



CITY COUNCIL OF THE CITY OF GREENVILLE WORK SESSION MEETING

Monday, October 13, 2025 – 3:30 p.m.

Greenville City Hall, 206 S. Main Street

Citizens may access the meeting at the following web address:

<https://www.greenvillesc.gov/1694/Online-Meetings>

CITY COUNCIL: Mayor Knox White; Councilmembers John DeWorken, Lillian Flemming, Ken Gibson, Wil Brasington, Dorothy Dowe, and Russell Stall

CITY STAFF: City Manager Shannon Lavrin; City Attorney Leigh B. Paoletti; City Clerk Camilla G. Pitman

AGENDA

- | | | |
|-----------|--|------------------|
| 1. | Call to Order | 3:30 p.m. |
| 2. | North Main Connector Update | 3:30 p.m. |
| 3. | Business License Changes | 4:00 p.m. |
| 4. | Executive Session (S.C. Code §30-4-70):
<i>NOTE: City Council will leave the Work Session to conduct an Executive Session which is not open to the public. The Work Session meeting will adjourn following the completion of the Executive Session. No action will be taken prior to adjourning the meeting.</i> | 4:15 p.m. |
| | a. Economic Development / Legal Briefing | |
| | b. Boards and Commissions / Personnel Update | |
| 5. | Adjourn | 5:15 p.m. |

North Main Connector

City Council Work Session
October 13, 2025



IN THIS PRESENTATION

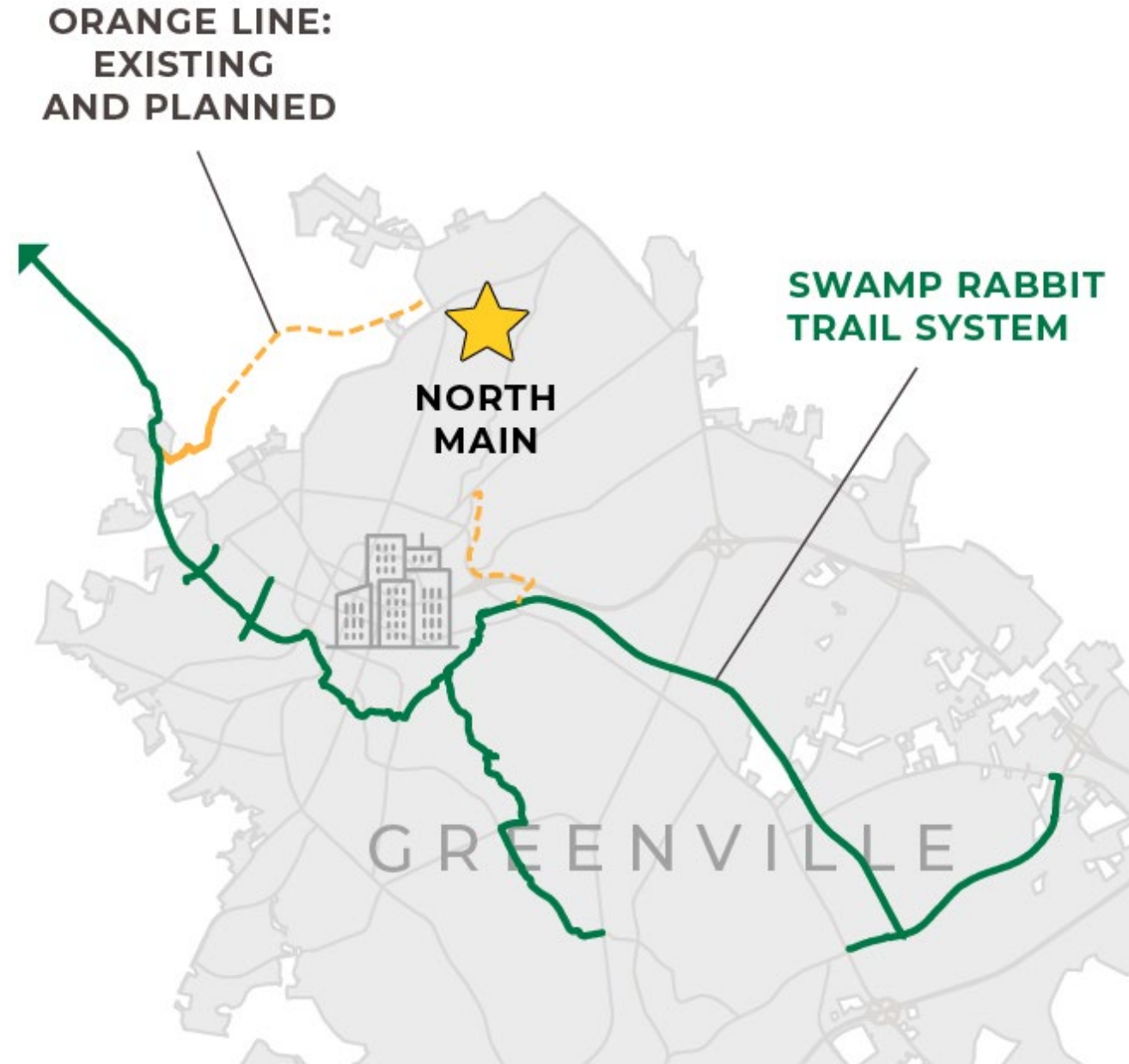
- 1 Project Overview
- 2 Alternatives
- 3 Engagement: What We've Heard
- 4 Evaluating the Routes
- 5 Next Steps
- 6 Discussion + Questions

PART 1

PROJECT OVERVIEW

Project Purpose

Connect the North Main community
(5,000+ residents)
to the SRT network



PROJECT LEADERSHIP & GUIDANCE



AECOM



Emily Swearingen, PE
Associate Vice President



Todd Bobeng
Civil Engineer

alta



Jean Crowther, AICP
Principal



TECHNICAL COMMITTEE including North Main residents, business owners, walk/bike advocates, and SCDOT

TIMELINE

PHASE 1

Alternatives Analysis

Spring 2025 to Fall 2025



PHASE 2

Trail Design

~Winter 2025 to Summer 2027

What Informs the Study?

Many types of inputs were used to determine route feasibility:



PHASE 1 SCHEDULE

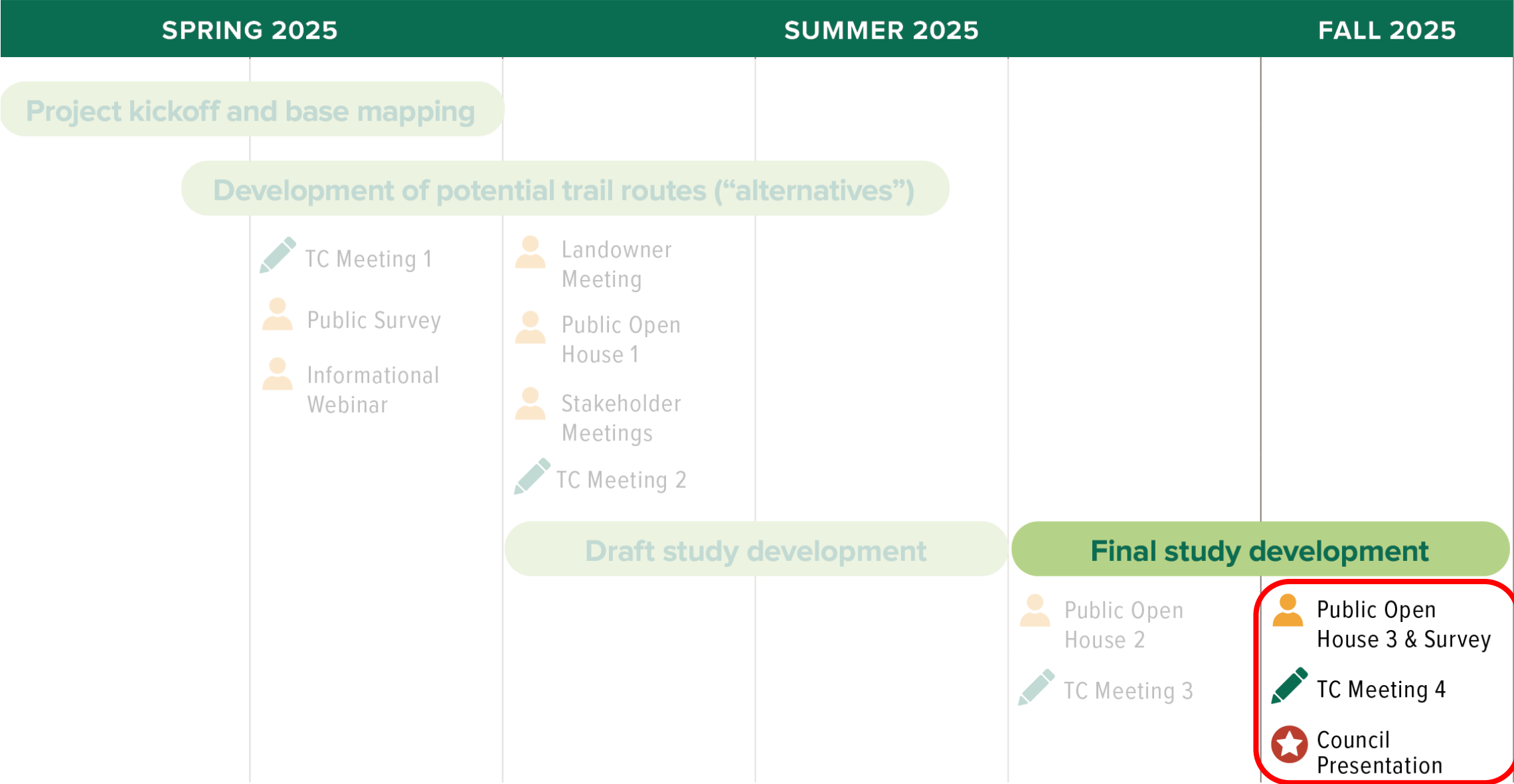
SPRING 2025		SUMMER 2025		FALL 2025	
Project kickoff and base mapping					
Development of potential trail routes (“alternatives”)					
TC Meeting 1 Public Survey Informational Webinar		Landowner Meeting Public Open House 1 Stakeholder Meetings TC Meeting 2			
		Draft study development		Final study development	
				Public Open House 2 TC Meeting 3	Public Open House 3 & Survey TC Meeting 4 Council Presentation

