



## **OCONEE COUNTY PLANNING COMMISSION**

415 S. Pine St. Room 212 | Walhalla, SC 29691  
864.638.4218  
OconeeSC.com

### **COMMISSION MEMBERS**

Mike Johnson, Chairman, At-Large      David Nix, Vice Chair, District 2  
Teresa Spicer, District 1                      Brit Adams, District 3  
Joshua Owens, District 4                      Gary Gaulin, District 5  
Mickey Haney, At-Large

### **AGENDA**

6:00 pm, Monday, May 20, 2024

Council Chambers - Oconee County 415 S Pine St, Walhalla SC 29691

1. Call to Order
2. Invocation
3. Pledge of Allegiance
4. Approval of minutes from May 6, 2024
5. Public Comment for Non-Agenda Items (4 minutes per person)
6. Commission Member Comments
7. Staff Comments
8. Discussion regarding chairman request to discuss Chapter 38 ordinance changes with county council at the next county council meeting.
  - a. Public Comment
  - b. Discussion/vote
9. Discussion regarding state and county required traffic study for "major road" developments.
  - a. Public Comment
  - b. Discussion/vote
10. Adjourn



## OCONEE COUNTY PLANNING COMMISSION

415 S. Pine St. Room 212 | Walhalla, SC 29691  
864.638.4218  
OconeeSC.com

### COMMISSION MEMBERS

Mike Johnson, Chairman, At-Large	David Nix, Vice Chair, District 2
Teresa Spicer, District 1	Brit Adams, District 3
Joshua Owens, District 4 - Absent	Gary Gaulin, District 5
Mickey Haney, At-Large	

### STAFF

James Coley  
Elise Dunaway  
David Root

### MEDIA

Lauren Pierce, The Journal

### MINUTES

6:00 pm, Monday, May 6, 2024

Council Chambers - Oconee County 415 S. Pine St, Walhalla SC 29691

1. Call to Order – Mr. Johnson called the meeting to order at 6:00 PM.
2. Invocation was led by Mr. Gaulin.
3. Pledge of Allegiance was led by Mrs. Spicer.
4. Approval of minutes from April 15, 2024 – Mr. Haney made a motion to approve the minutes; Seconded by Mr. Nix. Approved unanimously.
5. Public Comment for Non-Agenda Items (4 minutes per person):  
Karen Iacovelli expressed her concern with the proposed development along Hwy 130. She encouraged the idea of a master plan for the county.
6. Commission Member Comments  
Mr. Johnson mentioned USPS's concern about shipping lithium batteries in packages. He acknowledged and thanked Ms. Spicer for bringing the topic to light. He thanked the Planning Commission for their hard work. He thanked the County Council for passing of the new Commercial Junkyard ordinance.  
  
Mr. Gaulin mentioned that Phil Soper from Keep Oconee Beautiful Association (KOBA) is scheduled to attend a meeting in June to give a presentation on the scenic highway proposal for a section of Hwy 130.  
  
Mr. Nix asked general questions based on the concerns mentioned during public comment.
7. Staff Comments  
Mr. Coley confirmed that Phil Soper for Keep Oconee Beautiful Association (KOBA) is

**OCONEE COUNTY**  
**PLANNING COMMISSION**

415 S. Pine St. Room 212 | Walhalla, SC 29691  
864.638.4218  
OconeeSC.com

scheduled to present at the June 17<sup>th</sup> Planning Commission meeting.

8. Discussion regarding standards and specifications of the Control Free District (CFD)  
County Code of Ordinances 38-10.2

A. Public Comment:

Tom Markovich discussed minimum space requirements for septic tanks in residential structures, lot sizes, and affordable housing.

Gary Owens from Salem expressed his support for Ordinance 2024-18.

Linda Lovely expressed her support for Ordinance 2024-18.

Watson Johnson expressed his support for Ordinance 2024-18.

Lynne Martin expressed her concern regarding growth and recommended a moratorium.

Martha Steele expressed her support for Ordinance 2024-18.

Dave Emmanuel expressed his support for Ordinance 2024-18.

