



AGENDA
Special Presentation Meeting
Tuesday, June 6, 2023, at 6:00 p.m.
Historic Courthouse
101 S. Main Street
Anderson, South Carolina
Chairman Tommy Dunn, Presiding

1. CALL TO ORDER

2. RESOLUTIONS/PROCLAMATION:

- a. **2023-024:** A Resolution congratulating the T.L. Hanna High School Boys Golf Team on winning the 2023 AAAAA High School State Championship; and other matters related thereto.

Hon. John B. Wright, Jr.

- b. **PROCLAMATION:** A Proclamation recognizing June 11, 2023, as Racial Amity Day in Anderson County; and other matters related thereto.

All Council

3. ADJOURNMENT

AGENDA
ANDERSON COUNTY COUNCIL
REGULAR MEETING
Tuesday, June 6, 2023, at 6:30 p.m.
Historic Courthouse
101 S. Main Street
Anderson, South Carolina
Chairman Tommy Dunn, Presiding

1. CALL TO ORDER

2. INVOCATION AND PLEDGE OF ALLEGIANCE

Hon. Jimmy Davis

3. APPROVAL OF MINUTES

March 2, 2023,
minutes not received May 16, 2023

4. CITIZENS COMMENTS

Agenda Matters Only

5. ORDINANCE THIRD READING:

- a. **2023-007:** An Ordinance to amend Section 24-115 (Intensity Standards) of the Code of Ordinances, Anderson County, South Carolina; and other matters related thereto. **(PUBLIC HEARING THREE MINUTE TIME LIMIT)**

Mr. Matt Hogan (allotted 5 minutes)

Tommy Dunn
Chairman, District Five

John B. Wright, Jr.
District One

Greg Elgin
District Three

M. Cindy Wilson
District Seven



Brett Sanders
V. Chairman, District Four

Glenn Davis
District Two

Jimmy Davis
District Six

Renee Watts
Clerk to Council

Rusty Burns
County Administrator



- b. **2023-013:** An Ordinance to allow County buildings to implement a clear bag policy; and other matters related thereto. **(PUBLIC HEARING THREE MINUTE TIME LIMIT)**

Mr. Rusty Burns (allotted 5 minutes)

- c. **2023-015:** An Ordinance to amend Ordinance #99-004, the Anderson County Zoning Ordinance, as adopted July 20, 1999, by amending the Anderson County Official Zoning Map for major changes to Highway 76 Innovative Zoning District +/- 19.1 acres on a parcel of land, identified as Highway 76 in the Denver-Sandy Springs Precinct shown in Deed Book 19v page 955. The parcel is further identified as TMS #65-00-04-013. [District 4]

Ms. Alesia Hunter (allotted 5 minutes)

6. ORDINANCE SECOND READING:

- a. **2023-012:** An Ordinance to amend Sections 34-19 through 34-21 and adding Sections 34-13 through 34-29 of the Code of Ordinances, Anderson County, South Carolina, related to County Parks and park rules; and other matters related thereto. **(PUBLIC HEARING THREE MINUTE TIME LIMIT)**

Mr. Jordan Thayer (allotted 5 minutes)

- b. **2023-018:** An Ordinance authorizing the execution and delivery of an amendment to fee in lieu of tax and special source credit agreement by and between Anderson County, South Carolina and Gray Industrial Realty 7, LLC for the purpose of modifying the special source credits to be provided thereunder; and other matters related thereto. [Project Little Brother]

Mr. Burriss Nelson (allotted 5 minutes)

- c. **2023-019:** An Ordinance to amend an agreement for the development of a joint county industrial and business park (2010 Park) of Anderson and Greenville Counties so as to enlarge the park. [Project Little Brother]

Mr. Burriss Nelson (allotted 5 minutes)

7. DISCUSSION OF ROAD STUDY FOR ANDERSON COUNTY

Mr. Matt Hogan (allotted 10 minutes)

8. ORDINANCE FIRST READING:

- a. **2023-023:** An Ordinance providing for the imposition of a transportation sales and use tax, subject to a November 5, 2024 referendum, pursuant to Title 4, Chapter 37 of the Code of Laws of South Carolina 1976, as amended; ordering a referendum in connection therewith; and providing for matters relating thereto. **(TITLE ONLY)**

Mr. Tommy Dunn (allotted 5 minutes)

- b. **2023-022:** An Ordinance amending Ordinance No. 99-004, the Anderson County Zoning Ordinance, as adopted July 20, 1999, by amending the Anderson County Official Zoning Map to adopt a zoning map in the Fork No. 2 voting precinct, Anderson County, South Carolina; and other matters related thereto.

Ms. Alesia Hunter (allotted 5 minutes)

9. RESOLUTIONS:

- a. **2023-025:** A Resolution to adopt the Anderson and Oconee County Multijurisdictional Hazard Mitigation Plan dated March 2023; and other matters related thereto.

Mr. Tommy Dunn (allotted 5 minutes)



10. APPROVAL OF A MEMORANDUM OF UNDERSTANDING BETWEEN ANDERSON COUNTY AND TECHTRONIC INDUSTRIES INVOLVING THE EXTENSION OF ORANGE WAY

11. CHANGE ORDERS/BID APPROVALS:

- a. Bid #23-041 Upper Five Mile Sewer Project
- b. RFP #23-055 Etix, Inc. Anderson Sports and Entertainment Complex
- c. Professional Service Agreement with RAS for Road Study (All Districts)

12. EXECUTIVE SESSION:

- a. Legal advice subject to Attorney-Client privilege regarding:
 - 1. Emergency Medical Services contract matters.
 - 2. Memorandum of Understanding with the Town of Pendleton regarding the Cheney Mill Project.
 - 3. Cooperative Agreement Grant Contract between DHEC and Anderson County.
- b. Council action following Executive Session.

13. REQUEST BY COUNCIL:

- a. Men at Work-District 2
- b. Anderson Jets Track Club-All Districts
- c. Generation 4-District 2

14. REPORT FROM RV PARK AD HOC COMMITTEE

Mr. Brett Sanders

15. REPORT FROM ACOG MEETING HELD ON MAY 26, 2023

Ms. Cindy Wilson
Mr. Brett Sanders

16. ADMINISTRATOR'S REPORT:

- a. Paving

17. CITIZENS COMMENTS

Non-Agenda Matters

18. REMARKS FROM COUNCIL

19. ADJOURNMENT

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures in order to participate in this program, service or activity please contact the office of the program, service or activity as soon as possible but no later than 24 hours before the scheduled event. For assistance, please contact the Clerk to Council at (864) 260-1036.

RESOLUTION #2023-024

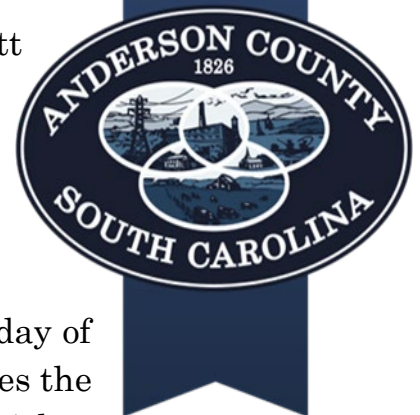
A RESOLUTION CONGRATULATING THE T.L. HANNA HIGH SCHOOL BOYS GOLF TEAM ON WINNING THE 2023 AAAAA HIGH SCHOOL STATE CHAMPIONSHIP; AND OTHER MATTERS RELATED THERETO.

Whereas the mission of T.L. Hanna High School is for students to become globally minded, ethical, and productive individuals who are prepared to enter college or the workforce, and the school believes extracurricular activities are an integral part of a child's education; and

Whereas on May 16th at the Carolina Country Club in Spartanburg, the T.L. Hanna Boys Golf Team, coached by Eric Bona, won the state championship in golf for the first time since 1994; and

Whereas the five T.L. Hanna golfers placed in the top 30: Bennett Scaletta won the gold medal as individual state champion, Jackson Scaletta won the silver medal as individual state runner-up, and Erik Erlenkeuser, Caden Olsommer, and Cal Harbin were also among the thirty best finishing individuals;

Therefore, be it resolved, in a meeting duly assembled this sixth day of June 2023, that the Anderson County Council hereby congratulates the T.L. Hanna Boys Golf Team on becoming state champions and wishes each of you great success in your future endeavors.



FOR ANDERSON COUNTY:

Tommy Dunn, Chairman
District Five

John B. Wright, Jr.
District One

Glenn Davis
District Two

Greg Elgin
District Three

Brett Sanders, Vice-Chairman
District Four

Jimmy Davis
District Six

M. Cindy Wilson
District Seven

ATTEST:

Rusty Burns
County Administrator

Renee Watts
Clerk to Council

A PROCLAMATION RECOGNIZING JUNE 11, 2023 AS RACIAL AMITY DAY IN ANDERSON COUNTY; AND OTHER MATTERS RELATED THERETO.

Whereas Anderson County, South Carolina joins other municipalities, counties, states, and organizations in recognizing Racial Amity Day on the second Sunday of the month of June 2023; and

Whereas the greatest asset of Anderson County is its people; and

Whereas we adhere to and hold dear the motto of the United States of America,
E Pluribus Unum
Out of Many, One
which reflects the importance of all people in our community; and

Whereas Anderson County recognizes the principle of the oneness of humankind and the rich cultural, ethnic, and racial diversity of its people; and

Whereas Anderson County invites individuals, communities, and neighborhoods to appreciate the beauty and richness of our diverse cultures and ethnicities, and to strengthen bonds of respect, caring, and amity between one another;

Now, therefore, in a meeting duly assembled this sixth day of June 2023, **Anderson County Council hereby proclaims June 11, 2023 as Racial Amity Day**, joining together to celebrate all people of Anderson County and to commit to principles of oneness, caring, friendship, and peace.

FOR ANDERSON COUNTY:

Tommy Dunn, Chairman
District Five

John B. Wright, Jr.
District One

Glenn Davis
District Two

Greg Elgin
District Three

Brett Sanders, Vice-Chairman
District Four

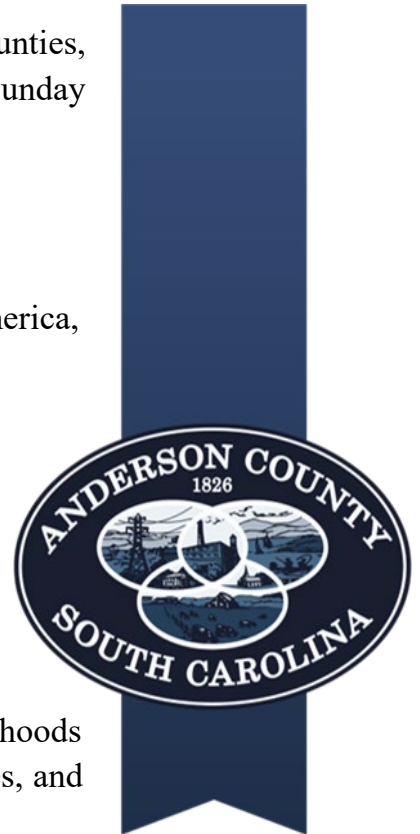
Jimmy Davis
District Six

M. Cindy Wilson
District Seven

ATTEST:

Rusty Burns
County Administrator

Renee Watts
Clerk to Council



State of South Carolina)
County of Anderson)

ANDERSON County Council
SPECIAL CALLED MEETING
MARCH 2, 2023

IN ATTENDANCE:
TOMMY DUNN, CHAIRMAN
JOHN WRIGHT
GLENN DAVIS
GREG ELGIN
BRETT SANDERS
JIMMY DAVIS
CINDY WILSON

ALSO PRESENT:
RUSTY BURNS
LEON HARMON
RENEE WATTS

1 TOMMY DUNN: It's 6:00.
2 I'd like to call this Anderson County Council Workshop
3 of March 2nd, 2023 to order. I'd like to welcome each
4 and everyone of you here tonight. And thank y'all for
5 coming out and participating in your government. And
6 I'll get in here in just a few seconds what this
7 meetings about tonight and clear some things up if you
8 ain't sure.