 Public engagement opportunities

 Technical Committee (TC) meetings

 Council Presentation

PHASE 1 SCHEDULE



 Public engagement opportunities

 Technical Committee (TC) meetings

 Council Presentation

PART 2

ALTERNATIVES

The Routes Being Studied

Potential for connection along unnamed tributary and sidepath on Rutherford Rd, especially if a road diet is implemented on Rutherford Rd in the future

Potential for connection to Croftstone neighborhood (route to be determined)

Connection to North Main Rotary Park/Bobby Pearce Community Center

TRAIL ALTERNATIVES:

NORTHERN SECTION

- 1A Graves Dr
- 1B Renrick Dr

MIDDLE SECTION

- 2A-1 North Main Greenway
- 2A-2 The Orange Line Strollway
- 2A-3 Neighborhood Promenade
- 2A-4 North Main Sidepath
- 2B Rutherford Rd + Summit Dr

- 3A Gallivan St
- 3B Hillcrest Dr + Parkwood Dr
- 3C Bennett St

SOUTHERN SECTION

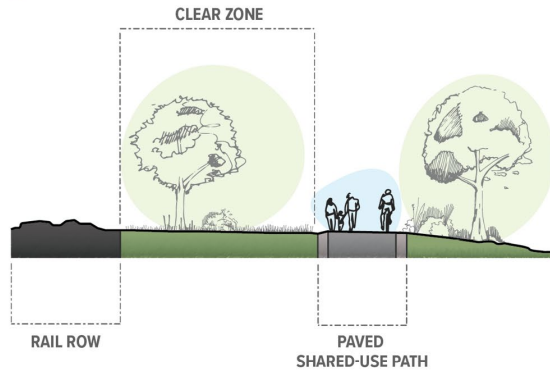
- 4A Stone's Point Development
- 4B Future Development

LEGEND

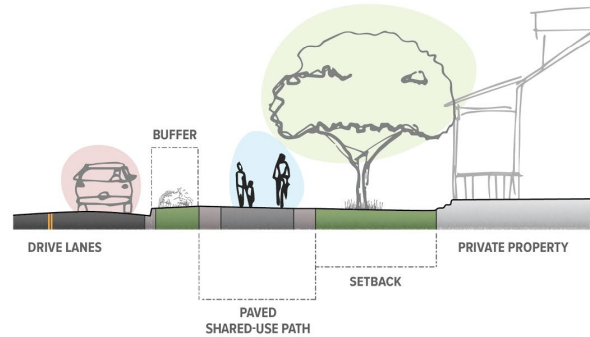
- Greenville City Limits
- Parks
- Lake or Pond
- Rivers & Streams
- Railroads
- 100-Year Floodplain
- Floodway
- Wetland
- K-12 Schools
- Community and Recreation Centers
- Future Orange Line Connections
- Proposed Bike/Ped Connections