B. Discussion/ vote:

Mr. Gaulin made a motion to accept and approve the 2024- 18 proposed draft ordinance and provide it to County Council for their meeting on May 27, 2024 for review and possible first reading; Seconded by Mrs. Spicer.

Mr. Gaulin amended the original motion to strike item 6 before sending the draft ordinance to County Council; Seconded by Mrs. Spicer. Motion Passes 5/1. Mr. Adams opposed.

Mr. Haney made a motion to request staff to contact DHEC to get their interpretation of the document; Seconded by Mr. Nix. The motion was withdrawn.

Mr. Haney made a motion to change the wording from septic to onsite/offsite wastewater treatment; seconded by Mr. Nix. Approved unanimously.

Mr. Gaulin restated the amended motion to accept and approve the 2024-18 proposed draft ordinance with amendments which include the striking of item 6 as well as changing septic to onsite/offsite wastewater treatment and providing it to County Council for their May 27, 2024 meeting for review and possible first reading. Seconded by Mrs. Spicer. Approved unanimously.

**OCONEE COUNTY**  
**PLANNING COMMISSION**

415 S. Pine St. Room 212 | Walhalla, SC 29691  
864.638.4218  
OconeeSC.com

9. Discussion regarding **FRONT** setback requirements within zoning districts with minimum lot widths.
  - A. Public Comment:  
Linda Lovely expressed her concern regarding changing the front setback and flag lots.
  - B. Discussion/ vote:  
Mr. Johnson made a motion to have Mr. Coley and Mr. Root review Chapters 32 and 38 of the code of ordinances so any adjustments to the wording can be made;  
Seconded by Mr. Gaulin. Motion passes 5/1. Mrs. Spicer opposed.
10. Adjourn – The meeting was unanimously adjourned at 7:56 PM.

upgrading the road to the minimum county road standard. The cost of upgrading a county road may include the cost of right-of-way acquisition and the moving of existing utilities. The cost of upgrading the road shall not include the upgrade of utilities within the road right-of-way. The source for reimbursement shall be from rollback taxes, if any, and the incremental tax increase of property resulting from New Development accessed by the upgraded road. The reimbursement agreement shall include not more than ten percent of any rollback taxes on the property to be developed and such percentage of said incremental tax increase sufficient to allow the developer/subdivider to receive reimbursement for his/her/its total cost in upgrading the road over a period of time not to exceed ten years from the date that the county approves the final plat and the plat is recorded. Any reimbursement agreement shall only include the county portion of any rollback tax or incremental tax increase.

(7) A developer/subdivider who is planning a development that will impact a county road in such a way that the road classification will change, and said road is already scheduled to be upgraded by the county within the next five years, according to the Priority Upgrade List, may be assigned a higher priority on the Priority Upgrade List by agreeing to allocate ten percent of the proposed development for affordable housing or provide the same amount of affordable housing in another location in the county. Affordable housing provided in this section shall be of the same type of construction (ex. stick built, modular, etc.) as the new development.

(b) ***Impact on existing roads system.*** In order for the county to approve a subdivision site plan, a subdivision plat or a building permit for a subdivision project, the county road or network of county roads that serve said proposed development must be adequate to accommodate any increase in traffic resulting from said proposed development. For all developments consisting of more than ten dwelling units, the developer/subdivider shall submit a traffic impact/road capacity study demonstrating the impact of traffic upon any county road servicing the subdivision, either directly or indirectly. The extent of the study shall be determined by the county engineer on a case by case basis. The traffic impact/road capacity study shall be reviewed by the county planning director and the county engineer. In the event that the county planning director and the county engineer determine that the subdivision will increase the average daily traffic (ADT) on a county road to the extent that said road will need to be upgraded to safely accommodate the increase in traffic, improvements to the road must be made in accordance with the road classification set forth in the definitions section of the land development and subdivision regulations ordinance (Ordinance 2008-20 [as codified in chapter 32, article VI, §§ 32-211—32-226]). The developer/subdivider shall be responsible for all costs (including right-of-way acquisition) necessary to upgrade the road.