9 At this time, I'm going to ask Councilman Greg
10 Elgin if he'd lead us in the invocation and Pledge of
11 Allegiance. We'll all rise, please.

12 GREG ELGIN: If everybody
13 would just before we pray, keep the family and Derrick
14 Singleton in your prayers. One of our county
15 employees recently had surgery today. So if you would
16 just remember him and his family during this time.
17 Let's bow our heads as we pray.

18 **(INVOCATION AND PLEDGE OF ALLEGIANCE BY GREG ELGIN)**

19 TOMMY DUNN: We're here
20 tonight to look at some subdivision regulations and
21 discuss it for Council members have a workshop. I've
22 asked several, several months ago dating back into
23 last year for staff to look at some things. I asked
24 Public Works, Planning and Public Works to look on
25 some things and met with staff. They felt like they
26 were ready to present something to full Council. And
27 we're going to look at it tonight, ask questions, talk
28 about it and then we'll see when we come up what kind
29 of shape and form, if it does, an ordinance about
30 voting on it. And there may be a couple more of these
31 workshops needed to get this out. We'll see.

32 But I just want to start off before we get into
33 this and turn this over to staff, just read y'all
34 something that's been -- that has went around. It was
35 brought to my attention by some Council members. And
36 I'll read this first. Take but a second.

37 If you wondered why your taxes keep going up and
38 our roads keep getting worse, have you noticed that
39 the new subdivisions get new accelerating lanes,
40 deceleration lanes and turn lanes, when you're having
41 a harder time getting your own streets paved, there's
42 a reason for that.

43 For years, out-of-state developers has been
44 advantage of Anderson County -- taking advantage of
45 Anderson County taxpayers. They built 200 homes on 50
46 acres without paying for the supporting infrastructure
47 to safety get to and from these homes. When the
48 County Council attempts to correct this problem,
49 special interests cry foul. Now it's time to turn up
50 to speak up.

1 MATT HOGAN: Yep, you got
2 it.

3 GAYE SPROUSE: Thank you,
4 Council. That you so much for this time that you're
5 giving to this tonight. We're going to talk about the
6 current traffic impact requirements of Anderson County
7 and some proposed revisions to those requirements.
8 And what you will hear me talk about tonight, as far
9 as revisions, are things that we've come up with by
10 looking at what other counties across our state do,
11 especially similarly sized counties. And comments
12 that I've heard in Planning Commission, and comments
13 I've heard in Council committees and in other venues.
14 So this has been -- we've tried to be responsive to
15 the comments that we've heard to date.

16 So let's talk first about what the purpose of a
17 traffic impact assessment is. What we're trying to
18 identify is the change in traffic operations resulting
19 from the trips generated by a development. We aren't
20 asking the developer to fix current problems. We're
21 asking -- and I'm going to say him, because it's
22 usually a him. We're asking him to address the
23 impacts that his project makes on public
24 infrastructure. And then to identify the measures
25 that could address that change.

26 When do we require a traffic study? When a
27 development generates more than 100 trips in an hour.
28 And what we're proposing for your consideration
29 tonight and a revision to our ordinance is that we
30 drop this to 75 trips per hour. And that's based on,
31 once again, comments that we've heard from Council,
32 and in commission meetings. And that's just a way to
33 be sure that we're not having a lot of 98-trip
34 developments and not being able to have the developers
35 be responsible for those impacts.

36 Then if it generates 100 trips, we would do this
37 study if it connects to a county road. So that's for
38 an encroachment permit. That's the process that
39 triggers it. Or if it requires action by Planning
40 Commission. So a subdivision, land use review, or
41 large-scale developments. So if a project's going to
42 come in for any of these actions by the county, we
43 check to see if it generates 100 or if this passes 75
44 trips. And we then require a traffic study.

45 And we have two elements that we look at for
46 traffic impact. First, we look at a county road daily
47 traffic volume. And we'll talk about that in a little
48 more detail in a second. And then a detailed traffic
49 impact study.

50 So first, the county road daily traffic volume.

1 This addresses county roads. I didn't put that in
2 there, but only county roads with local
3 classification. So, for example, when our road
4 classification system calls a road a major local, it
5 can have a maximum daily traffic of 1600 trips. If a
6 development puts daily traffic over that max, then
7 they have to upgrade to a higher standard.

8 So let's look at an example. This is a county
9 road. It has an actual -- the red line is a county
10 road. It has an actual daily traffic of 300 cars.
11 This is a made-up absolutely pretend development that
12 I'm absolutely pretending is going to generate 2500
13 trips per day. And I'm estimating that 40 percent of
14 them will go west and 60 percent of them will go east.
15 So you see what that results in, is to the east of
16 this project 300 plus 1500 is 1800, so we're over
17 1600. So if this project were a real project on this
18 real county road, the developer would be responsible
19 to bring that road up to the collector standard. And
20 usually what we're talking about when we say bring it
21 up to standard is make it the width for a county road,
22 for a class -- for a collector, which I think is 24,
23 and a little bit more right-of-way. So those are the
24 kinds of upgrades we're talking about.

25 One of the things I heard in input on the
26 discussions of these in Council committees is, so does
27 that mean this developer, this pretend developer of
28 this project, would have to widen this road, even if
29 it was just two feet either side all the way to where
30 this comes into another intersection. And right now
31 that's not clear in our ordinance. So what this
32 revision is hoping -- is clarifying is that that
33 widening would only have to occur along the frontage
34 of the development and on the side of the development,
35 because it's about a mile to the next intersection.
36 So that would be extraordinarily onerous on this
37 developer. So --

38 TOMMY DUNN: Ms. Sprague?

39 GAYE SPROUSE: Yes.

40 TOMMY DUNN: If you don't
41 mind, Councilman Sanders has got a question.

42 BRETT SANDERS: I didn't know
43 if we could ask questions or wait.

44 TOMMY DUNN: Yeah.

45 BRETT SANDERS: On that fake
46 or fictitious development that you just showed --

47 GAYE SPROUSE: Yeah.

48 BRETT SANDERS: -- who

49 determines right or left, because if you took the left
50 and it goes -- I mean, you average them, then you're

1 at 15.5. So what's to keep the developer from going,
2 hey, you know, your percentages are wrong here. How
3 do we lock that in without the actual facility to
4 determine which way the traffic is going?
5 GAYE SPROUSE: Excellent
6 question. That's part of a traffic study. It's to
7 look at what we call trip distribution. And the
8 consultant doing that study needs to base it on
9 something. He can't just say, oh, this is what I
10 think. And that's why you need a staff person to
11 review it.
12 BRETT SANDERS: Like if
13 someone appeals it, you've got an argument to fight
14 against it. That's what I was concerned about.
15 GAYE SPROUSE: Yeah.
16 BRETT SANDERS: But thank
17 you.
18 GAYE SPROUSE: Yes. And
19 sometimes they're -- you know, they -- it does have to
20 be on local knowledge or something like that. But as
21 you can see, and let's go back to that right quick.
22 You can see that if he did start dividing this up,
23 might get in trouble because he might have to do it in
24 both, not 2500, but in another place he might have to
25 do it in both.
26 And then also that -- that's how much traffic gets
27 routed that way in the detailed study. And so that
28 might have a bigger impact somewhere else. So they
29 really have to be reasonable in what they do.
30 Thank you for asking that.
31 BRETT SANDERS: Thank you.
32 GAYE SPROUSE: We do always
33 want to have in our ordinances a reasonable way for
34 whoever they apply to, to be able to ask for a -- for
35 relief. So what the -- what we have got in this
36 revision is first that when this happens, when it
37 appears that the road is going to go over its maximum
38 volume, first the developer can request a review of
39 the classification. Things do change. The
40 classification may need to be changed. So that would
41 come into Development Standards, to Alisia and her
42 group. And then they would work with us and we would
43 address whether or not that's appropriate. If it's
44 not, then the developer could adjust the intensity of
45 their development and generate fewer trips.
46 The last resort is that the developer then must
47 improve the road. And as I just said, it would only
48 be on the side of the road where the development is
49 and along the frontage. So there are two options
50 before a developer has to spend that money, and -- but

1 then in the end if neither one of those is
2 appropriate, that improvement would have to occur.
3 Now, a detailed traffic impact study. So that is
4 our -- in our county ordinance, it's about daily
5 trips. A detailed traffic impact study, I brought a
6 copy of one with me. This is what one looks like.
7 Has lots of analyses and tables and traffic counts in
8 it. And what this very basically does is ask these
9 questions. How does the traffic operate right now?
10 And we give intersections grades from A to F. How
11 will traffic operate in the future if the
12 development's not there. And then how will the
13 traffic operate in the future with the development?
14 So what we're going to ask a developer to do is
15 address the difference between these two, how it would
16 operate without the development and how it would
17 operate with it. And so what measures can we take to
18 bring that operation back to how it would operate
19 without the development.
20 So that's all we're asking of a developer, is that
21 he address the change in traffic operations, if it's
22 outside our ordinance, our guidelines. So it may be
23 that the -- it's A right now. It gets an A right now,
24 and with the development it gets a B. So it's still
25 okay. But if it's a C right now and it gets a D with
26 the development, then they've got to come up with some
27 measures.
28 Just a little more on how these actually get
29 carried out. A developer hires a traffic consultant
30 and pays for the study. And what we've asked for in
31 the revision is that this -- the consultant must come
32 from an approved list from us. So that's something
33 that we would require them to jump through a couple
34 little hoops. And then we would put them on a list,
35 and those are the ones that the developer would pick
36 from.
37 And I will just be straight with you that
38 everybody who has done a traffic study so far since
39 I've been here would be on that list. I certainly
40 when I was in private practice occasionally saw
41 studies from companies who would not be on that list.
42 But that does not apply to any of the ones that have
43 -- have submitted anything to me over the last year
44 and a half. So that's who does it. Who pays for it.
45 And then how it's actually carried out is we
46 follow the SCDOT procedures with just a kind of little
47 -- two little or three little minor county
48 clarifications that are things that are easy for the
49 consultant to get if they just reach down into their
50 data a little bit more. It uses trip generation,

1 which is a document generated by the Institute of
2 Transportation Engineers. And our revision clarifies
3 that they must use the latest edition. You would
4 think that would be common sense, but sometimes
5 apparently it's not. So we're being very clear that
6 we're going to use the latest edition.

7 JIMMY DAVIS: Ms. Sprague?
8 GAYE SPROUSE: Yes.
9 JIMMY DAVIS: If I may?

10 How often is that updated, that classification? Is it
11 -- I mean because things change pretty quickly around
12 here. So how often is that updated?