NORTHERN SECTION: 1A vs 1B

1A Graves Dr

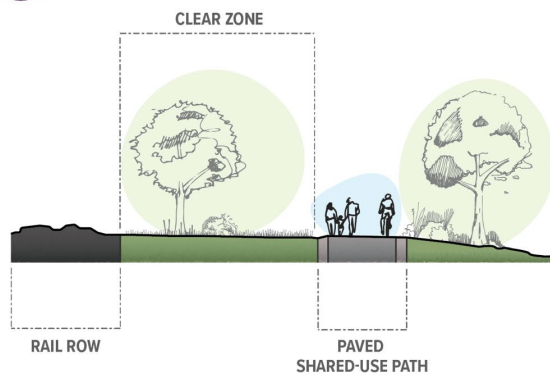


Trail in Rail ROW

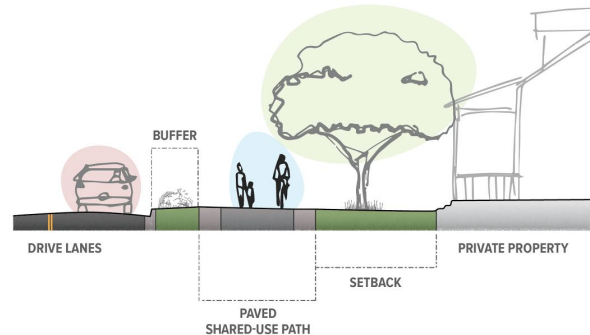


Sidepath on Graves Dr

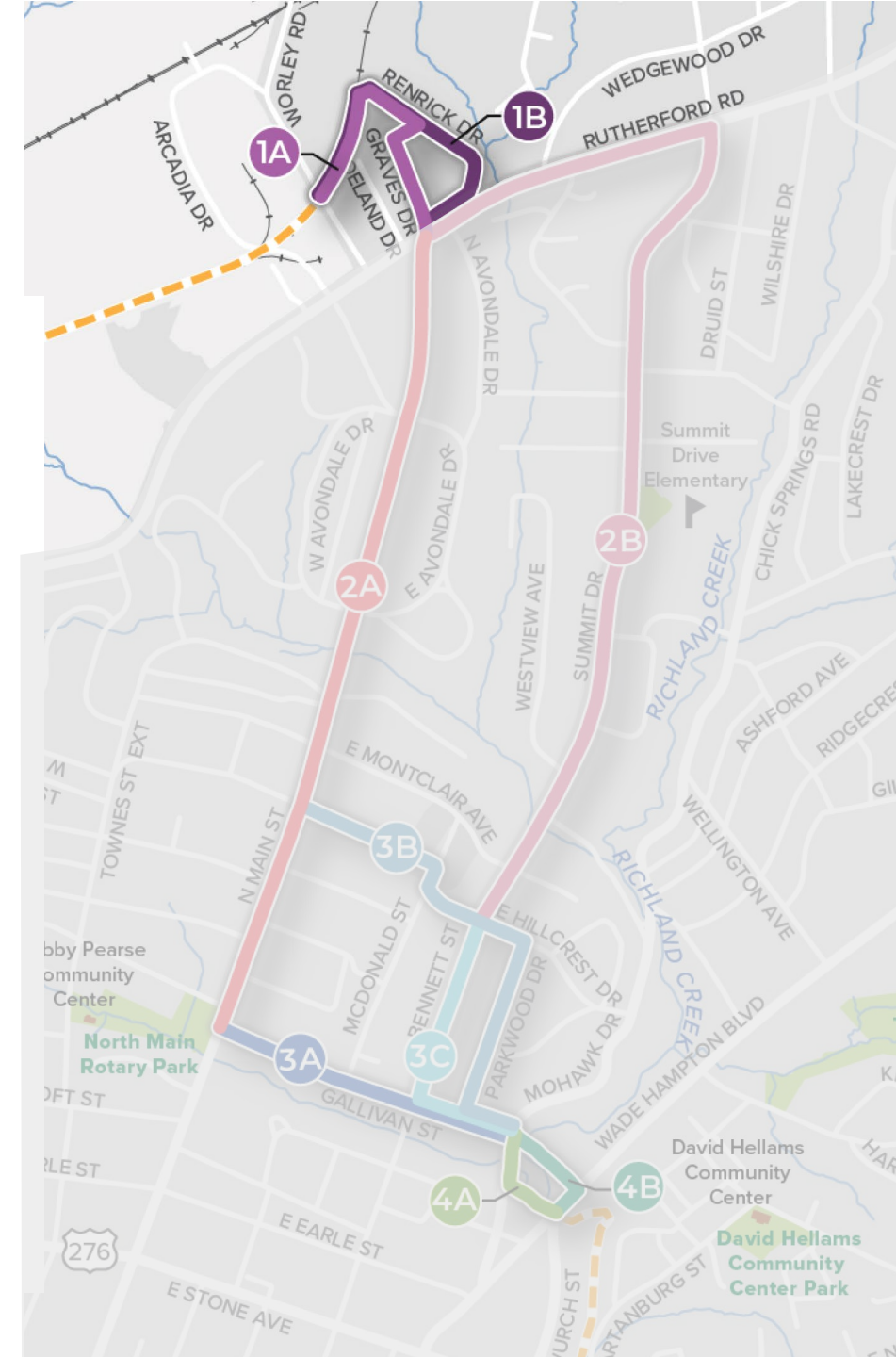
1B Renrick Dr



Trail in Rail ROW



Sidepath on Renrick Dr



MIDDLE SECTION: **2A** (4 options) VS **2B**

2A-1: North Main Greenway



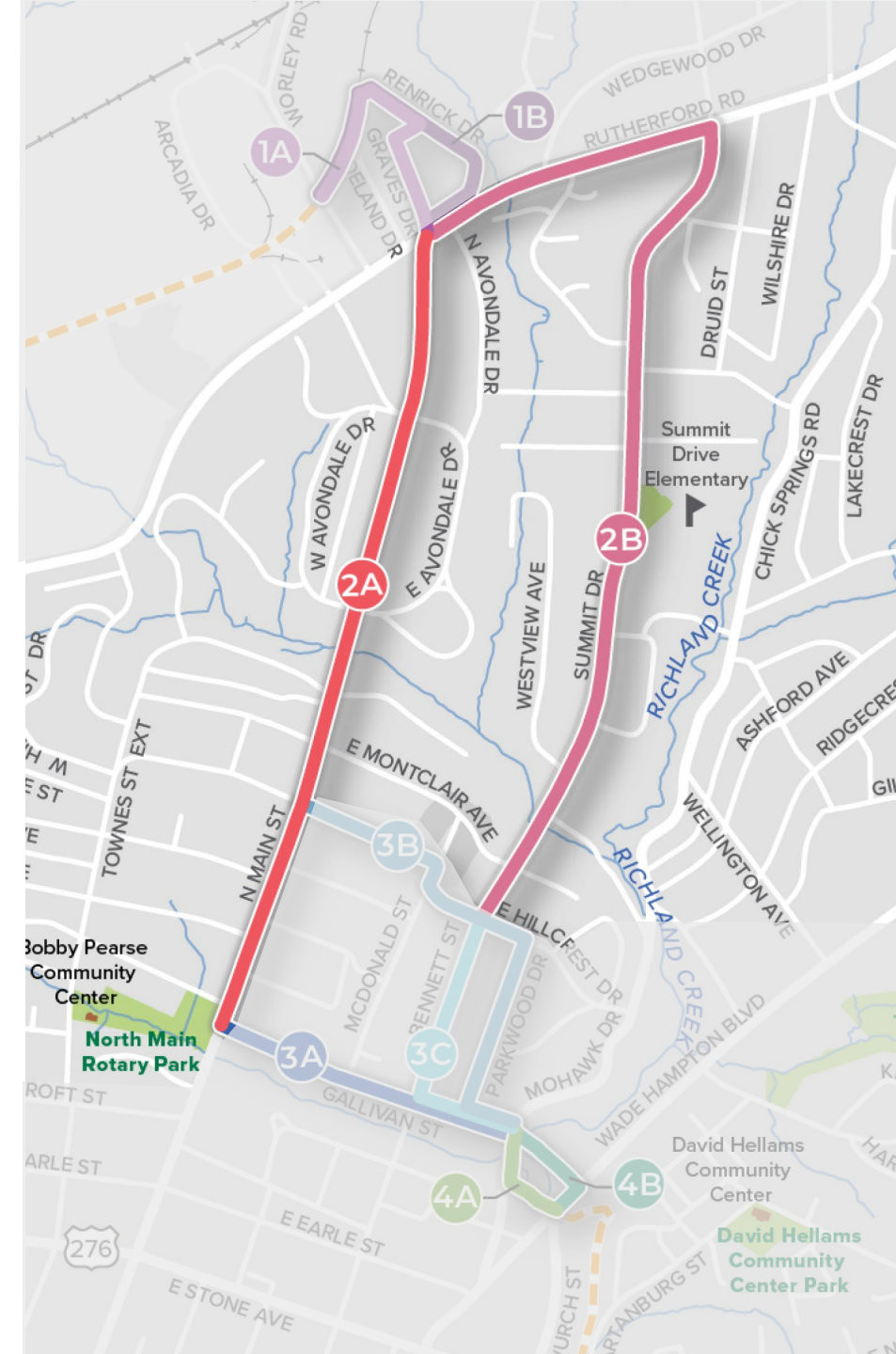
2A-2: The Strollway



2A-3: Neighborhood Promenade



2A-4: North Main Sidepath





MIDDLE SECTION: 2A

EXISTING CONDITIONS – N MAIN ST



Existing

MIDDLE SECTION: 2A

2A-1: North Main Greenway



RIGHT OF WAY