(c) *Criteria for road improvement projects.*

(1) A minimum of 50 feet of right-of-way is required for the entire road.

(2)

Utilities<sup>6</sup> must not be located, to the extent practicable, beneath the road surface (excluding sanitary sewer).

- (3) A minimum of 50 feet radius of right-of-way is required for the purpose of constructing an appropriate turnaround for improvements projects along terminating roads.
- (4) Road improvement projects to match existing county standards, to the extent practicable.

The above criteria shall apply to paved and unpaved road improvement projects. From time to time, council may need to waive the above requirements on a case-by-case basis.

(d) *Scoring gravel roads.*

- (1) A trip generation prediction will be calculated with data collection and other methods outlined by the Institute of Transportation Engineers.
- (2) ADT (Modeled or Measured Average Daily Trips) will be combined with safety Parameters as follows:

Slope or grade	X <u>20</u> points
Intersection	X <u>20</u> points
Width	X <u>20</u> points
No Cul-de-sac	X <u>20</u> points
Alignment	X <u>20</u> points

- (3) ADT and safety parameters will be the primary factors in scoring gravel roads.
- (4) For example, if traffic counts were measured to be 480 ADT; and the slope exceeded 12 percent, it was 20 feet, and had no cul-de-sac the score would equal  $480 + 60 = 540$ .

(Ord. No. 2008-19, Art. 5(1—4), 12-16-2008)

## Sec. 59-72. - Traffic impact analysis.

This section establishes requirements for the analysis and evaluation of traffic impacts associated with development. A traffic impact analysis (TIA) will be required with applications for rezoning, preliminary plans, single-site development (site) plans, and certain special exceptions in accordance with the process and criteria set forth below.

- (1) *Third-party study preparation and/or review.* The traffic impact analysis (TIA) shall be prepared by an Engineer licensed in South Carolina that is experienced in the conduct of traffic analysis, whom is one of the consultants the county has previously-selected for on-call traffic impact analysis services, at the request of the county engineer or designee and at the sole expense of the applicant. On a case-by-case basis, the county engineer or designee, through coordination with the administrative officer or designee, may exempt an applicant from the requirement of third-party TIA preparation, accepting the submittal of a TIA prepared by an engineer, whom is licensed in South Carolina that is experienced in the conduct of traffic analysis, hired by the applicant. In which case, the county engineer or designee through coordination with the administrative officer or designee may require that the TIA be reviewed by an on-call, third-party consultant at the sole expense of the applicant. The process for third-party preparation and/or review is described as follows:
  - a. The county engineer or designee shall coordinate with the administrative officer or designee to determine the scope of services.
  - b. After determination of the scope of services, the on-call, third-party consultant shall provide a cost estimate of such services to the county engineer or designee for review and concurrence through coordination with the administrative officer or designee. Upon concurrence, an invoice shall be sent to the applicant, who shall provide payment in an amount equal to the estimated cost to the county engineer or designee within the timeframe set forth in the procedures established by the department. Any funds not used shall be returned to the applicant in a timely manner without interest.
  - c. Additional fees for services may be required if the applicant substantially amends an application and/or the consultant's appearance is requested at meetings beyond what was anticipated in the initial scope of services. The applicant shall remit payment to the department for these costs before the services are provided.
- (2) *Determination of TIA type and process.* To determine the applicable type of TIA, scope, and process for preparation or review, the applicant is encouraged to first apply for preliminary traffic assessment (PTA) and schedule a joint plan review (JPR) meeting with staff to discuss project objectives, scope, and process for preparation, review, and submittal.
  - a. This application for PTA shall include, at a minimum, the following:
    - 1.