13 GAYE SPROUSE: I would say
14 it's on the order of several years. It's not a --
15 there's not a set time. But a lot of the data is
16 based on a whole data bank. And so doing it any more
17 than that would not be very productive, but you're
18 right. And the latest ones are really good. The
19 latest edition, it makes clarification between urban
20 trips and suburban trips, and trucks and cars. And so
21 the longer this reference goes on, the more detailed
22 it gets, which is very useful for everyone.

23 TOMMY DUNN: Mr. Sanders
24 has got a question.

25 GAYE SPROUSE: Yes.
26 BRETT SANDERS: Does this
27 break it down by the size of a project. Say old Brett
28 here comes in and I buy 40 acres and I've got 1450
29 people, and I pass. I don't have to do any paving or
30 anything of that nature. And then poor Mr. Davis over
31 here comes in and buys an acre and he's got 51 people,
32 and he's got to pay to pave an entire road. How would
33 you --

34 TOMMY DUNN: Well, wait a
35 minute. Keep in mind, number one, you ain't going to
36 pave the whole road. All you're going to do is in
37 front of that subdivision ---

38 BRETT SANDERS: Just the
39 front of it?

40 TOMMY DUNN: In front of
41 the subdivision and turn lanes.

42 BRETT SANDERS: I thought she
43 said earlier that we're going to plan it to do to a
44 connecting road or how it would work --

45 GAYE SPROUSE: Yeah.
46 BRETT SANDERS: -- and that's
47 what I was wondering.

48 GAYE SPROUSE: Yeah. No,
49 but so let's go back for a second to the volume, which
50 is you're talking about the daily volume. We're only

1 going to make them do what's next to their development
2 on their side of the development to address some
3 comments we heard along the way.

4 Now, what we are -- what can happen is, you're
5 exactly right, Councilman, that today a development
6 may come in and make that volume go to 1500 and they
7 don't have to do it. And the very next one that comes
8 in and makes it go over is going to have to do it.
9 But the way I look at this, this is only along their
10 -- if it's only along their frontage, they've already
11 got pavers out there, everything. Now, what -- also
12 just to piggyback on that also, the detailed traffic
13 impact study with the turn lanes, then, you know,
14 there may be times once again that one development got
15 by because they didn't trigger it, but the next one
16 may. So --

17 JIMMY DAVIS: And that's an
18 excellent point because we recently learned about
19 something called vested rights. So a developer can
20 get approved and with the vested rights clause in the
21 State Planning Act so our county says you have two
22 years to get started on your approved development.
23 With vested rights, they have up to as many as five
24 one-year extensions. So we could be looking at seven
25 years. So if someone gets approved and they wait two
26 or three years to start by -- for whatever reason, but
27 along that same road three other developments get
28 approved, how are we going to -- how do we handle that
29 because it's not just the one -- it's a domino effect
30 almost. So how do we handle that with future use down
31 the road on the same road?

32 GAYE SPROUSE: Well, unless
33 something changed, were to change that would be a
34 pretty major change, we look at all of these -- when
35 we look at the detailed traffic study when they come
36 in for their encroachment permit or when they come in
37 for the review by Planning Commission, and that's the
38 part you're talking about that has a vested
39 interested, a vested right. So we will -- I am
40 keeping track now of -- every development that has a
41 traffic study, I'm keeping track of all their trips.
42 And so when development B comes in, they have to
43 consider development A. So it doesn't make
44 development A go back if they weren't required to do
45 anything from the first, but it would impact
46 development B.

47 JIMMY DAVIS: In other
48 words, the early bird gets the worm.

49 GAYE SPROUSE: The early
50 bird gets the worm. And that is -- unless you have

1 impact fees, which are extraordinarily difficult to do
2 in our state. Beaufort County has one and I think
3 Berkeley had one and dropped it. They're
4 extraordinarily -- the way the state law is written,
5 unless you have impact fees, it's early bird.

6 Now, I do have a question, Matt, and y'all -- I'm
7 putting y'all on the spot. Do you know how long our
8 encroachment permits are good for?

9 FEMALE: Is it a year?

10 GAYE SPROUSE: Okay. So if
11 it is -- if it does -- if a development does encroach
12 on the county road, then the tool that we have is we
13 have an encroachment permit. And so they came in and
14 applied for that encroachment permit when they got
15 their Planning Commission approval, well, they've only
16 got one year for an encroachment permit. So they may
17 still be approved for the Planning Commission, but we
18 still have an encroachment permit they have to go
19 through. So they'd have to do this same study.
20 That's what I think.

21 MALE: (Inaudible.)

22 GAYE SPROUSE: That's what I
23 think. But now I'll let our -- you know, our Council
24 may disagree. But just think -- think about that that
25 is a -- that is a place that we have two different --
26 there are two different approvals that are being
27 given.

28 CINDY WILSON: May I?

29 GAYE SPROUSE: They usually
30 don't come in for encroachment permits until they're
31 ready to build? right guys?

32 MALE: That's right.

33 GAYE SPROUSE: Yeah.

34 TOMMY DUNN: Ms. Wilson's
35 got a question.

36 CINDY WILSON: Didn't we at
37 one point or maybe continuing in our ordinances
38 require a new development to set aside a certain
39 amount of setbacks from the roads, anticipating at
40 some point that there might be a need to widen the
41 road? Where are we on that?

42 TOMMY DUNN: That's not an
43 ordinance that I'm aware of I don't think, uh-uh
44 (negative).

45 CINDY WILSON: Okay. Thank
46 you.

47 GAYE SPROUSE: And once
48 again, there's a state law behind that. If it's not
49 on a -- like a transportation improvement program,
50 even in the states where you do that.

1 TOMMY DUNN: Ms. Sprague,
2 if you would, just touch -- you might be going to do
3 this later on or something another, but this stuff
4 we're talking about, if it's a state road, it's a
5 different ball game.
6 GAYE SPROUSE: That is
7 correct. What we -- what --
8 TOMMY DUNN: We can't make
9 the state conform to our regulations.
10 GAYE SPROUSE: Absolutely.
11 So what -- the way I have been approaching this is I
12 make the recommendations about county roads, and then
13 I report to the Planning Commission what the impact
14 is. So if the impact was still within our ordinance
15 and it wouldn't have mattered if they -- if it was a
16 county road or a state road, they don't have to do
17 anything, then I report that to the Planning
18 Commission. But if there is an impact that's not
19 within our ordinance and the DOT doesn't make them do
20 anything, then I report that to the Planning
21 Commission. But we can't make the DOT do anything.
22 TOMMY DUNN: That's right.
23 GAYE SPROUSE: And that
24 brings up the next bullet on my list here. And that
25 is we are proposing that for county roads we use the
26 Georgia DOT warrants for turn lanes. We use SCDOT --
27 SCDOT turn lane warrants now. The Georgia turn lanes
28 are just a little bit more stringent and we are -- we
29 are proposing that. And then, of course, the bottom
30 line of a traffic impact study is it looks at the
31 grades for an intersection and requires that either
32 some improvement be done if that's changed
33 inappropriately, or at least that that impact is
34 reported to Planning Commission.
35 TOMMY DUNN: Great, you
36 talking -- this is -- you talking about the Georgia
37 turning lane thing, this is something -- I'm assuming.
38 I'm asking. You and your staff and your engineers
39 looked at and what y'all are recommending?
40 GAYE SPROUSE: They're
41 reasonable. They're used across the whole state of
42 Georgia. So we do recommend it. It is a little more
43 stringent. I don't want to --
44 JIMMY DAVIS: Can you give
45 us a nickle-tour of what you're talking about?
46 GAYE SPROUSE: Yes. So I
47 did look at -- thank you for asking that, because I
48 brought an example. There I had -- and I hope I can
49 find it now that I've said I have it. I looked at --
50 for instance there is a real development on Hurricane

1 Creek Road. And it has 228,000 feet of industrial --
2 not an industrial park, but one industry. And if you
3 have only one driveway into that, if we were applying
4 the DOT left-turn lanes, it doesn't warrant. But if
5 you use the Georgia one, it would.

6 But then what -- something -- then the right turn
7 lane, neither one of them would be met. But then if
8 they went to two driveways, none of them would be met.
9 So there is something in that case specifically that
10 the developer could do that would keep them from
11 having to do the turn lanes, that also would provide
12 better access. So that's an example that we had one
13 that got triggered.

14 TOMMY DUNN: And Ms.
15 Sprague, on something like that on that, for instance,
16 like, you know, they could do the two driveways, but
17 that still would have to go through Planning staff to
18 make sure the two driveway cuts would be acceptable,
19 instead of just throwing two in there any old way to
20 do without having a turn lane.

21 GAYE SPROUSE: That would be
22 -- this is a county road --

23 TOMMY DUNN: Yep.

24 GAYE SPROUSE: -- so it goes
25 encroachment permit --

26 TOMMY DUNN: Yep.

27 GAYE SPROUSE: -- and we'd
28 have to do -- yes. Yeah.

29 And then I have one other example of a county road
30 where there was a 99 -- 98 single-family lots, which
31 is just under that 100. And it -- with the DOT
32 guidelines, it would not require any turn lanes. With
33 the county road -- I mean with the county ones or the
34 DOT -- Georgia ones, it would have required a left-
35 turn lane. So there are going to be times that this
36 more stringent requirement will trigger a turn lane
37 that would not have been triggered with the DOT
38 guidelines.

39 So that wraps up what a detailed traffic impact
40 study does and what our suggested revisions are. What
41 we did do also in these suggested revisions is
42 recognizing that -- let's say because we have these
43 that were -- a little bit more stringent turn lane,
44 if a turn lane is required, and then there is a right-
45 of-way that's needed to get that done, and that right-
46 of-way is out of the control of the developer, it can
47 be obtained -- if it can't be obtained, then the
48 developer must provide a written documentation of
49 that. So I'm developer A. I've been required to put
50 in a left-turn lane, which requires tapers of the road

1 that go beyond my property. I've gone to the next
 2 door people and I've offered them fair market value
 3 for their little bit of right-of-way required, and
 4 they just said no. Well, I have to document that.
 5 And then I come back to the Planning Commission if it
 6 was a Planning Commission requirement, or staff, to
 7 request relief of that requirement. So it's not
 8 automatic, but you -- that developer would come back
 9 to say I absolutely can't get it. You're asking me to
 10 do something that can't physically be done. So this
 11 is, I think, an important thing to have so that we are
 12 treating everyone fairly.

13 That wraps up my comments, if you have any
 14 questions?

15 TOMMY DUNN: Councilman
 16 Sanders.

17 BRETT SANDERS: I don't know
 18 -- this what we have up here, is this the revised with
 19 the changes in it or is this our old one, the old one?

20 GAYE SPROUSE: Does it have
 21 some red on it?

22 BRETT SANDERS: (Inaudible.)

23 GAYE SPROUSE: See if it has
 24 some red on it.

25 BRETT SANDERS: I was
 26 wondering if we could have a copy like the revised and
 27 (Inaudible.)

28 GAYE SPROUSE: Yeah, I have
 29 -- the red is addition and mark-through and --

30 BRETT SANDERS: Well, I need
 31 a copy of that. I need a copy (Inaudible) compare.

32 GAYE SPROUSE: And I'm
 33 sorry. Apparently, we have some problem putting out
 34 red stuff.

35 JIMMY DAVIS: Which staff
 36 are you talking about that would approve the variance,
 37 for lack of better words?

38 GAYE SPROUSE: That would be
 39 -- for instance, if it were encroachment permit, that
 40 would be county staff. That wouldn't have gone to the
 41 Planning Commission.