MIDDLE SECTION: 2A

EXISTING CONDITIONS – N MAIN ST



MIDDLE SECTION: 2A

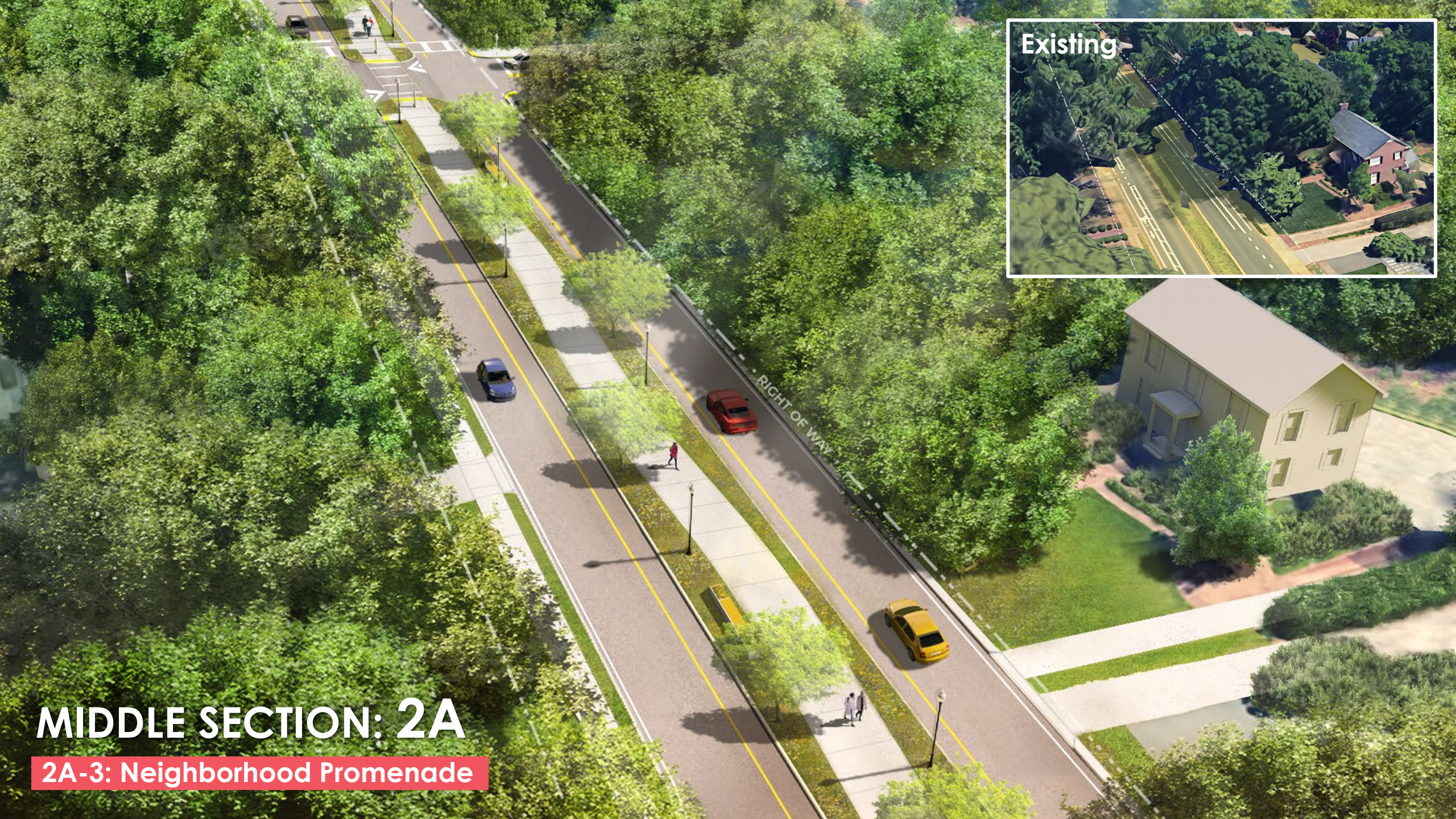
2A-2: The Strollway



RIGHT OF WAY

MIDDLE SECTION: 2A

EXISTING CONDITIONS – N MAIN ST



MIDDLE SECTION: 2A

2A-3: Neighborhood Promenade



RIGHT OF WAY

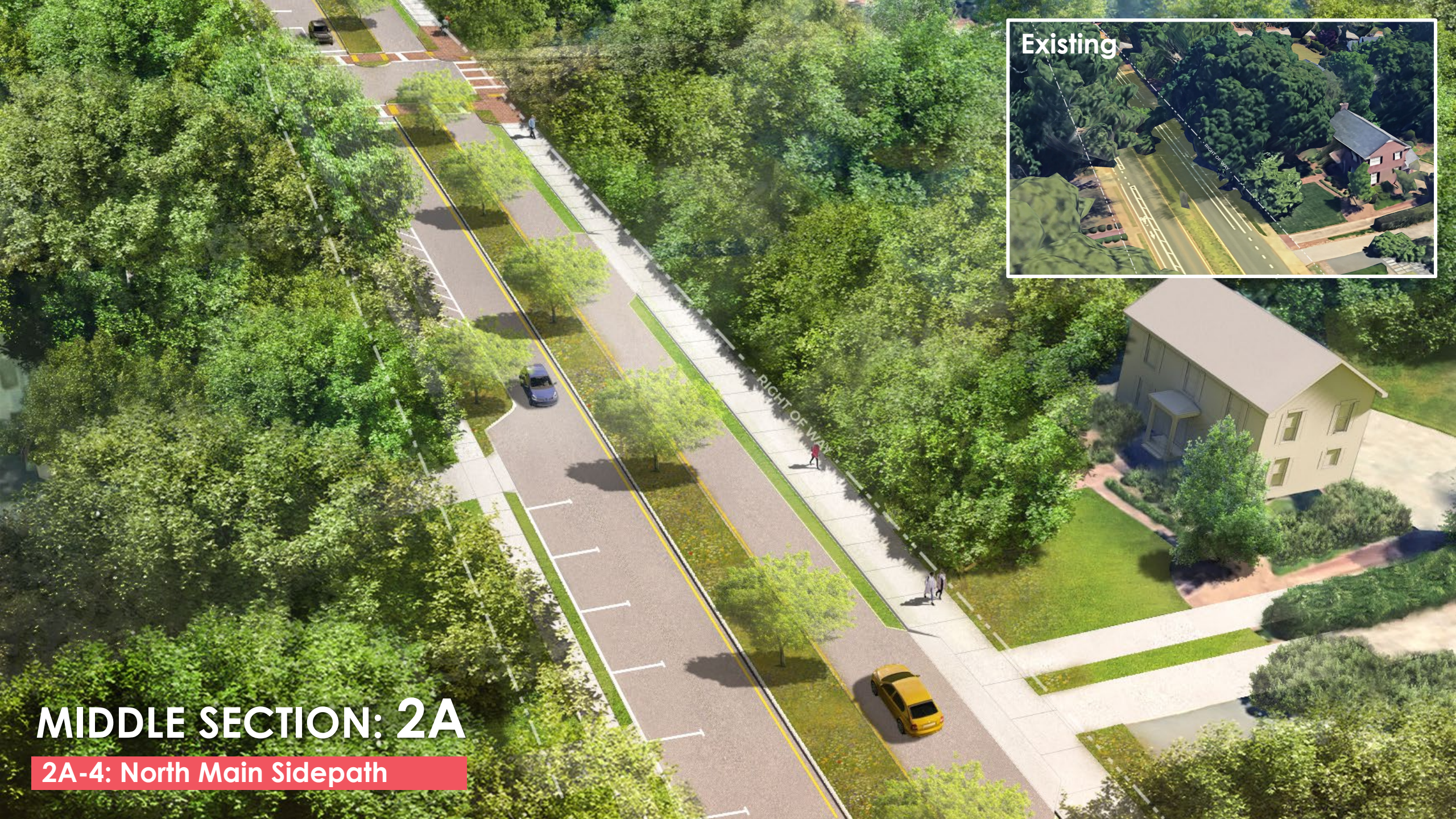
MIDDLE SECTION: 2A

EXISTING CONDITIONS – N MAIN ST



MIDDLE SECTION: 2A

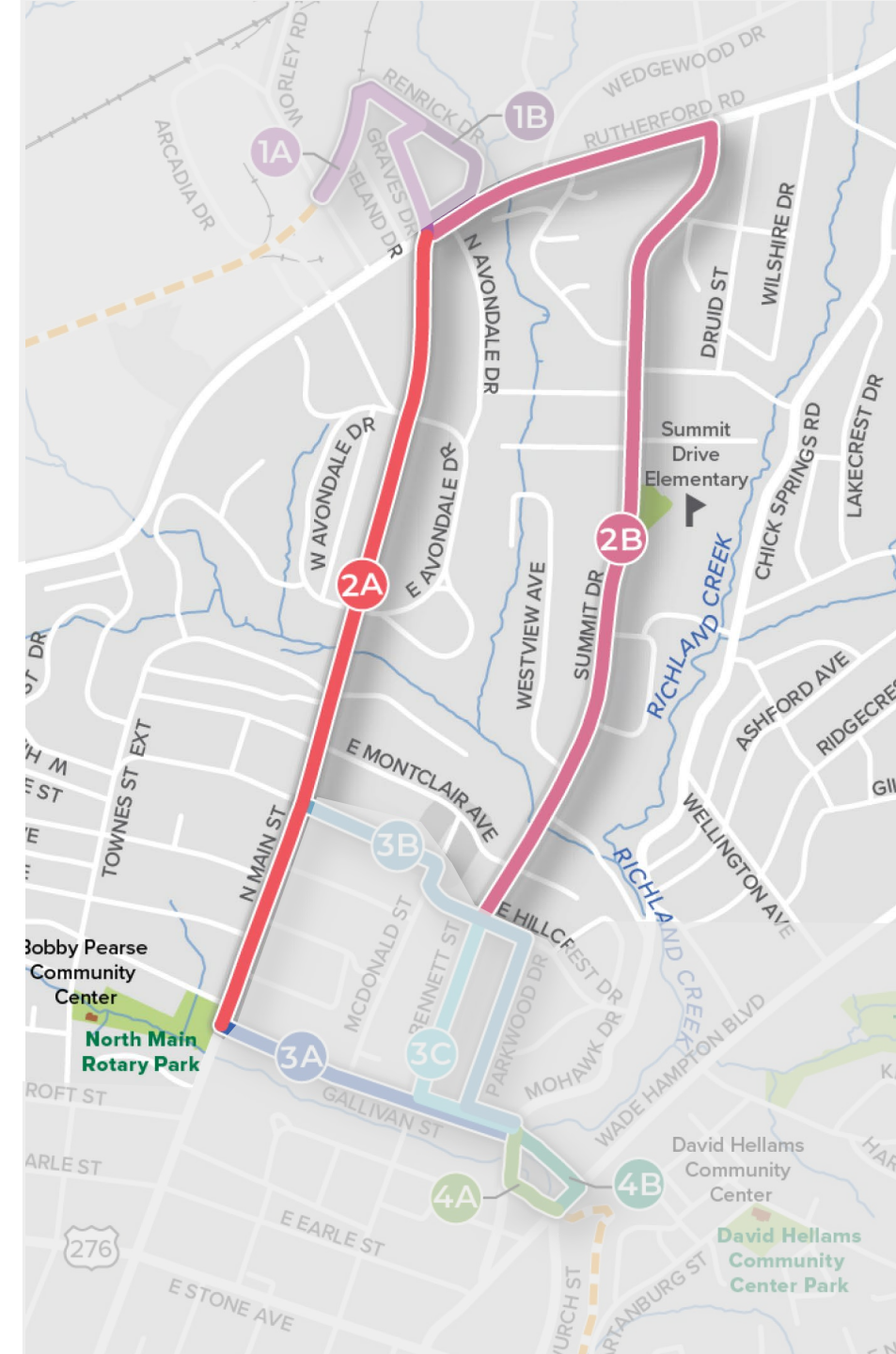
2A-4: North Main Sidepath



MIDDLE SECTION: 2A (4 options) VS 2B

2B Rutherford Rd + Summit Dr

Curb is extended to an 11' sidepath; parking lane added on opposite side of Summit Dr.



