR GREENVILLE ELECTRONIC REVIEW

WATER
TOWER
CROSSING

JOHNSTON DESIGN GROUP, LLC
411 UNIVERSITY RIDGE
Suite D
Greenville, SC
29601
ph: 864.250.3781
johnstondesigngroup.us



Revisions:

[illegible]

Commission: Water Tower Crossing
Date: 06/08/2021
Drawn By: CGDM
Checked By: PT/CW

SITE PLAN

C5.0







Mosaic

Number of Units: 90 (30 affordable)

Affordable Target Income: 60%-80%

Anticipated Construction Start:







Gateway at the Green

Number of Units: 72

Target Income: 30%-60% AMI

Anticipated Construction Start: Fall 2022





BUILDING TYPES A & B
BUILDINGS 1, 2 & 4 LEFT & RIGHT SIDE ELEVATION
SCALE: 1/8"=1'-0"



BUILDING TYPE B
BUILDINGS 2, 3 & 4 FRONT AND REAR ELEVATION
SCALE: 1/8"=1'-0"



BUILDING TYPE A
BUILDINGS 1 & 4 FRONT AND REAR ELEVATION
SCALE: 1/8"=1'-0"

SOUTH CAROLINA STATE HOUSING
FINANCE AND DEVELOPMENT AUTHORITY
PROPOSED CONSTRUCTION OF
GATEWAY AT THE GREEN
WEBB ROAD | GREENVILLE, SOUTH CAROLINA

DATE: 01/11/2023
DRAWN BY: J. B. BROWN
CHECKED BY: J. B. BROWN
SCALE: 1/8"=1'-0"

REV: 01
REV: 02
REV: 03
REV: 04

BUILDING
ELEVATIONS

A6.1



Leach Street

Number of Units: 40 Mixed Income (32 market rate, 8 affordable)

Target Income: 60%-80% AMI

Estimated Construction Start: Early 2022







**Final design to be determined.*

570 W Washington

Number of Units: 90 mixed-income (28 affordable & workforce, 62 market)





1 3D View_1 Tall Poles
A11.04



2 3D View_4 Tall Poles
A11.04





1
A4.01 3D View_1



4
A4.01 3D View_2



2
A4.01 3D View_3



3
A4.01 3D View_4





Thank you to City Council and City Staff. We deeply appreciate your commitment to housing affordability!