42 JIMMY DAVIS: Roads and
 43 Bridges.

44 GAYE SPROUSE: Roads and
 45 Bridges. Yes, sir.

46 JIMMY DAVIS: Okay. That
 47 clarifies it.

48 GAYE SPROUSE: Yes, sir. Or
 49 if, for instance, in -- if it were a development that,
 50 for instance, a multi-family that is already zoned

1 multi-family, that would not have gone to Planning
2 Commission, so that would be a joint effort between
3 Development Standards and Roads and Bridges.

4 JIMMY DAVIS: And I would
5 hope that you would consult the respective Council
6 member to --

7 GAYE SPROUSE: I will look
8 to my fearless leader and I can guarantee he would do
9 the right thing. Yes, sir.

10 JOHN WRIGHT: Ms. Sprague,
11 I have a couple of questions. The trips that you
12 referenced like the 100 trips currently, how does that
13 translate -- because isn't there a difference in lots
14 versus if it were multi-family like a number of lots,
15 number of units. Can you explain that really quick?

16 GAYE SPROUSE: Yeah. And
17 the way we get those numbers is from that reference I
18 was telling you. And there's usually a formula. But
19 just as a rule of thumb --

20 JOHN WRIGHT: Right.

21 GAYE SPROUSE: -- and this
22 is on peak hour, which is what that detailed study is
23 looking at, it's a one trip per single-family detached
24 unit. For multi-family, just rule of thumb, it varies
25 by how high it is and all that, but about a half.

26 JOHN WRIGHT: Half a trip.

27 GAYE SPROUSE: Or 6/10ths.

28 JOHN WRIGHT: Okay. Okay.

29 Thank you. And then this is not anything I would
30 expect you to have but maybe Ms. Hunter. One thing I
31 would really like to see is under the current
32 guidelines that we have, how many projects that from,
33 say 2021 and 2022 required a traffic study. And if we
34 implement this change, you know, how many of those in
35 '21 and '22 would have required a traffic study? That
36 would be something I'd like to see for my own personal
37 knowledge before taking any sort of action on this.

38 Thank you.

39 TOMMY DUNN: Part of that
40 -- part of that would be -- and would give that
41 information out, keep in mind, Ms. Hunter, part of
42 that's going to be not knowing a traffic study or what
43 not because they done that 99 lot stuff instead of the
44 100. That's going to make a big difference.

45 JOHN WRIGHT: Yeah.

46 JIMMY DAVIS: Ms. Sprague,
47 is it greater than 74? The revision, is it greater
48 than 74 or is it greater than 75?

49 GAYE SPROUSE: The way we
50 state it now is 100 or more. So we would say 75 or

1 more.

2 JIMMY DAVIS: Okay. And
3 the traffic impact study, does it -- will it -- if we
4 approved these revisions, would it take into
5 consideration the residential by townhomes, rental
6 townhomes that don't go through the Planning
7 Commission, would it take those into account as well?

8 GAYE SPROUSE: If we don't
9 have a traffic study on file, I don't have the trips.

10 JIMMY DAVIS: Because
11 that's a -- that could be -- that could throw extra
12 cars in there that we wouldn't be privy to.

13 GAYE SPROUSE: We do our
14 best to account for that by doing a growth rate. So
15 before we add in trips we know about, we bump -- the
16 traffic that they counted today, we bump it up to
17 account for a growth of smaller developments. So we
18 do our best to account for that.

19 JIMMY DAVIS: Okay. Good.
20 You know, and from -- by a simple view of looking at
21 the developments in the northern part of the county, I
22 would say that greater -- probably greater than 90
23 percent of them are on state roads. And if they're
24 not they're on arterial collector roads. But the
25 majority of them are state roads. So what we're doing
26 here tonight is just on state roads, because as
27 Chairman Dunn said we don't have any control over what
28 SCDOT does.

29 TOMMY DUNN: Jimmy, excuse
30 me. Excuse me. I think you misspoke. What we're
31 doing tonight is on county roads not state roads.

32 JIMMY DAVIS: County roads,
33 yeah, I meant that. But as far as road
34 classifications, the question I have is they can
35 change, correct?

36 GAYE SPROUSE: They can be
37 changed.

38 JIMMY DAVIS: And how do
39 they change?

40 GAYE SPROUSE: Do you want
41 to answer that?

42 TOMMY DUNN: And while
43 he's coming up, Ms. Sprague, as far as going back to
44 the State DOT, they don't have to but they will take
45 recommendations from staff about traffic studies and
46 about what we're seeing on the county thing and what
47 not, since you've come on board some?

48 GAYE SPROUSE: We've got a
49 great working relationship. When I insist that the
50 consultants add in these other trips, they're very

1 accepting of that, and my little tweaks to their
2 regulations, they're very accepting of. And what we
3 -- what I often -- what often happens is that since we
4 now have a program and something that can back up what
5 we -- of our opinions about traffic impact, you will
6 see DOT requiring things that we can then support,
7 which helps them require more often. So, yes.
8 TOMMY DUNN: Thank you.
9 Appreciate it. Mr. Hogan.
10 MATT HOGAN: Yeah. So to
11 answer your question on how a road classification
12 would change if we had a request from a developer to
13 look at it. We would go and look and see the accesses
14 and see what classification it meets. And then we
15 would make that change. That's not an approval of the
16 Council. That would be internal staff and with
17 Alisia's department we would make.
18 JIMMY DAVIS: And I get
19 questions a lot, well how is this road classified?
20 And, you know, I find out from you or someone in your
21 staff.
22 MATT HOGAN: Yeah.
23 JIMMY DAVIS: And they say,
24 well, I don't understand that. So I have to try to
25 explain to them and say, yeah, it can change in one
26 way or another and this is what we do with it when it
27 does, you know, when you do have those changes.
28 TOMMY DUNN: But y'all are
29 going by guidelines, national guidelines or something
30 like -- because if you don't -- I mean, it ain't just
31 something y'all look at and say I want to change this.
32 It's got to meet something for criteria.
33 MATT HOGAN: Oh, yeah.
34 Those are set by the federal highway. I think we
35 follow DOT's --
36 JIMMY DAVIS: Right.
37 MATT HOGAN: --
38 classification and then we -- it's all about the
39 access points, and what it's being used for --
40 GAYE SPROUSE: And volume.
41 MATT HOGAN: And the
42 volume, yes.
43 TOMMY DUNN: And the same
44 on traffic study. Traffic study, they got -- it's a
45 standard, what I'm trying to say, that's got to be
46 hit.
47 MATT HOGAN: Correct.
48 TOMMY DUNN: It's got to
49 be -- we can't make things up now.
50 MATT HOGAN: Correct.

1 TOMMY DUNN: We just have
2 to -- our staff just got to make sure they're hitting
3 those marks.
4 MATT HOGAN: Exactly,
5 yes. Yes. Thank you.
6 And Mr. Davis, the classifications, they're in our
7 ordinance. I would push people to that. That's how I
8 -- that's what --
9 GAYE SPROUSE: And GIS.
10 MATT HOGAN: And GIS,
11 yeah. So. Yep. You're very welcome.
12 GAYE SPROUSE: Any other
13 questions? All right. So we'll work on -- with
14 Development Standards, we'll work on the question
15 about how many additional would have had to do traffic
16 studies.
17 JOHN WRIGHT: Great. Thank
18 you.
19 GAYE SPROUSE: Mr. Chairman,
20 is that it?
21 TOMMY DUNN: Any more
22 questions or comments?
23 BRETT SANDERS: No. I think
24 she did a great job.
25 TOMMY DUNN: I want to
26 appreciate y'all.
27 Matt, would you or your engineer have anything
28 else to input?
29 MATT HOGAN: (Inaudible.)
30 TOMMY DUNN: But y'all
31 been working on it -- y'all -- and I don't want to put
32 words in your mouth, I'm just asking. I've met with
33 y'all several times and your engineer, y'all feel like
34 something, in talking with y'all, needs to happen?
35 MATT HOGAN: Yes, we
36 definitely -- we've been doing this for over a year
37 now. We've been looking. So she's been on board over
38 a year looking at it and a change definitely needs to
39 be made.
40 What we would like to see is more clarification to
41 developers because there's a lot of gray area that --
42 TOMMY DUNN: In talking,
43 looking to y'all the other day, I believe Ms. Sprague,
44 and you also brought up some gray areas need to be
45 cleaned up.
46 MATT HOGAN: Exactly,
47 yeah. We need to make it clear to developers.
48 TOMMY DUNN: Where they
49 can't come here -- we might know sometimes what we
50 intended or previous people intended, but it's not

1 clear. And developers don't know or try to point what
2 you call it. This way that'll make it -- we'll plan
3 for everybody -- make it easier on the staff and the
4 developer to know what they got to do.

5 GAYE SPROUSE: Right.

6 TOMMY DUNN: And the staff
7 know how to enforce it.

8 GAYE SPROUSE: That's
9 exactly right. And I did want to just -- I didn't
10 make this -- I didn't talk about this, but the two
11 main elements that are a little more stringent in this
12 one are the turn lanes and the 75 trips. So those are
13 the two major discussion points, if you want to call
14 it. But it is -- whatever we do about those, it is
15 important that we get this revision done because
16 what's in the ordinance right now when it talks about
17 how to do a traffic study, it's not based on having
18 somebody on staff. So it says you call us. We hire
19 them. You pay us. So we really need to get all of
20 that cleared up as soon as we can.

21 TOMMY DUNN: Ms. Sprague,
22 in talking to you today too, some of the stuff that's
23 been changed and highlighted is stuff that's going on,
24 I asked you, in other parts of the county -- upstate?
25 Yes, sir. I -- now upstate, it -- well, it varies.
26 Lancaster County for instance uses 50 trips and that's
27 an upstate. York County, actually if you have 30
28 residential lots, you have to do a detailed study. So
29 that's 30 trips in the peak hour more or less.

30 TOMMY DUNN: And I'm
31 talking about maybe having to do a turn lane or
32 something like that. And they would be responsible
33 for that roadway.

34 GAYE SPROUSE: That's what
35 everybody -- and many counties are able to get
36 something done on state roads too. But they -- I
37 don't know of any that have another set of turn lane
38 warrants like we're talking about. I don't know of
39 any of those. But they do use the DOT guidelines and
40 use them stringently. And then the 75 is just kind of
41 like right in the middle of what a lot of the counties
42 use.

43 TOMMY DUNN: Thank you.

44 JOHN WRIGHT: Mr. Chairman.

45 One thing, Ms. Sprague, also since you got that,
46 that's one thing I had on my list, a list of the
47 counties that were used as peer counties for Anderson
48 County. I think you mentioned Lancaster and York
49 County. I'm sure there's others. I'd just love to
50 see kind of a list of those and how we compare.