MIDDLE SECTION: 3A vs 3B vs 3C

3A: Gallivan St (east)



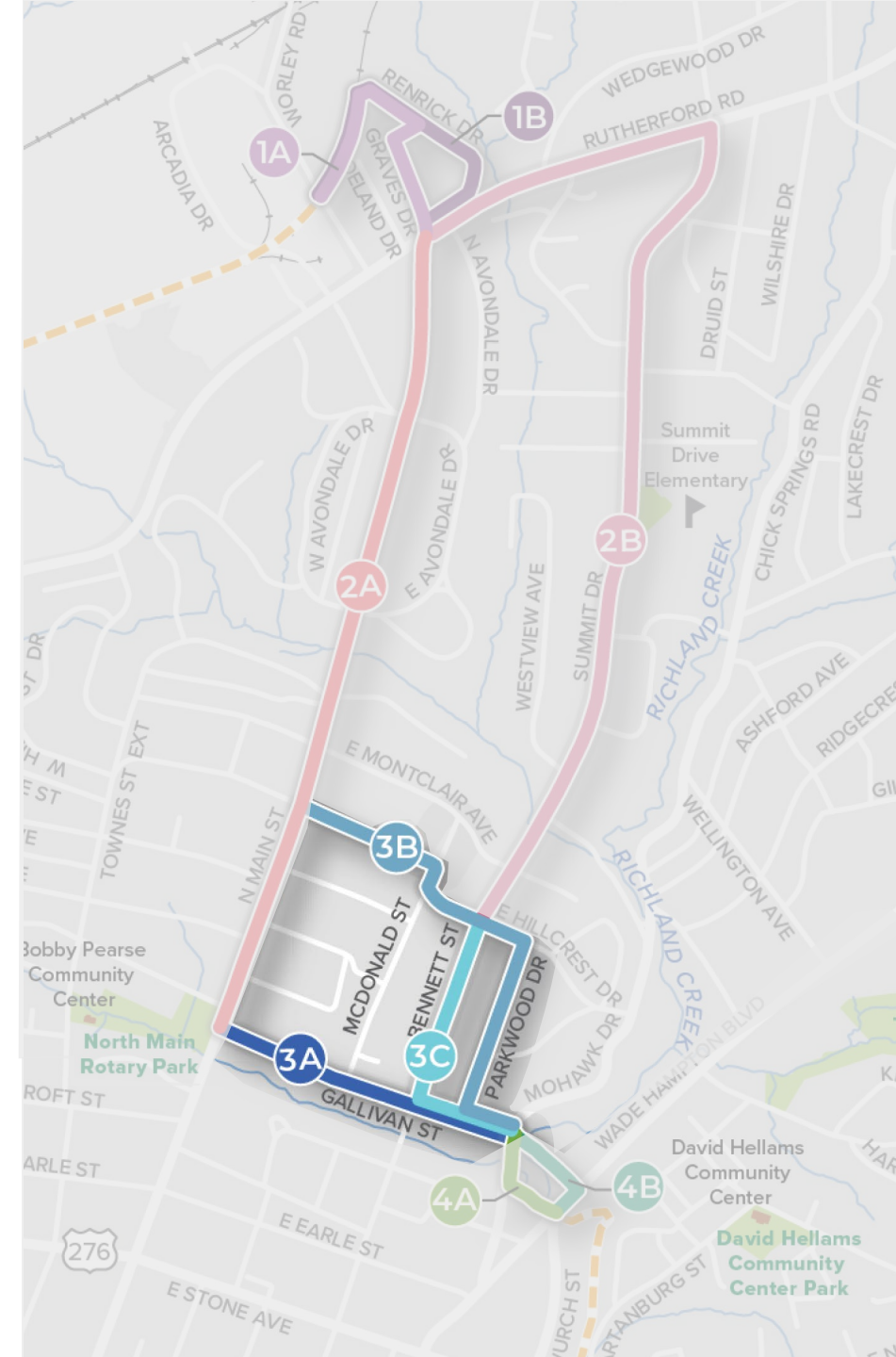
(west)



3B: Parkwood Dr + Hillcrest Dr



3C: Bennett St





MIDDLE SECTION: 3A

Gallivan St Existing Conditions *(east)*



MIDDLE SECTION: 3A

Gallivan St Concept *(east)*



MIDDLE SECTION: 3A

Gallivan St Existing Conditions *(west)*

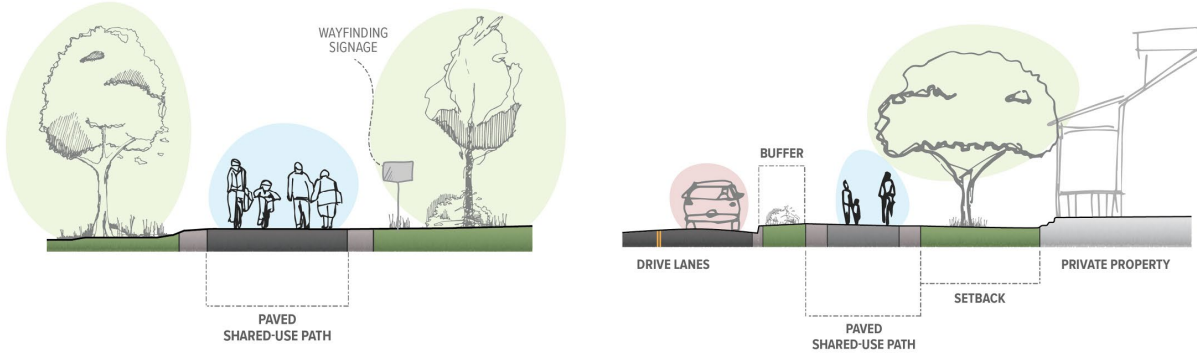


MIDDLE SECTION: 3A

Gallivan St Concept (west)