Total <sup>8</sup>acreage for the project;

2. Description of the type of use(s) proposed and existing use or last known use and date of last known use for structures that have been unoccupied for longer than six months;
  3. Concept or sketch plan showing total square footage for the buildings (existing and proposed), the number and type of dwelling units proposed, square footages of gross and leasable floor area, number of employees, point(s) of access, proposed roads, internal accesses, bike/pedestrian facilities, and any other transportation infrastructure or facilities, and parking areas; and
  4. Existing traffic counts data for roadways that serve the proposed development using the most-recently published SCDOT Average Annual Daily Traffic (AADT) Counts Data, where available.
  5. For a Tier 2 TIA, the proposed study area based on the criteria outlined in section 59-72(f).
- b. The county engineer or designee will review the application for preliminary traffic assessment (PTA) based on the ITE Trip Generation Manual, latest addition, to determine if either a Tier 1 or Tier 2 study is required based on the criteria listed below or if no further study is required.
  - c. The county engineer or designee may request additional information pertaining to the proposed development in order to determine which type of traffic impact analysis is applicable, if any.
- (3) TIA applicability and type.
- a. A Tier 1 Traffic Impact Analysis (TIA) shall be utilized for proposed development or redevelopment (new, expansion of an existing use, or redevelopment of an existing use with a different use) anticipated to generate between 500—1,000 additional average daily traffic and/or 50—100 additional peak hour trips based on the ITE Trip Generation Manual, latest addition.
    1. The county engineer or designee, upon consultation with the administrative officer or designee, may require a Tier 2 Traffic Impact Analysis (TIA) even if a proposed development is anticipated to generate between 500—1,000 additional average daily traffic and/or 50—100 additional peak hour trips if the proposed project is located in proximity to other development generating a significant number of average daily trips and/or peak hour trips, has potential to cause detrimental cumulative impacts to the overall transportation network, and/or creates a public safety concern.
  - b.



A Tier 2 Traffic Impact Analysis (TIA) is comprehensive in scope and shall be utilized for proposed development (new, expansion of existing use, or redevelopment of an existing use with a higher intensity use) that is (1) anticipated to generate more than 1,000 additional average daily traffic and/or 100 or more additional peak hour trips or (2) located in proximity to other development generating a significant number of average daily trips and/or peak hour trips, has potential to cause detrimental cumulative impacts to the overall transportation network, and/or or creates a public safety concern.

- (4) *Traffic service standards.* The standards for traffic service that shall be used to evaluate the findings of traffic impact analyses are as follows:
- a. *Level of service.* The results of the Tier 1 and Tier 2 Traffic Impact Analyses shall inform and contemplate the traffic mitigation measures necessary to ensure that the minimum service standards established herein are met during the required planning horizon. The existing levels of service (LOS), measured using the Transportation Research Board's Highway Capacity Manual standards for LOS calculation, of intersections in the study area following build-out of the proposed development and each phase thereof shall be retained. If a reduction in the level of service is unavoidable, as determined by the county engineer or designee, required improvements shall be those necessary to most effectively and practically minimize the reduction in operational LOS. Unless a waiver is issued by the planning commission through the process established section 59—74, the post-development operational LOS shall not be reduced beyond the limits established below:
    1. Signalized public roadway intersections, approaches, and movements: D.
    2. Non-signalized public roadway intersections, approaches, and movements: E.
    3. Where the existing LOS is at or below the thresholds stated above, the traffic impact analysis shall identify those mitigation measures necessary to ensure that development-related traffic impacts result in no net reduction in LOS and the improvements needed to raise the LOS to the adopted LOS standard for the affected intersections and/or streets.
  - b. *Number of access points.* The number and spacing of access points shall comply with applicable standards set forth in section 59-44, SCDOT Access and Roadside Management Standards (ARMS Manua), and the American Association of State Highway Transportation Officials (AASHTO) standards.
  - c. *Residential street impact.* No non-residential development shall increase the traffic on an existing residential subdivision street with at least 300 average daily trips by more than 25 percent unless mitigated as pursuant to this chapter.
  - d. *Internal circulation.* On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public street, including intersections, and shall accommodate all anticipated types of site traffic.