1 GAYE SPROUSE: Okay.
2 JOHN WRIGHT: Thank you.
3 GAYE SPROUSE: Okay. And if
4 it's all right, Councilman, I did all of this research
5 like when I first got here in 2021. If it's okay,
6 I'll use that.
7 JOHN WRIGHT: Sure. That's
8 fine. Thank you.
9 GAYE SPROUSE: If that's all
10 right, because I really dug down in it then.
11 JOHN WRIGHT: Thank you.
12 GAYE SPROUSE: Thank you.
13 TOMMY DUNN: Anyone else?
14 Ms. Wilson?
15 CINDY WILSON: Thank you so
16 much for the intensive research and especially of what
17 surrounding counties across -- and across the state
18 and our neighbor next door in Georgia, that way we
19 don't have to look at reinventing the wheel. We can
20 see what's worked successfully and what hasn't. Thank
21 you.
22 TOMMY DUNN: And Council,
23 too, check unless something got dropped, y'all should
24 have had a copy of this sent -- emailed the first of
25 the week about this. Mr. Davis?
26 JIMMY DAVIS: This may be
27 more of a question for Development Standards, but how
28 will this work with phased development. So say a
29 developer has a big piece of property. Say he's got
30 300 acres. He says right now, I'm going to develop
31 100 acres in phase one and in phase two -- would phase
32 two kick in on top of -- I mean, how would that work?
33 Would phase one have to do a traffic study if it
34 triggered it. And then would phase two have to do
35 another one? I'm just curious.
36 ALESIA HUNTER: Usually, Mr.
37 Davis, what happens is that they show a whole master
38 plan. We work with Roads and Bridges on the master
39 plan. We calculate those trips as well. We do
40 evaluate the current vehicles on the road as well. So
41 all of that is done and then we do the report. So all
42 of that is taken into account.
43 TOMMY DUNN: You would
44 take phase one, two, and three in the report when you
45 come up?
46 ALESIA HUNTER: Yes, sir.
47 Yes, sir.
48 JIMMY DAVIS: But each
49 phase would have come back to the Planning Commission,
50 correct?

1 ALESIA HUNTER: No. The way
2 the ordinance is set up, they do have to show it as a
3 master plan, and in phases. If they don't show it,
4 then they do have to come back and be reevaluated.
5 JIMMY DAVIS: Okay. That
6 -- in -- just in your experience, I mean, let's use
7 Caldonia as an example, because I think they did that
8 in six phases?
9 ALESIA HUNTER: Yeah. It's
10 four or five phases, yes, sir.
11 JIMMY DAVIS: Yeah. So
12 did they do that all at one time for one approval or
13 did they come back multiple times?
14 ALESIA HUNTER: No. They
15 did show that as multiple phases, but during that time
16 when they first started, of course, you know, the
17 economy had a downturn. So that -- it took a little
18 bit longer.
19 JIMMY DAVIS: I just want
20 to make sure if they do come back and say, hey, we got
21 -- we just acquired the neighboring property that if
22 it does trigger another traffic study that we're
23 capturing that data. I mean, good data's going to
24 help us do everything better.
25 ALESIA HUNTER: Yes, sir.
26 Yes, sir.
27 JIMMY DAVIS: All right.
28 Thank you.
29 TOMMY DUNN: Anybody else
30 got anything? At this time, anybody in the audience
31 got any questions, comments? Mr. Martin step right up
32 and come up here.
33 MR. MARTIN: It's very,
34 very interesting what I've heard here tonight. But
35 one thing that sticks out to me is why are we trying
36 to be the minimum instead of the maximum. We should
37 be going with 50 homes on a subdivision. Anderson
38 County always seems to be behind. We should be in
39 leadership.
40 And you talked about not widening the roads down
41 to the next intersection. When you've got a 300-home
42 subdivision going in there, what you're creating by
43 widening it in front of the development is a safety
44 hazard. If you've got a wide road, and then it goes
45 down and widens again. It should be for a long
46 distance.
47 But I'd like to see us up our standards a whole
48 lot more than what we're proposing here this evening.
49 Thank you.
50 TOMMY DUNN: Mr. Martin,

1 we are -- if it is -- from 100 to 75 is a pretty big,
2 significant difference, let me tell you. Next please.
3 Yes, sir.

4 MALE: Good evening.
5 TOMMY DUNN: Yes, sir.
6 MALE: Just a couple
7 other comments I guess I would ask the Council to
8 consider. I think it's a little more than volume also
9 when you're talking traffic. It is safety. And I
10 know we've mentioned the words, but I guess it's a
11 little more to safety I'd like to emphasize.
12 For example, width of the roads, some of the
13 developments, some of the things I've been involved
14 with that, you know, they don't hit the traffic study,
15 but if you go look at the roads, maybe at some of the
16 RV parks, you know, the roads are not sufficiently
17 wide enough and whatnot. So I think there's more to
18 consider than just volume sometimes when Council or
19 Planning Commission are discussing things.
20 Berns, you know, if the roads are narrow. So I
21 would just like to suggest that that might be
22 something Council might want to consider looking at
23 traffic on -- look into that.

24 TOMMY DUNN: I will say,
25 you know, we're not getting in the weeds here, but
26 staff does look at stuff like that when they do that
27 thing. It might not come up at a Planning Commission
28 meeting. I ain't been to one in a while, but like
29 they look at sight distance where it's going to come
30 out -- that road that subdivision going to come out
31 of. The look at sight -- they look at curves and
32 sight distance and things. Am I not right, Matt?

33 MATT HOGAN: Yes, sir.
34 You are correct. We look at sight distance, the width
35 of the road. There's a lot of safety that we do look
36 at.

37 MALE: I just wanted
38 to bring it up --
39 TOMMY DUNN: Yes, sir.
40 MALE: -- thought
41 I'd mention it.

42 TOMMY DUNN: Yes, sir.
43 MALE: Another one
44 would be -- of course, there was some on bridges.
45 There was something -- there was a Planning Commission
46 a couple of months ago that the bridges would have
47 been over- capacitized by what was being proposed by
48 some of the traffic that was coming in. And that was
49 not mentioned. And maybe that was behind the scenes.
50 That's fine. I just wanted to bring that up also,

1 bridge capacity and all of that please.
2 Acceleration/deceleration lanes. We're getting a lot
3 of RV parks. I think you guys all know that, that's
4 coming in. So acceleration/deceleration lanes for
5 RVs, you know, that are slower than -- it might not
6 hit the traffic, the volume, but it's certainly an
7 impact on traffic coming by. So just another
8 consideration I'd like to bring up to everybody.
9 Seventy-five trips per hour would not hit a lot of the
10 proposed RV parks that are coming in. So, just, again
11 for consideration I'd appreciate you guys thinking
12 about --

13 TOMMY DUNN: Just -- I
14 know RV parks is on your heart. That's a little bit
15 different thing. And staff is working on some RV
16 stuff for Council to be looking at here in the very
17 near future.

18 MALE: Okay. I just
19 wanted to mention that.

20 TOMMY DUNN: Yes, sir.

21 MALE: I can't even
22 read my notes now. But I think that's enough. I
23 appreciate you.

24 TOMMY DUNN: No, thank
25 y'all.

26 MALE: Thank you.

27 TOMMY DUNN: Yes, sir.

28 Anyone else? Yes, sir. Step on up.

29 MALE: I'm a little
30 bit hard of hearing so I may have missed something.

31 TOMMY DUNN: Yes, sir.

32 MALE: If the
33 development goes in and you find out that you need a
34 turn lane to go in after the development is built, why
35 wouldn't you know that ahead of time so that if a turn
36 lane needs to go in and your neighbor next door says
37 no, I'm not going to sell you any property to do that,
38 why wouldn't that be up front in the study --

39 TOMMY DUNN: Yes, sir.

40 MALE: -- to reduce
41 the number of houses so the turning lane wouldn't be
42 necessary.

43 TOMMY DUNN: That's what
44 this is about. All of this would be up front.

45 MALE: Yeah. All of
46 this needs to be done up front so the subdivision
47 could be made smaller to where that wouldn't be
48 necessary.

49 TOMMY DUNN: That would be
50 an option. And all of that would be up front. Yes,

1 sir.

2 MALE: Okay. Thank
3 you very much.

4 TOMMY DUNN: Yes, sir.
5 Anyone else? Yes, sir. This fellow right here. Go
6 ahead.

7 MALE: Good evening.
8 Thank you. I think I would just like to reiterate the
9 earlier gentleman's comment that I think that, you
10 know, the idea -- and it may be the standards. I know
11 you've got to balance development versus the people
12 who live here. So when you redevelop something and
13 take it from maybe a class C, you know, a grade of a
14 C, I would think that we'd want to upgrade it to a B
15 when we're done or have that look of where is the
16 future going to be, not just can we keep it level.

17 Secondly with that, I would like to add that I
18 think there ought to be a consideration on what I'll
19 call the one and done developer. He comes in. He
20 builds his, you know, 50, 100, 200 homes. I sell
21 them. I make my money and I'm gone. It doesn't
22 matter anymore. Versus, let's say, an industry which
23 I think somebody mentioned. Hey, they have a vested
24 interest. They're going to live here. Their people
25 are going to be here and going to do what -- so I
26 think the standard of somebody that's coming in to
27 develop, make their money, develop houses which we
28 need, and then leave maybe ought to be a little bit
29 different than someone that's going to actually be
30 here constantly, like your industry where you
31 mentioned, hey, I've got to have two exits. Their
32 employees are going to have to deal with that.

33 So anyway, that was just some thoughts.

34 TOMMY DUNN: Thank you.
35 Yes, sir.

36 ELIZABETH FANT: I think my
37 concern may be with --

38 TOMMY DUNN: Go ahead.

39 ELIZABETH FANT: -- South
40 Carolina DOT standards, which Matt can address. One
41 of the things that I see is SCDOT seems to cut
42 corners. You talk about the RV parks. Well, the
43 Beaverdam Bridge that's being built now, which is
44 right up on Joe Black Road where they have a massive
45 trailer park, the DOT, the roads that they're working
46 on improving, whatever, or re-paving, They may be re-
47 paving, but I can't see any evidence of improving.
48 And one of the things that's real big to me at a
49 subdivision or going in and out of a business is the
50 apron or the curve coming in and going out. And the

1 developers and DOT seem to make the tight circle
2 height, which means when you're coming and going,
3 especially if you've got traffic behind you and you
4 got to get-go, that you're going to get-go whether
5 you're not -- clearing that or not. And what ends up
6 is that circle that type -- I don't know what you call
7 it --

8 GAYE SPROUSE: Curve
9 radiance.

10 MATT HOGAN: The radiance.

11 ELIZABETH FANT: Thank you.

12 Breaks down and I'd like to see bigger standards,
13 better standards as far as the construction of these
14 in and outs, not just whether we have them or not, but
15 the quality and making plans for the fact that you've
16 got 10 cars behind you. And you've got to get when
17 you got to go. And you can't wait. And I think
18 that's a big part of it, quality.

19 TOMMY DUNN: Thank you.

20 Anyone else? Mr. Harvell.

21 DAN HARVELL: Hi, as a
22 member of the Planning Commission and current
23 chairman, I'd like to thank everybody for doing what
24 you're doing tonight. The hardest thing that I've
25 dealt with since I've been on the commission, after
26 having been on the zoning board for a decade and a
27 half, is basically lack of detail. And what we
28 really, really need to know as we make the decisions.

29 I can't speak for every member of the Planning
30 Commission, but I can say I know for a fact some of
31 us, we want all the details we can possibly get to
32 help us do what is right. And that doesn't mean that
33 we want details so that we can necessarily turn down
34 development to keep things as they are. Development's
35 going to happen and we realize that. But we want to
36 make sure that we're prudent in every decision we
37 make. And the ordinances that you all reviewing or
38 considering are going to have a big impact on what
39 happens in the future naturally. But it'll make our
40 job a whole lot easier and we're asking for that.