SOUTHERN SECTION: 4A vs 4B

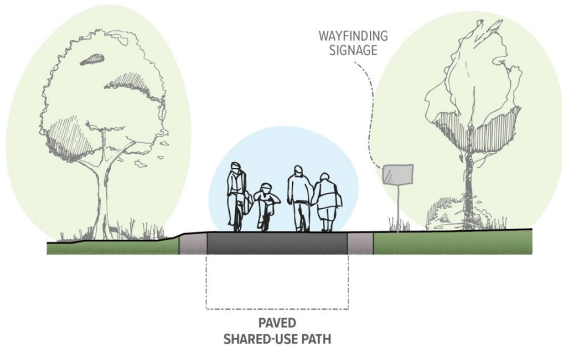
4A Stone's Point Development



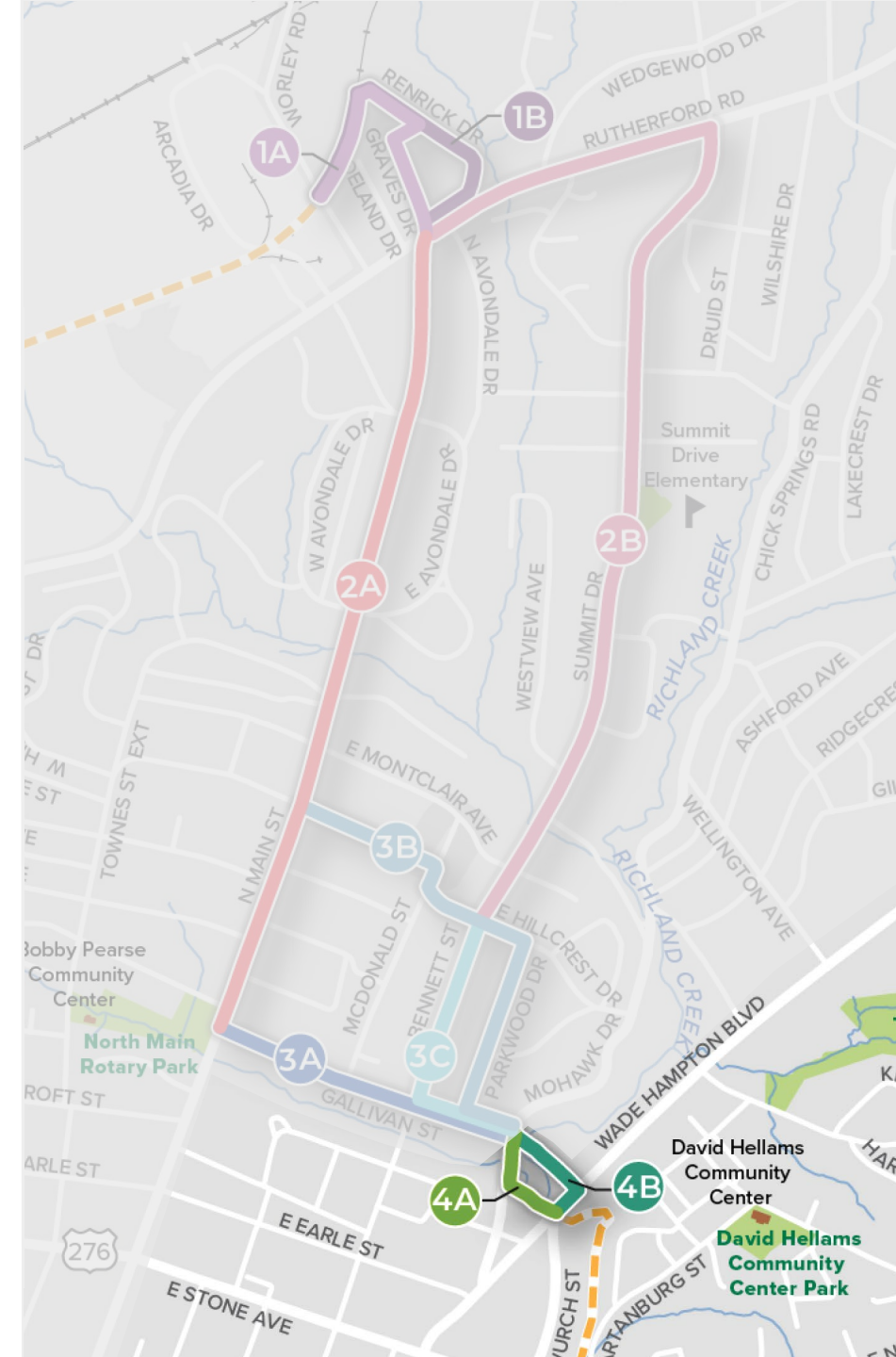
Shared-use path (buffered in parking lot)

Sidepath on Mohawk Dr

4B New Development



Shared-use path



PART 3

ENGAGEMENT: WHAT WE'VE HEARD

860+ community members engaged



Public Events

- ▶ **Open House 1** (May 2025)
- ▶ **Open House 2** (July 2025)
- ▶ **Open House 3** (Fall 2025)



Virtual Engagement

- ▶ **Project website** and social media posts
- ▶ **Informational webinar** (April 2025)
- ▶ **Online survey** (April-May 2025)

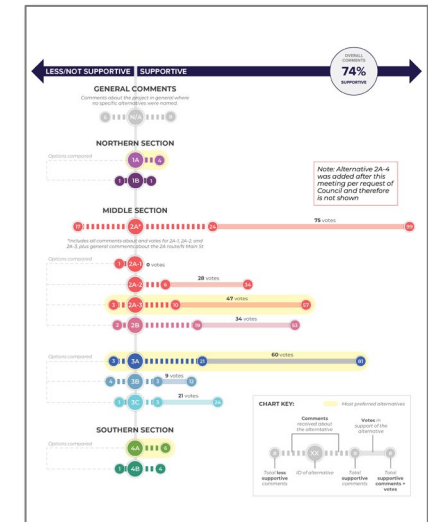


Stakeholder Outreach

- ▶ **Project Steering Committee** met 5 times throughout project
- ▶ **Richland Creek landowners meeting** (May 2025)
- ▶ **Additional stakeholder meetings** with City, SCDOT, and fire dept.

Voting & Comments

North Main St and Gallivan St were most preferred.