- e. *Function and safety.* Access points shall be designed to provide for adequate sight distance, vehicular maneuverability and queuing, and functionality of multiple transportation modes, by incorporating auxiliary turn lanes, center medians, sidewalks and/or bicycle accommodations, modifications to ingress and egress points, roadside shoulders, pavement markings, traffic calming and other traffic control devices, or other mitigating measures as deemed appropriate by the county engineer or designee. The county engineer or designee may request at his/her discretion any supporting documentation necessary to evaluate proposed driveway locations.
  - f. *Auxiliary turn lane requirements.* Both Tier 1 and Tier 2 TIAs shall evaluate the need for right and left turn lanes. Right and left turn lanes shall be installed in accordance with the criteria and warrants contained in Appendix A and SCDOT's Access and Roadside Management Standards.
- (5) *Planning horizon.* Each Tier 1 TIA shall present an analysis of the traffic conditions with and without the proposed project at the short-term horizon. Each Tier 2 TIA shall present an analysis of the traffic conditions with and without the proposed project in two planning horizons: short-term and long-term.
- a. *Short-term planning horizon.* The intent of the short-term planning horizon is to investigate the early impact of the proposed project on the existing and proposed public roadway network. The short-term horizon year is defined as one year after full occupancy of the development or development phase and account for existing and committed trips and an appropriate growth factor based on historical traffic data and/or travel demand modeling. The baseline surface transportation network (without the proposed project improvements) assumed for the short term planning horizon shall reflect existing facilities plus any approved improvements by the county, state, other developments within the study area, existing and committed trips, and an appropriate growth factor based on historical traffic data and/or travel demand modeling. If the project is proposed to occur over multiple phases, the analysis shall include an evaluation of the estimated conditions one year after full occupancy of each phase of development.
  - b. *Long-term planning horizon.* The intent of the long-term planning horizon is to evaluate implications of the proposed project on the future planned transportation system at a minimum of five years beyond buildout unless determined by the county engineer or designee to study a longer term horizon based on the scale and intensity of the project. All future county, state, and BCDCOG surface transportation facilities proposed within the study area should be included in the baseline assumptions for the long-term planning horizon analysis.
- (6) *Tier 2 TIA requirements.* Each Tier 2 TIA shall meet the following requirements:

- a. *Study area.* The limits of the study area shall be based on the size and extent of the proposed development, and an understanding of existing and future land use and traffic conditions at and around the site. The Tier 2 TIA shall include a vicinity map that shows the site, the study area, the surrounding surface transportation network, and a detailed narrative justifying the how and why the limits of the study area were identified. At the minimum, the study area shall contain:
  1. All intersections, either current or future years, at the endpoints of roadway segments where project traffic has a five percent or greater impact of the two-way, peak-hour roadway segment capacity; and/or
  2. Any intersection(s) identified by the county engineer or designee.
- b. *Existing conditions.* Description of existing traffic conditions including existing peak-hour traffic volumes adjacent to the site and levels of service for intersections in the vicinity, which are expected to be impacted. Existing traffic signal timings should be used. A.m. and p.m. peak hour turning movement counts from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. taken on a Tuesday, Wednesday, or Thursday should be gathered, but on occasion other peak periods may need to be counted as determined by the county engineer or designee. In some cases, pedestrian counts will be required. Data should be adjusted for seasonal variations. Existing counts may be used if taken within 12 months of the submittal of the TIA unless at the authorization of the county engineer or designee due to unforeseen or extenuating circumstances. In most cases, counts should be taken when school is in session unless otherwise determined by the county engineer or designee. Other information that may be required may include, but not limited to, crash data, stopping sight distances, and 50th and 85th percentile speeds.
- c. *Proposed land use.* Description of the current and proposed land use including characteristics such as the number and type of dwelling units, gross and leasable floor area, number of employees, accompanied with a complete project site plan (with buildings identified as to proposed use). A schedule for construction of the development and proposed development stages should also be included.
- d. *Estimate of trip generation.* The site forecasted trips should be based on the most recent edition of the ITE Trip Generation Manual and/or local trip generation studies conducted based upon ITE guidelines. A table should be provided in the report outlining the categories and quantities of land uses, with the corresponding trip generation rates or equations, and the resulting number of trips. The reason for using the rate or equation should be documented. For large Developments that will have multiple phases, the table should be divided based on the trip generation for each phase. Any reductions due to internal trip capture (to a maximum of 20 percent) and pass-by trips (to a maximum of ten

percent<sup>12</sup> of adjacent street traffic), transit use, and transportation demand management should be justified and documented. All trip generation and trip reduction calculations and supporting documentation shall be included in the report appendix.