41 So I thank you for doing what you're doing. We've
42 had issues come before us that involved gray areas.
43 And those gray areas put us between a rock and a hard
44 place of what we -- of doing the right thing. I mean,
45 I know some of these developers seem like big-time
46 operations, and we don't even know if they're really
47 sourced here or if they're going through other local
48 people that make it look more local. But we just want
49 to do the right thing and be fair to everyone. And
50 these gray areas that we have been dealing with, since

1 I've been on the Planning Commission, has made things
2 a little bit difficult. So please do all you can.
3 And the last thing I want to say is please make
4 your ordinances you do, let's put some teeth in the
5 enforcement mechanism after the fact. I know for a
6 fact that we've had developers coming in here, not
7 necessarily most recently, but prior, that have made
8 these promises, they've made these commitments, and
9 then they don't follow through with everything that
10 they told the Planning Commission or us that they
11 might do that made -- made it possible for the
12 approval to be done. And then after the fact, the
13 stormwater ends up not being dealt with in the proper
14 manner. Or perhaps, you know, the traffic -- the
15 traffic study was not complete at that time or it
16 wasn't triggered by whatever had to be done.
17 So anyway, I just think -- just as important as
18 what you're doing to change things now, please put the
19 enforcement mechanisms in so that we can protect the
20 citizens of the county. Thank you very much.
21 TOMMY DUNN: Thank you.
22 Anyone else? No one at all? Council got anything
23 else? Any comments? Anything to say?
24 I appreciate y'all coming here on Thursday night
25 and looking at this and we'll be in touch. Thank
26 y'all. Meeting be adjourned.
27
28 **(MEETING ADJOURNED AT APPROXIMATELY 6:55 P.M.)**

ORDINANCE NO. 2023-007

AN ORDINANCE TO AMEND SECTION 24-115 (INTENSITY STANDARDS) OF THE CODE OF ORDINANCES, ANDERSON COUNTY, SOUTH CAROLINA; AND OTHER MATTERS RELATED HERETO.

WHEREAS, Anderson County, South Carolina, a body politic and corporate and a political subdivision of the State of South Carolina, acting by and through the Anderson County Council, previously adopted Section 24-115 of the Anderson County Code; and

WHEREAS, the Anderson County Council desires to amend Section 24-115 to further address, among other things, the requirements for a traffic impact study for certain development activities.

NOW THEREFORE, be it ordained by the County Council of Anderson County, South Carolina in meeting duly assembled that:

1. Section 24-115 of the Code of Ordinances, Anderson County, South Carolina, is hereby amended to read as shown in Exhibit A (final version) and B (a compare version with the current Code), attached hereto and made a part hereof.

2. The remaining terms and provisions of the Code of Ordinances, Anderson, South Carolina, not revised or affected hereby remain in full force and effect.

3. All Ordinances, Orders, Resolutions and actions of Anderson County Council inconsistent herewith are, to the extent of such inconsistency only, hereby repealed, revoked, and rescinded.

4. Should any part or portion of this Ordinance be deemed unconstitutional or unenforceable by any Court of competent jurisdiction, such determination shall not affect the remainder of this Ordinance, all of which is hereby deemed separable.

5. This Ordinance shall take effect and be in full force upon Third Reading and Enactment by Anderson County Council.

ENACTED in a meeting duly assembled this 6th day of June 2023.

ATTEST:

FOR ANDERSON COUNTY:

Rusty Burns
Anderson County Administrator

Tommy Dunn
Chairman

Renee D. Watts
Clerk to Council

APPROVED AS TO FORM:

Leon C. Harmon
County Attorney

First Reading: March 21, 2023
Second Reading: May 16, 2023
Third Reading: June 6, 2023
Public Hearing: June 6, 2023

Exhibit A

Sec. 24-115. - Intensity standards.

- (a) *Definition.* Intensity is a measure of development, designed principally to regulate land use in accordance with the design function and carrying capacity of the road on which it is located.
- (b) *Purposes.* The purposes of this section are to:
 - (1) Relate land use intensity to the design function and carrying capacity of the county's road network.
 - (2) Reduce the cost of road repair and maintenance by prohibiting from residential roads intense uses which would overload and accelerate the deterioration of such roads.
 - (3) Promote the safety and convenience of vehicular traffic.
 - (4) Protect the residential quality of neighborhoods by limiting nonresidential traffic.
 - (5) Promote the safety of neighborhood residents.
- (c) *Road classification.* In order to carry out the purposes of subsection (b) of this section, all roads in the county are hereby classified on the basis of their traffic carrying capabilities, their general function in the circulation system, and the existing land use of abutting properties. The classification system is based on concepts and criteria contained in the Highway Functional Classification Manual, Concepts, Criteria, and Procedures, U.S. Department of Transportation, Federal Highway Administration, July 1974. The manual classifies roads into one of three functional categories:
 - (1) Local;
 - (2) Collector; and
 - (3) Arterial.

Local roads are separated from other types because they generally carry significant volumes of foot and bicycle traffic and are used by children. Therefore, traffic volumes must remain relatively low in order to provide the necessary safety for residential neighborhoods. Collector roads generally form barriers between subdivisions. Their traffic volumes and design speeds are correspondingly greater since their function is to connect major traffic routes. Arterial roads constitute the highway network upon which most traffic must flow. The efficiency of the system requires that arterial roads accommodate traffic at high speeds over considerable distances. For purposes of this section, these functional categories are refined to form a four-road classification system (see appendix B (section 24-251) for diagram), characterized as follows:

- (1) *Minor local (access) road.* A minor local road is one designed primarily to access abutting properties. This road normally terminates in a cul-de-sac, loop or other turnaround, with no more than two access points.
 - (2) *Major local (access) road.* A major local road is one designed primarily to access abutting properties. This road is characterized as one having two or more access points, and receiving traffic from minor local roads.
 - (3) *Collector road.* A collector road is one that connects local access roads to the highway systems major and high-speed arterial roads. The collector road provides both land access service and traffic service within residential subdivisions, commercial and industrial areas. Collector roads form barriers between subdivisions and are designed for higher speeds and traffic volumes than major or minor local roads and shall not be designed as cul-de-sac.
 - (4) *Arterial road.* An arterial road is one designed to carry through traffic and to carry intra-county traffic. Arterial roads are characterized as having access control, channelized intersections, restricted parking and signalization. The concept of service to abutting land is subordinate to the provision of travel service.
- (d) *Standards.* The following design capacity standards shall govern the intensity of development along all roads in the county:

<i>Road Classification</i>	<i>Maximum ADT*</i>
Minor local road (one access point)	500
Minor local road (two access points)	1,000
Major local road	1,600
Collector road	No maximum
Arterial road	No maximum
*ADT=Average Daily Traffic (trips)	

(e) *Capacity calculations.* All preliminary certificate of compliance, building permit applications, and other applications affecting minor or major local County roads shall be evaluated on the basis of their traffic generation versus road capacity. To measure the impact of a proposed use, the weekday daily trips shall be calculated using information from the latest edition of Trip Generation, Institute of Transportation Engineers. A weekday traffic count will account for traffic generated by existing uses, and traffic to be generated by developments that have been approved but not built shall also be added using Trip Generation, Institute of Transportation Engineers.

Where a proposed use will cause the ADT to exceed the maximum set for such County roads by subsection (d) of this section, the applicant shall choose one of these options:

- (i) Present a petition to change the road classification to the development standards manager. The petition shall include sufficient documentation to support the assertion that the road is not currently properly classified. The development standards manager may approve the petition upon approval by the Roads & Bridges manager. If the petition is denied, the applicant shall choose one of the two remaining options.
 - (ii) Adjust the proposed use so that the resulting ADT does not exceed that associated with the subject County road's classification.
 - (ii) Improve the subject County road to bring it up to the design standards of the higher classification resulting from the subject development. This improvement must be made along the frontage of the site on the side of the road on which the site is located.
- (f) *Traffic impact studies.* A traffic impact study shall be required for access approval through the state and county encroachment permit process when a development will generate 75 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street (using the latest edition of Trip Generation, Institute of Transportation Engineers). The traffic impact study and subsequent access locations, turning lane and signalization requirements shall follow the South Carolina Department of Transportation Access and Roadside Management Standards, latest edition and any additional requirements set forth by the County. The developer shall be responsible for all costs of the required study, roadway improvements identified in the study, and right-of-way acquisition. The traffic impact study shall be included with the preliminary plat or site plan. Any changes to the traffic study or preliminary plat must be resubmitted to the planning commission. Submission of the study before official application with preliminary plat or site plan is recommended.

The developers or their traffic engineers shall contact the County's Principal Engineer or his/her designee before beginning the study to obtain the scope and other requirements of the study. The study shall be conducted by a consultant on the County's approved TIS consultant list.

If additional right-of-way not under the control of the developer is required to implement required roadway improvements, the developer shall make a reasonable effort to obtain the necessary right-of-way to perform the recommended improvements, including offering an amount as appraised by a licensed SC real estate appraiser (fair market value). If right-of-way cannot be obtained, the developer is required to make a written request to the County and go back to the Planning Commission for a waiver if the requirement was part of a Planning Commission approval. The Commission will consider the waiver if the developer provides written documentation that a fair market value offer was offered and not accepted.

(Code 2000, § 38-118; Ord. No. 03-007, § 1, 4-15-2003; Ord. No. 2003-069, § 1a, 1-20-2004; Ord. No. 2006-025, § 2, 8-15-2006; Ord. No. 2011-017, § 1, 7-19-2011; [Ord. No. 2017-036](#), exh. B, 12-5-2017; [Ord. No. 2020-034](#), § 1, 12-15-2020)

In addition to SCDOT requirements, any turns from a **County road** shall be checked against warrants in the following tables. See above regarding right-of-way.

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>+10,000
35 MPH or less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>=65	Always	Always	Always	Always

Minimum Volumes Requiring Right Turn Lanes

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>+10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Minimum Volumes Requiring Left Turn Lanes

Source: Georgia Department of Transportation.

(Ord. No. 03-007, § 1, 4-15-03; Ord. No. 2003-069, § 1a, 1-20-04; Ord. No. 2006-025, § 2, 8-15-06; Ord. No. 2011-017, § 1, 7-19-2011)

Base ordinance updated through December 2020, Ordinance No. 2020-034.

EXHIBIT B

Sec. 24-115. - Intensity standards.

Style Definition: Normal (Web)

- (a) *Definition.* Intensity is a measure of development, designed principally to regulate land use in accordance with the design function and carrying capacity of the road on which it is located.
- (b) *Purposes.* The purposes of this section are to:
 - (1) Relate land use intensity to the design function and carrying capacity of the county's road network.
 - (2) Reduce the cost of road repair and maintenance by prohibiting from residential roads intense uses which would overload and accelerate the deterioration of such roads.
 - (3) Promote the safety and convenience of vehicular traffic.
 - (4) Protect the residential quality of neighborhoods by limiting nonresidential traffic.
 - (5) Promote the safety of neighborhood residents.
- (c) *Road classification.* In order to carry out the purposes of subsection (b) of this section, all roads in the county are hereby classified on the basis of their traffic carrying capabilities, their general function in the circulation system, and the existing land use of abutting properties. The classification system is based on concepts and criteria contained in the Highway Functional Classification Manual, Concepts, Criteria, and Procedures, U.S. Department of Transportation, Federal Highway Administration, July 1974. The manual classifies roads into one of three functional categories:
 - (1) Local;
 - (2) Collector; and
 - (3) Arterial.