A full summary is provided in the report

Community's Preferred Route

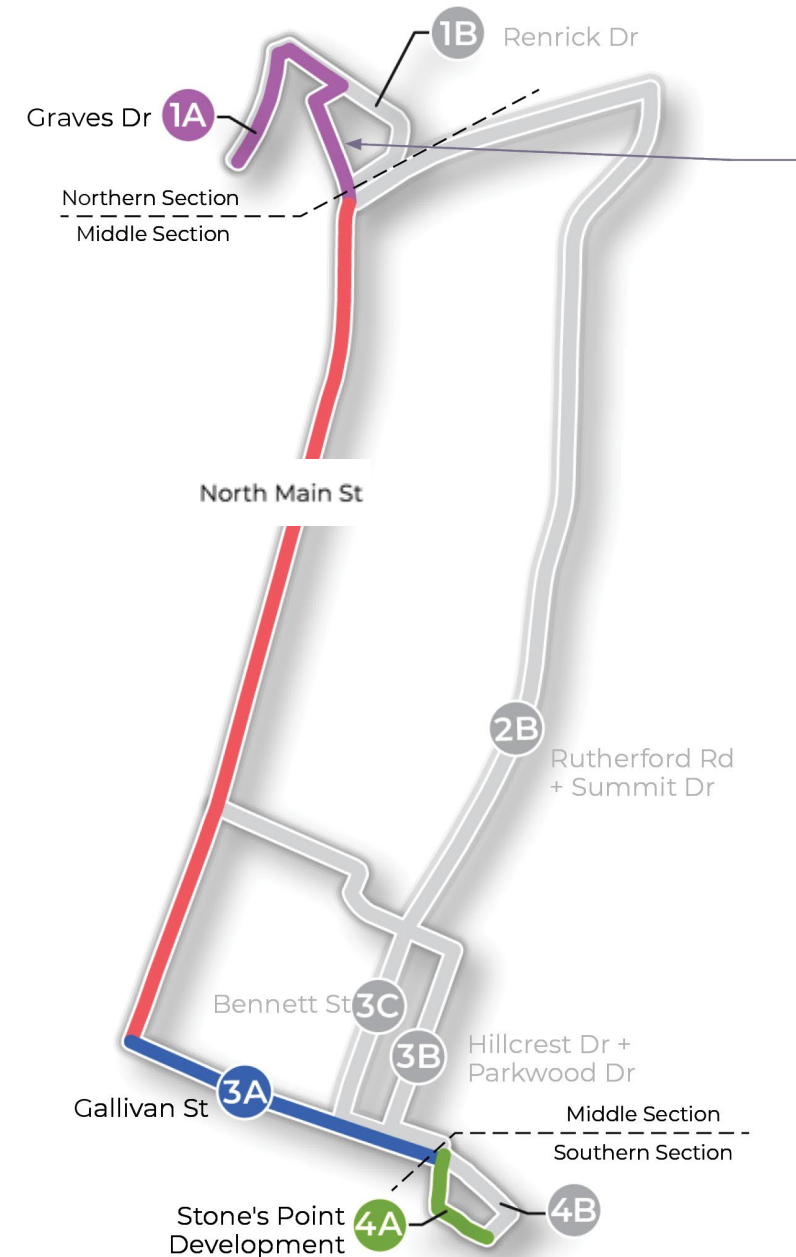
1A: Graves Dr*

2A: North Main St

3A: Gallivan St

4A: Stone's Point Development*

**Final routing will depend on the landowners.*



PART 4

EVALUATING THE ROUTES

Criteria for Route Evaluation and Selection



Connectivity



**Traffic
Safety**



**Cost and Complexity
of Construction**



**ROW Availability
and Impacts**



**User
Experience**



**Environmental
Impacts**



**Public and
Stakeholder Support**

Evaluation Process

These criteria scores will be updated after final public engagement

5

Criteria	NORTHERN SECTION				MIDDLE SECTION					MIDDLE SECTION (CONTINUED)						SOUTHERN SECTION		
	Options compared		Not feasible		Options compared					Options compared			Not feasible			Options compared		
	1A Graves Dr	1B Renrick Dr	X1 Worley Dr	X2 Oeland Dr	2A-1 North Main Greenway	2A-2 The Strollway	2A-3 Neighborhood Promenade	2A-4 North Main Sidepath	2B Rutherford Rd + Summit Dr	3A Gallivan St	3B Hillcrest Dr + Parkwood Dr	3C Bennett St	X3 Unnamed Tributary (west)	X4 Unnamed Tributary (East)	X5 Richland Creek	4A Stone's Point Development	4B New Development	
Connectivity	All have similar connectivity opportunities to nearby destinations: industrial properties, 1 restaurant, and 1 workforce training program				1 park, 1 community center, and 1 restaurant	1 park, 1 community center, and 1 restaurant	1 park, 1 community center, and 1 restaurant	1 park, 1 community center, and 1 restaurant	1 school, 3 churches, 1 retirement community	1 park, 1 community center, and 1 restaurant	Residential only	Residential only	1 assisted living facility and 1 rehabilitation center	Residential only	1 school, 1 private community club	3 retail destinations	Residential only	
Traffic Safety	0 intersections; 0 crashes; low traffic but event traffic and loading areas are issues	0 Intersections; 0 crashes; low traffic on Renrick; high traffic on Rutherford	0 Intersections; 1 severe crash on Worley; low traffic roads, but constrained ROW means trail would have low separation from loading zones and large industrial vehicles		~9 intersections (2 signalized); 2 ped crashes and 2 severe vehicle crashes; N Main St has moderate traffic but high speeds					13 intersections (2 signalized); 2 bike crashes; high traffic on Rutherford/low traffic on Summit	4 intersections (0 signalized); 0 crashes; low traffic	4 intersections (0 signalized); 1 ped crash and 1 bike crash near intersections; low traffic	6 intersections (0 signalized); 0 crashes; low traffic	All have high separation from traffic, but face challenges at road crossings related to sight lines and elevation, and would have challenges getting across Rutherford Rd (proximity to existing signalized crossings)			Separated from traffic, though 4A will cross through a busy parking lot	
Cost Considerations/Complexity of Construction	Both would require careful design for separation from traffic, but loading docks, parking areas, and utilities add complexity to 1A		Loading docks, parking areas, and utilities are major constraints		2A-4 is expected to be the least costly, followed by 2A-1, then 2A-2, with 2A-3 being the most expensive; all options require impacting driveways and median; all options may require significant storm water upgrades				Overhead utilities and on-street parking are challenges on Summit	Utilities, retaining walls, and on-street parking are challenges	Overhead utilities and on-street parking are challenges		Engineering challenges due to flooding, steep slopes (requiring longer length), and environmental mitigation requirements; minimal construction impacts			4B will require a bridge over Richland Creek; new bridge in floodplain would require time-consuming permitting process to determine impact; moderate construction impacts		
ROW Availability and Impacts	Public ROW + 5 commercial parcels; moderate construction impacts	Public ROW (including fire station) + 2 commercial parcels; moderate construction impacts	2 commercial parcels; moderate construction impacts	2-3 commercial parcels; moderate construction impacts	Within public ROW; moderate construction impacts				Within public ROW; overhead utilities; existing parking shifted to one side; moderate construction impacts	Within public ROW; overhead utilities; 3A would impact existing parking; moderate construction impacts		>13 private residential parcels	>15 private residential parcels including gated community	>30 private residential parcels	1 private parcel (retail development)	1 private parcel (future mixed-use development)		
User Experience	No steep grades; moderate separation; opportunities for shade	Some minor grades; low separation on Rutherford; opportunities for shade	No steep grades; low separation; few opportunities for shade/tree cover; industrial setting less appealing		Some steep grades; high separation with 2A-2, moderate separation with 2A-1 and 2A-3; 2A-2 has greatest opportunities for shade/tree cover while 2A-1 and 2A-3 are more exposed				Width is substandard for a trail facility; minimal separation from traffic; lack of shade	Some steep grades; moderate separation on Rutherford and Summit; opportunities for shade	No steep grades but requires using steep part of N Main; moderate separation; opportunities for shade	No steep grades; moderate separation; opportunities for shade	Some steep grades; moderate separation; opportunities for shade	Creekside environments have high separation from traffic and opportunities for shade and tree cover, but potentially difficult intersections/crossings; steep slopes would require switchbacks, adding length			No steep grades; moderate separation; opportunities for shade	
Environmental Impact	Minimal potential environmental impacts for 1A, X1, and X2; sidepath along Renrick may impact tree canopy more than a sidepath along Graves, Worley, or Oeland				High potential impacts to tree canopy	Some potential impacts to existing tree canopy	High potential impacts to existing tree canopy	Minimal potential impacts to existing tree canopy	Minimal potential impacts to existing tree canopy	Minimal potential environmental impacts, so long as design is within existing curbs			High potential impact to tree canopy, steep banks, and floodplains.			Minimal potential impacts	High potential impacts due to creek crossing	
Public and Stakeholder Support	Greater public support for 1A		N/A (route infeasible)	N/A (route infeasible)	While 2A-3 was initially supported by City staff due to minimized vehicle conflicts; the fire dept. supports 2A-2 and 2B for emergency response travel lane width requirements; public feedback showed high support for 2A-3 and moderate support for 2A-2				Will be determined after Public Open House 3	Previously proposed sidepath or on-road facility on Rutherford; public feedback showed some support	3A was strongly preferred in public feedback; 3B and 3C received some support			Previously proposed greenway ¹	Previously proposed greenway ¹	Previously proposed greenway ¹ ; mixed support from landowners during this study	Greater public support for 4A	
OVERALL PERFORMANCE	MED	LOW	NOT FEASIBLE	NOT FEASIBLE	MED	HIGH	MED	MED	MED	HIGH	MED	MED	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	HIGH	LOW	