- e. *Trip distribution and traffic assignment.* The distribution (inbound versus outbound, left turn versus right turn) of the estimated trip generation to the adjacent street network and nearby intersections shall be included in the report and the basis should be explained. The distribution percentages with the corresponding volumes should be provided in a graphical format.
- f. *Analysis and estimate of impact.* A capacity analysis should be performed at each of the study intersections and access intersection locations (signalized and unsignalized) in the study area. Intersection analysis shall include LOS determination for all approaches and movements in the no-build (without the development) and build (with the development) conditions at both the short-term and long-term planning horizons. The levels of service will be based on traffic service standards found herein. If the capacity analysis indicates that an intersection does not meet the LOS standard, a mitigation analysis will be conducted to identify Improvements needed to meet the LOS standard. If the capacity analysis indicates that an intersection does not meet the LOS standard for no-build conditions, a mitigation analysis for build conditions will be conducted to determine the improvements needed to be completed by the developer to get to no-build conditions or better. Coordination analysis will be required for the signal systems or portion of the signal systems analyzed.
- g. *Access management standards.* The report shall include a map and description of the proposed access including any sight distance limitations, edge-to-edge distance to adjacent driveways and intersections, and a demonstration that the number of driveways proposed is the fewest necessary and that they provide safe and efficient traffic operations.
- h. *Traffic signalization.* If a traffic signal is being proposed, a signal warrant analysis shall be included in the study. The approval of a traffic signal on projected volumes may be deferred until volumes meet warrants given in the MUTCD, in which the developer shall provide funds for the future signal(s) to the county to deposit into an escrow or special account set up for this purpose, if approved. The developer should make any laneage improvements during construction so that if in the horizon year a signal is warranted, one may be installed with little impact to the intersection. The developer is responsible for conducting the future traffic signal warrant studies at the direction of the county.
- i. *Mitigation and alternatives.* The TIA should include proposed improvements or access management techniques as necessary to meet the traffic service standards established herein. The county engineer or designee will be responsible for final determination of

mitigation<sup>13</sup> improvements required to be constructed by the applicant.

- j. *Function and safety improvements.* The county engineer or designee may require improvements to mitigate and improve the safety and function of multiple transportation modes the site traffic may impact. These improvements may not be identified in the TIA, but improvements to benefit the function and safety of the transportation system of the development site. These improvements may include, but are not limited to, center medians, sidewalks and/or bicycle accommodations, modifications/restrictions to ingress and egress points, roadside shoulders, pavement markings, traffic calming and other traffic control devices.
- (7) *Coordination with SCDOT or other roadway maintenance authority.* Before the administrative officer or designee can approve a traffic impact analysis, the applicant shall provide assurances from the applicable roadway authority demonstrating their concurrence with the findings of the traffic impact analysis and mitigation measures.
- (8) *Review and acceptance of traffic impact analysis.* The county engineer or designee shall review and approve, through the procedures set forth by the department, the Tier 1 or Tier 2 Traffic Impact Analysis, as applicable, before an accompanying site or subdivision plan is approved, or, in the case of rezoning or special exception applications, presented to the planning commission or board of zoning appeals (BZA), respectively, for consideration.
- (9) *Expiration of a Tier 1 or Tier 2 Traffic Impact Analysis.* The county engineer or designee shall be authorized to require an update to a previously approved traffic impact analysis if any of the following criteria are met:
- a. If a proposed development does not commence within 12-months of the approved Tier 1 or Tier 2 traffic impact analysis;
  - b. If the scale, intensity, or phasing of the proposed development that was contemplated in the approved traffic impact analysis is modified;
  - c. If the built environment dictates a change in land use or traffic distribution from what was contemplated within an approved traffic impact analysis;
  - d. If the proposed development is not completed within the proposed buildout date utilized in the TIA.

(Ord. No. 20-12-49, 12-14-2020)