Local roads are separated from other types because they generally carry significant volumes of foot and bicycle traffic and are used by children. Therefore, traffic volumes must remain relatively low in order to provide the necessary safety for residential neighborhoods. Collector roads generally form barriers between subdivisions. Their traffic volumes and design speeds are correspondingly greater since their function is to connect major traffic routes. Arterial roads constitute the highway network upon which most traffic must flow. The efficiency of the system requires that arterial roads accommodate traffic at high speeds over considerable distances. For purposes of this section, these functional categories are refined to form a four-road classification system (see appendix B (section 24-251) for diagram), characterized as follows:

- (1) *Minor local (access) road.* A minor local road is one designed primarily to access abutting properties. This road normally terminates in a cul-de-sac, loop or other turnaround, with no more than two access points.
 - (2) *Major local (access) road.* A major local road is one designed primarily to access abutting properties. This road is characterized as one having two or more access points, and receiving traffic from minor local roads.
 - (3) *Collector road.* A collector road is one that connects local access roads to the highway systems major and high-speed arterial roads. The collector road provides both land access service and traffic service within residential subdivisions, commercial and industrial areas. Collector roads form barriers between subdivisions and are designed for higher speeds and traffic volumes than major or minor local roads and shall not be designed as ~~cul-de-sac~~ cul-de-sac.
 - (4) *Arterial road.* An arterial road is one designed to carry through traffic and to carry intra-county traffic. Arterial roads are characterized as having access control, channelized intersections, restricted parking and signalization. The concept of service to abutting land is subordinate to the provision of travel service.
- (d) *Standards.* The following design capacity standards shall govern the intensity of development along all roads in the county:

Road Classification	Maximum ADT*
Minor local road (one access point)	500
Minor local road (two access points)	1,000
Major local road	1,600
Collector road	No maximum
Arterial road	No maximum
*ADT=Average Daily Traffic (trips)	

(e) *Capacity calculations.* All preliminary certificate of compliance and building permit applications, and other applications affecting minor or major local County roads shall be evaluated on the basis of their traffic generating generation versus road capacity. To measure the impact of a proposed use, the weekday daily trips shall be calculated using information from the latest edition of Trip Generation, Institute of Transportation Engineers. A weekday traffic count will account for traffic generated by existing uses, and traffic to be generated by developments that have been approved but not built shall also be added using Trip Generation, Institute of Transportation Engineers.

Where a proposed use will cause the ADT to exceed the maximum set for such County roads by subsection (d) of this section, the applicant shall choose one of these options:

(i) Present a petition to change the road classification may be filed with the development standards manager, or the proposed use shall be adjusted to comply with the regulations. To measure the impact of a proposed use, the following table of traffic generation standards shall be used in computing the number of trips to be generated by a given use. Also, traffic generated by existing uses. The petition shall include sufficient documentation to support the assertion that the road is not currently properly classified. The development standards manager may approve the petition upon approval by the Roads & Bridges manager. If the petition is denied, the applicant shall choose one of the two remaining options.

(ii) Adjust the proposed use so that the resulting ADT does not exceed that associated with the subject County road's classification.

(ii) Improve the subject County road to bring it up to the design standards of the higher classification* resulting from the subject development. This improvement must be made along the frontage of the site on the impacted road shall be calculated by the table to determine aggregate daily traffic volumes and the capacity to accommodate the proposed new use side of the road on which the site is located.

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(f) *Traffic impact studies.* A traffic impact study shall be required for access approval through the state and county encroachment permit process when a development will generate 10075 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street using the latest edition of Trip Generation, Institute of Transportation Engineers. The traffic impact study and subsequent access locations, turning lane and signalization requirements shall follow the South Carolina Department of Transportation Access and Roadside Management Standards, latest edition. For studies of county roads, the county engineer will hire and work with a traffic engineer to coordinate the study area needed in order to perform the traffic impact study. Coordination between the county

costs of the required study, roadway improvements identified in the study, and right-of-way acquisition. The traffic impact study shall be included with the preliminary plat or site plan. Any changes to the traffic study or preliminary plat must be resubmitted to the planning commission. Submission of the study before official application with preliminary plat or site plan is recommended.

Table 24-115: Institute of Transportation Engineers Trip Generation Manual Examples

Land Use	100-Peak Hour Trips
Single-family home	90 units
Apartments	150 units
Condos/townhomes	190 units
Mobile home park	170 units
Shopping center—Gross leasable area (GLA)	16,000 s.f.
Fast-food restaurant w/ drive-in—Gross floor area (GFA)	2,000 s.f.
Gas station w/ convenience store	7 fueling positions
Banks w/ drive-in (GFA)	4,000 s.f.
General office	67,000 s.f.
Medical/dental office	29,000 s.f.
Research & development	71,000 s.f.
Light industrial/warehousing	185,000 s.f.
Manufacturing plant (GFA)	144,000 s.f.

The developers or their traffic engineers shall contact the County's Principal Engineer or his/her designee before beginning the study to obtain the scope and other requirements of the study. The study shall be conducted by a consultant on the County's approved TIS consultant list.

If additional right-of-way not under the control of the developer is required to implement required roadway improvements, the developer shall make a reasonable effort to obtain the necessary right-of-way to perform the recommended improvements, including offering an amount as appraised by a licensed SC real estate appraiser (fair market value). If right-of-way cannot be obtained, the developer is required to make a written request to the County and go back to the Planning Commission for a waiver if the requirement was part of a Planning

(Ord. No. 03-007, § 1, 4-15-03; Ord. No. 2003-069, § 1a, 1-20-04; Ord. No. 2006-025, § 2, 8-15-06; Ord. No. 2011-017, § 1, 7-19-2011)

Base ordinance updated through December 2020, Ordinance No. 2020-034.

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ORDINANCE NO. 2023-013

AN ORDINANCE TO ALLOW COUNTY BUILDINGS TO IMPLEMENT A CLEAR BAG POLICY; AND OTHER MATTERS RELATED THERETO.

WHEREAS, the Anderson County Council may enact ordinances under S.C. Code 1976, § 4-9-25; and

WHEREAS, the Anderson County Council desires to enact an ordinance for the security, general welfare, and convenience of Anderson or for preserving health, peace, order, and good government in Anderson County; and

WHEREAS, the Anderson County Council has determined that a county building clear bag policy is in the best interest of Anderson County.

NOW, THEREFORE, be it ordained by the Anderson County Council in meeting duly assembled that:

1. That the Code of Ordinances, Anderson County, South Carolina, is hereby amended by adding a section, to be numbered section 8-151, which section reads as follows:

See attachment A.

2. All other terms, provisions, sections, and contents of the Code of Ordinances, Anderson County, South Carolina not specifically affected hereby remain in full force and effect.
3. Should any part or provision of this Ordinance be deemed unconstitutional or unenforceable by any court of competent jurisdiction, such determination shall not affect the remainder of this Ordinance, all of which is hereby deemed separable.
4. This Ordinance shall take effect from and after the public hearing and the third reading in accordance with the Code of Ordinances, Anderson County, South Carolina.

ORDAINED in a meeting duly assembled this 6th day of June 2023.

[Signature page to follow.]

ATTEST:

Rusty Burns
Anderson County Administrator

Renee Watts
Clerk to Council

FOR ANDERSON COUNTY:

Tommy Dunn, District #5, Chairman

APPROVED AS TO FORM:

Leon C. Harmon
Anderson County Attorney

1st Reading: April 18, 2023

2nd Reading: May 2, 2023

3rd Reading: June 6, 2023

Public Hearing: June 6, 2023

Section 8-151. Clear Bag Policy

(a) *Clear Bag Policy.* Any county building, structure, or similar improvement may implement and enforce a clear bag policy. In order to implement and enforce a clear bag policy, the county building must have at least 2 posted signs at the entrance of the building or property. The signs must be visible at the entrance of the building. The clear bag policy may require that anyone entering the building shall be restricted in bringing in bags in accordance with this clear bag policy. The signs posted must include the following language: "This is a county building and in accordance with Anderson County Code section 8-151, this building is subject to a clear bag policy."

(b) *Bags Allowed.* If a county building is implementing a clear bag policy, the following types of clear bags shall be permitted in the building:

- (1) Clear plastic bag no larger than 12" x 12" x 6";
- (2) One gallon, or smaller, plastic freezer bag; and
- (3) Small clutch purse or wallet no larger than 4.5" x 6.5."

(c) *Exceptions.* The following exceptions apply to the clear bag policy, and therefore do not have to conform to the requirements in section (b):

- (1) bags used to carry or transport medically necessary items;
- (2) bags used by County Employees in the normal course of official business;
- (3) bags used by State Employees in the normal course of official business;
- (4) bags used to carry items necessary for approved language interpretation;
- (5) bags used by media personnel shall be allowed subject to inspection; and
- (6) bags used by an attorney's office necessary for legal proceedings shall be allowed subject to inspection.

(d) *Violation and Enforcement.* Any person violating the provisions of section 8-151 may be removed or ejected from the premises. Additionally, it shall be unlawful for any person to refuse to leave the premises for violation of this section. Any person who refuses to leave may be punished through the general penalty of Anderson County Code Section 1-7. Any person removed or ejected from the premises may re-enter the premises once they are in compliance with the provisions of section 8-151.

Ordinance #2023-015

An Ordinance to amend Ordinance #99-004, the Anderson County Zoning Ordinance, as adopted July 20, 1999, by amending the Anderson County Official Zoning Map for major changes to the Highway 76 Innovative Zoning District +/- 19.1 acres on a parcel of land, identified as Highway 76 in the Denver-Sandy Springs Precinct shown in Deed Book 19V page 955. The parcel is further identified as TMS #65-00-04-013.

Whereas, Anderson County, a body politic and corporate and a political subdivision of the State of South Carolina (the "County"), acting by and through its County Council (the "County Council") has previously adopted Anderson County Ordinance #99-004, the Anderson County Zoning Ordinance (the "Ordinance"), which Ordinance contains the Anderson County Official Zoning Map (the "Map"); and,

Whereas, the Ordinance contains provisions providing for the amendment of the Map; and,

Whereas, County Council desires to amend the Map by adopting a zoning map amendment for major changes to the Highway 76 Innovative Zoning District +/- 19.1 acres of TMS#65-00-04-013 described above; and,

Whereas, the Anderson County Planning Commission has held a duly advertised Public Hearing on April 11, 2023, during which it reviewed the proposed major changes to the Highway 76 Innovative Zoning District +/- 19.1 acres of TMS#65-00-04-013; and,

Whereas, the Anderson County Council has duly advertised and held a Public Hearing on May 16, 2023, regarding said amendment of the Anderson County Official Zoning Map:

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NOW, THEREFORE, be it ordained by Anderson County Council, in meeting duly assembled, that:

1. The Anderson County Council hereby finds that this proposed rezoning is consistent with the Anderson County Comprehensive Plan and in accord with requirements of the South Carolina Code of Laws Title 6, Chapter 29, Article 5.
2. The Anderson County Council hereby amends the Anderson County Official Zoning Map as previously adopted July 20, 1999, by Anderson County Ordinance #99-004 for major changes to the Highway 76 Innovative Zoning District +/- 19.1 acres of TMS#65-00-04-013 described above.
3. Should any portion of this Ordinance be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such determination shall not affect the remaining terms and provisions of this ordinance, all of which are hereby deemed separable.
4. All orders, resolutions, and enactments of Anderson County Council inconsistent herewith are, to the extent of such inconsistency only, hereby repealed, revoked, and rescinded.
5. This ordinance shall take effect and be in full force and effect from and after third reading and enactment by Anderson County Council.