Preliminary Evaluation Results

NORTHERN SECTION

1A: Graves Dr

MED

1B: Renrick Dr

LOW

SOUTHERN SECTION

4A: Stone's Point
Development

HIGH

4B: Future
Development

LOW

MIDDLE SECTION



2A-1: North
Main Greenway

MED



2A-2: The
Strollway

HIGH



2A-3:
Neighborhood
Promenade

MED



2A-4: North
Main Sidepath

MED



2B: Rutherford
Rd + Summit Dr

MED

3A: Gallivan St

HIGH

3B: Hillcrest Dr +
Parkwood Dr

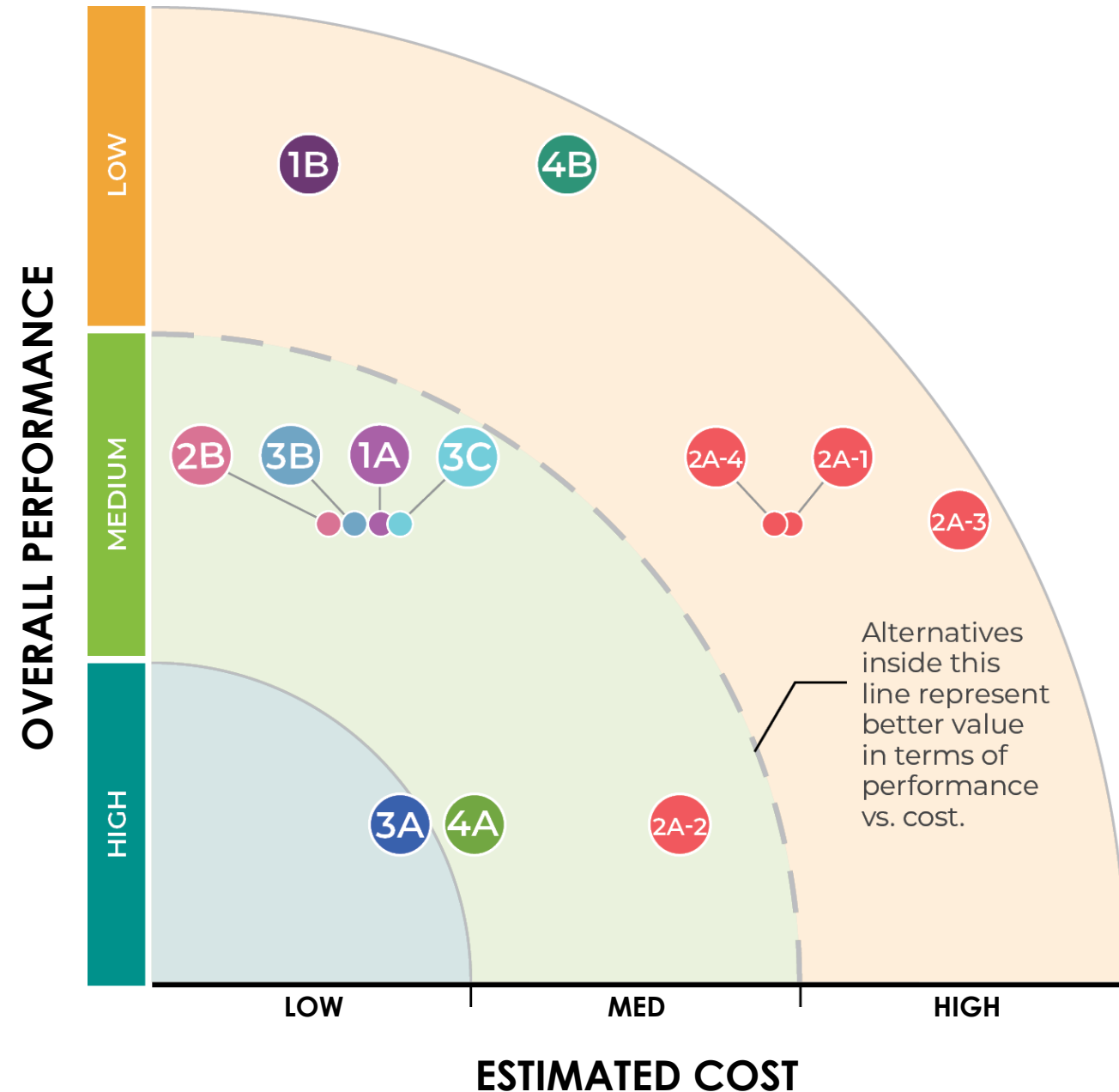
MED

3C: Bennett St

MED

Cost Considerations: Relative Comparison

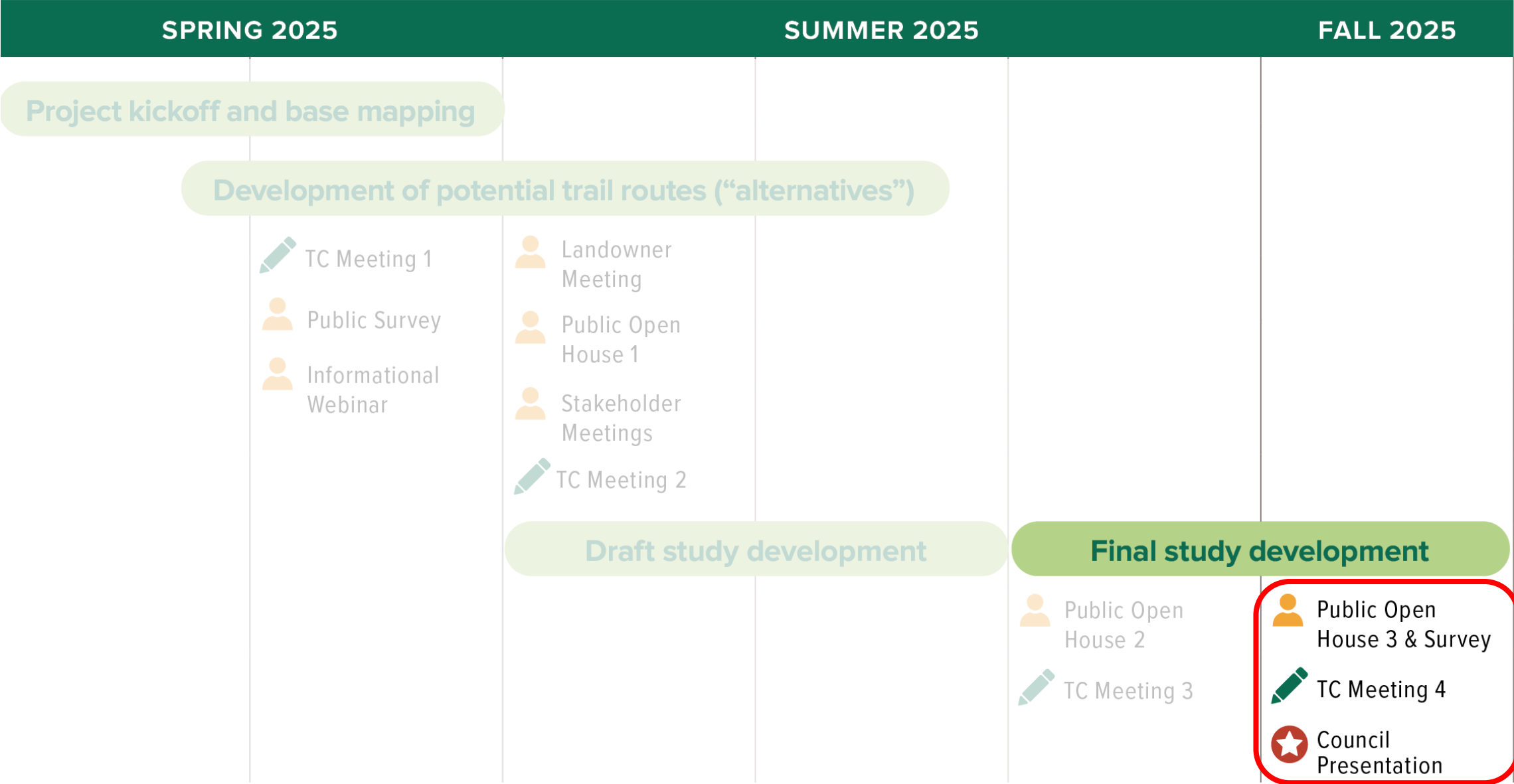
- Chart compares high-level **estimated cost per mile** (horizontal axis) and **overall evaluation results** (vertical axis)
- Alternatives within the inner rings represent **better value** in terms of performance vs. cost



PART 5

NEXT STEPS

PHASE 1 SCHEDULE



 Public engagement opportunities

 Technical Committee (TC) meetings

 Council Presentation

PART 6

DISCUSSION + QUESTIONS



2025 NAICS Code Updates and Business License Process Improvements



OVERVIEW

- Background and Purpose
- Impact of 2025 NAICS Code Classification Changes
- Options
- Requested Changes
- Required Actions
- Questions or Comments

BACKGROUND AND PURPOSE

- South Carolina Act 176 of 2020 (the “Standardization Act”) requires all municipalities to update their business license classifications every two years using the most recent North American Industry Classification System (NAICS) codes
- The new classifications applies to license years May 1, 2026 to April 30, 2028

Impact of Classification Changes

- **Two (2) NAICS Codes Increased by One (1) Class**
 - Mining - no businesses classified under the mining category
 - Transportation and warehousing - approximately 100 businesses
- **Four (4) NAICS Codes Decreased by One (1) Class**
 - Real estate and rental and leasing - approximately 1,130 businesses
 - Professional, scientific and technical services – approximately 1,200 businesses
 - Health care and social assistance - approximately 800 businesses
 - Other services - approximately 1,225 businesses

Projected Revenue Options

- **Option 1 – Accept Revenue Decrease**
 - Maintain existing rate structure
- **Option 2 – Adjust Rates to Maintain Neutral Revenue Impact**
 - Recalibrate rate classes to maintain revenue neutrality

2025 Staff Requested Changes

- Propose that any nonprofit or exempt entity not required to hold a business license be required to file an annual registration at a flat fee
- Recommend eliminating the declining scale for resident contractor outside-city gross receipts and implementing a flat fee structure (currently \$0.30 per thousand)
 - The current process requires manual calculations and separate entries. The system cannot automatically apply the 2% resident discount. This process creates inefficiencies and opportunities for error.
- Recommend requiring background checks for certain personal service businesses
 - Requested by Police Department

Required Actions



Adopt the updated NAICS classification schedule by ordinance prior to December 31, 2025



Communicate classification and any rate changes to businesses prior to 2026 renewal cycle



An aerial photograph of a city skyline at sunset. The sun is low on the horizon, casting a warm golden glow over the city and creating long shadows. The sky is filled with dramatic, dark clouds. The city features a mix of architectural styles, including modern glass-fronted buildings and older brick structures. A large, dark rectangular box is superimposed over the upper portion of the image, containing the text "QUESTIONS OR COMMENTS" in white, bold, sans-serif capital letters.

QUESTIONS OR COMMENTS