



## **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, October 7, 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 September 16, 2024
5. Public Comment for *Non-Agenda Items* (4 minutes per person)
6. Commission Member Comments
7. Staff Comments
8. Discussion regarding Traffic Impact Studies for subdivisions with proposed access from County roads.
  - a. Public comment
  - b. Discussion/ vote
9. Adjourn



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David Nix, Vice Chair, District 2  
Brit Adams, District 3  
Via Phone - Gary Gaulin, District 5

### STAFF

James Coley  
Elise Dunaway

### MEDIA

Lauren Pierce

### MINUTES

6:00 pm, Thursday, September 16, 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. Nix.
3. Pledge of Allegiance was led by Mr. Adams.
4. Approval of minutes from September 5, 2024 – Mr. Adams made a motion to approve the minutes; Seconded by Mr. Haney. Approved unanimously.
5. Public Comment for Non-Agenda Items (4 minutes per person):  
Perry Smith made comments regarding AQD, HOA's, and lot size requirements.
6. Commission Member Comments:  
Mr. Owens commented on the demolition of the Horseshoe Robinson place and it being one of the oldest houses in the county and the lack of preservation it received.
7. Staff Comments: N/A
8. Discussion regarding lot setbacks, with particular reference to flag lots and irregularly shaped lots
  - a. Public comment: N/A
  - b. Discussion/ vote:  
Open discussion among members.  
Mr. Gaulin made a motion to request staff to research and provide an outline for the process to complete the comprehensive plan update and present at a meeting in October a written process on how to proceed. Seconded by Mr. Johnson.  
Motion Passes 6/1. Mr. Adams opposed.
9. Adjourn – the meeting was adjourned at 6:45 PM.

## Sec. 26-5. - Road upgrades.

(a) *Upgrade of existing county roads.*

- (1) Roads owned and/or maintained by the county shall be listed on a road maintenance plan maintained by the county road department. Any road not meeting the current standards for public roads as adopted by the county shall be identified. Those roads that do not meet the current county standards and are in the primary development areas identified on the county future land use map shall be placed on the priority upgrade list. A rating system shall be used to prioritize the roads on the priority upgrade list, with those roads receiving the highest score having the highest priority. Until the county future land use map is amended in 2009, primary development areas shall include those areas identified in the comprehensive plan defined as residential areas and transitional growth areas.
- (2) Roads on the priority upgrade list shall be upgraded in such a manner as to account for the current and projected traffic levels. These projections shall be based upon the best information available and anticipate changes occurring over the next 25-year period.
- (3) The following rating factors shall be used in determining the priority upgrade list:
  - a. Condition and width of driving surface;
  - b. Existing hazards;
  - c. Right-of way acquisition; and
  - d. Current and projected traffic levels.
- (4) County roads (whether paved or gravel) that are located outside the primary development areas as identified in the county future land use map may be placed on the priority upgrade list based on the recommendation of the county engineer and the agreement of the council's transportation committee.
- (5) The county engineer shall review all roads within the county road system on an annual basis and make recommendations to the county planning commission regarding changes to the priority upgrade list. The planning commission shall review the priority upgrade list on an annual basis and make recommendations to county council for changes to the list. The county engineer shall estimate a projected completion date for all roads on the Priority Upgrade List. The county engineer shall update the projected completion date on an annual basis. The county engineer shall consider available funding sources in making these completion projections.
- (6) In the event that a developer/subdivider is required to upgrade a county road in the primary development area, in accordance with section 26-5(b) of this article, the county and the developer/subdivider shall enter into a reimbursement agreement. The reimbursement agreement shall allow the developer/subdivider to receive reimbursement for the total cost of

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 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 20 points
Intersection	X 20 points
Width	X 20 points
No Cul-de-sac	X 20 points
Alignment	X 20 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)