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ATTEST: Ordinance 2023-015

Rusty Burns
Anderson County Administrator

Tommy Dunn, District #5, Chairman

Renee D. Watts
Clerk to Council

APPROVED AS TO FORM:

Anderson County Attorney

1st Reading: May 2, 2023
2nd Reading: May 16, 2023
3rd Reading: June 6, 2023
Public Hearing: May 16, 2023

**Anderson County Planning Commission
Staff Report
April 11, 2023**

Applicant:	Idea River, LLC
Current owner:	Ernest W Garrison Jr
Property location:	Highway 76
Precinct:	Denver-Sandy Springs
Council district:	4
TMS#(s):	65-00-04-013
Acreage:	+/- 19.1
Current zoning:	IZD (Innovative Zoning District)
Requested zoning:	IZD (Innovative Zoning District) amendment
	<p>The IZD District is established to allow flexibility in development that will result in improved design, character, and quality of new developments as well as preserve natural and scenic features of open spaces. The Innovative Zoning District regulations must encourage innovative site planning for residential, commercial, institutional, or industrial development within the district.</p>
Surrounding zoning:	<p>North: I-1 (Industrial District) South: C-2 (Highway Commercial District) East: C-2 (Highway Commercial District) & I-1 (Industrial District) West: C-2 (Highway Commercial District)</p>
Evaluation:	<p>This request is to amend the IZD to increase density from 176 apartment units to 250 units. The amendment is reducing open space from 62.1% to 57.4%. Amenities such as a clubhouse and pool/playground area and the commercial space along Highway 76 remain.</p>
Public outreach:	<p>Staff hereby certifies that the required public notification actions have been completed on March 27, 2023, as follows:</p> <ul style="list-style-type: none">- Rezoning notification postcards sent to 13 property owners within 2,000' of the subject property;- Rezoning notification signs posted on subject property;- Planning Commission public hearing advertisement published in the <i>Independent-Mail</i>.
Staff recommendation:	<p>At the Planning commission Meeting during which the rezoning is scheduled to be discussed, staff will present their recommendation at that time.</p>

STATEMENT OF INTENT

for

The Springs at Clemson Blvd
(Innovative Zoning District "IZD" Rezoning Request)

for

APPLICANT

Idea River, LLC
174 East Main St. Suite 603
Spartanburg, SC 29306
864.940.3359
Jonathanwalker3@gmail.com

Engineer

Gray Engineering Consultants, Inc.
132 Pilgrim Road
Greenville, SC 29607
David J. Graffius, PE
864-297-3027
dgraffius@grayengineering.com

March 1, 2024

The Springs at Clemson Boulevard (project) consists of one parcel of land located on Hwy 76, Pendleton directly across from Chapman Rd. The project is +/- 19.0 acres and is made up of the following parcel:

- I.1 TMS #650004013 - 19.0 acres (829,469.5 square feet) parcel located in Anderson County on Hwy 76, Pendleton. The property is currently owned by Ernest W Garrison, Jr.

Water will be provided by Sandy Springs Water District and sewer by Anderson County Wastewater.

II DEVELOPMENT OVERVIEW

The project development plan is to rezone the one tract to utilize the Innovative Zoning District (IZD) zoning classification. The development will consist of two different access points off Hwy 76, applications for driveway and utility encroachment permits will be submitted for review and approval by SCDOT. A traffic study will be submitted to SCDOT to determine potential impact to Hwy 76 traffic flow and to ensure proper design of access and egress. The proposed development will incorporate both residential and commercial uses. The residential component will be comprised of ten (10) three story apartment buildings with clubhouse, private pool, playground, dog park, fire pit, walking trail, and open space for resident use situated on approximately 14.2 acres of the 19.0 overall parcel. Each apartment building will vary from approximately 7,100 to 11,750 square feet per floor and provide a range of 200 to 250 units with a mix of 1, 2, and 3-bedroom configurations. Site coverage for the residential portion of the development will be approximately 42.6%. Common areas and open space dispersed throughout the site (not including detention pond) will be approximately 57.4%.

The commercial component of the development will be approximately 4.8-acre subdivided portion located adjacent to Hwy 76 at the southern end of the parcel. A drive entrance to serve this portion of the site will connect directly to Hwy 76 then cross the parcel to further serve the residential component. The specific commercial use TBD. A buffer between the commercial and residential lots will be achieved through placement of the detention pond between the two uses. The closest apartment building will be approximately 100 feet from the commercial lot line.

A minimum 25' building setback will be established along all exterior property lines. However, where the commercial parcel adjoins Hwy 76 a 50' minimum setback will be established consistent with Anderson County requirements for nonresidential use along Arterial Roads.

III DENSITY & PHASING

The overall project will consist of a range between 200 to 250 garden style apartment units and approximately 4.8 acres of commercial space fronting Hwy 76. The residential component will be comprised of ten (10) three story apartment buildings with clubhouse, private pool, playground, dog park, fire pit, walking trail, and open space for resident use situated on approximately 14.2 acres of the 19.0 overall parcel. Each apartment building will vary from approximately 7,100 to 11,750 square feet per floor and provide a range of 200 to 250 units with a mix of 1, 2, and 3-bedroom configurations. Site coverage for the residential portion of the development will be approximately 42.6%. Common areas and open space dispersed throughout the site (not including detention pond) will be approximately 57.4%.

The commercial component of the development will be approximately 4.8-acre subdivided portion located adjacent to Hwy 76 at the southern end of the parcel. A drive entrance to serve this portion of the site will connect directly to Hwy 76 then cross the parcel to further serve the residential component. The specific commercial use TBD. A buffer between the commercial and residential lots will be achieved through placement of the detention pond between the two uses. The closest apartment building will be approximately 100 feet from the commercial lot line. The exact locations and layout of the residential and commercial pieces will be detailed out in the Final Development Plan.

IV AMENITIES, LANDSCAPING, BUFFERS

The proposed development will have approximately 57.4% (10.9 acres) of common areas and open space that will be dispersed throughout the site (not including detention pond). A minimum 25' building setback will be established along all exterior property lines. However, where the commercial parcel adjoins Hwy 76 a 50' minimum setback will be established consistent with Anderson County requirements for nonresidential use along Arterial Roads. The residential amenity components may consist of a clubhouse, private pool, playground, dog park, fire pit, walking trail, and open space for the residents.

- a Pond Maintenance and Landscaping** – The detention pond serving the development will be in the far south end of the property and will not be visible from Hwy 76 due to topography. Only two sides of the pond will actually “front” the interior of the development and the exterior facing sides will be buffered per Section 38-122 Anderson County Ordinance. The entire pond will be fenced and screened with sufficient landscaping to reduce the overall visual impact to residents and commercial visitors to the site. Landscaping will blend with the overall theme of the development and provide a positive visual appearance. Pond inspection and maintenance will be conducted routinely and as required by the Anderson County Permanent Stormwater System Maintenance and Responsibility Agreement to ensure that the facilities are in good working order and performing their design functions.

V PUBLIC UTILITIES

Water – The site is under the jurisdiction of Sandy Springs Water District. Chris Brown with SSWD has confirmed that there is a 12" water main along Hwy 76 (same side as subject parcel) with available and adequate capacity to serve the proposed development. All new water mains built within the project will be built to SSWD (public) standards and turned over to Sandy Springs Water District to own and maintain.

Sewer - The site is under the jurisdiction of Anderson County Wastewater Department. Tim Haynes, Wastewater Department Engineer, has confirmed that a sewer extension will be required for the development to connect to their system. Mr. Haynes further indicated that the system currently has available and adequate capacity to accept the flow from the development. The developer plans to construct the required extension concurrent with the overall development project. Once completed, inspected, and accepted by the AHJ, the developer will convey ownership of the extension to Anderson County. A Flow Request Application along with engineer sealed flow calculations has been submitted for review and formal approval by Anderson County Wastewater Department.

Natural Gas – The development would be served by Fort Hill Natural Gas. Kayla Ward, Business Development Assistant with FHNG, has confirmed that there is a 4" natural gas distribution main along Hwy 76 with sufficient volume and pressure to support the proposed development.

Fire – The site is in the jurisdiction of the Anderson County Fire Protection Commission and within the coverage area of the Sandy Springs Station #26. Preliminary Site Plans for the proposed development have been reviewed by Fire Marshal Duffie Cochran. Marshal Cochran has confirmed that they can and will provide fire protection and emergency service to the site and that existing hydrants in the area should be sufficient to the proposed project. Final layout regarding fire lane access will be coordinated through the Fire Marshal's office for review and formal approval.

Solid Waste – the residential section will have a designated garbage coral that will fenced in and not visible from the road or interior of the development. Garbage collection for the proposed development will be handled by private hauler. The development will contract with Waste Management for weekly pickup and hauling to the Starr C&D Landfill.

Stormwater – The stormwater management system for the site will treat for both water quantity and water quality and meet all requirements of Anderson County and SCDHEC to satisfy the appropriate standards of the Clean Water Act. Pre vs. Post

runoff will be managed through onsite detention consisting of a dry pond system. All stormwater BMP's will be inspected and maintained routinely.

Roads – US Hwy 76 is under SCDOT jurisdiction. Applications for driveway and utility encroachment permits will be submitted for review and approval by SCDOT. The proposed development will have (2) access points to Hwy 76. A traffic study will be submitted to SCDOT to determine potential impact to Hwy 76 traffic flow and to ensure proper design of access and egress.

VI DEVELOPMENT STANDARDS

VI.1 Permitted Uses: This project will consist of residential and commercial utilization

VI.2 Maximum Number of Units: Residential – 200 to 250 units and Commercial – TBD to fit area needs and surrounding businesses

VI.3 Building Setbacks:

All proposed setbacks for the development are as follows:

- A minimum 25' building setback will be established along all exterior property lines. However,
- Where the commercial parcel adjoins Hwy 76 a 50' minimum setback will be established consistent with Anderson County requirements for nonresidential use along Arterial Roads.
- The closest apartment building will be approximately 100 feet from the commercial lot line.

4. Residential Construction and Maintenance: No mobile homes, trailers, campers, or tents shall be permitted as permanent dwellings.

VI.4 Public Improvements: No existing sidewalks are located along Hwy 76 – a state-maintained road. The proposed project should have no impacts to the roads service level.



SITE DATA:
 NEW APT. BLDGS: 10
 1-BDRM: 48 (22%)
 2-BDRM: 156 (70%)
 3-BDRM: 18 (8%)
 TOTAL UNITS: 222
 TOTAL PARKING: 425
 PARKING RATIO: 1.9 SP/UNIT

NO.	DATE	REVISION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



PROJECT NAME
 HWY 76
 APARTMENTS

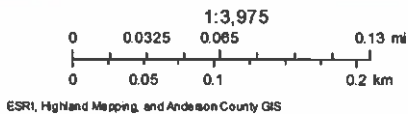


CV-1

Anderson County



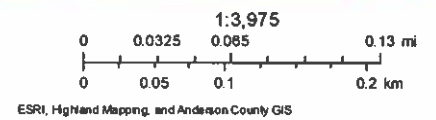
March 20, 2023



Anderson County



March 20, 2023





Planning Commission

April 11, 2023

Date of Planning Commission Meeting

☐ Land Use

☒ Rezoning

☐ Subdivision

☐ Variance

Project Information

Name of Applicant/Project: IZD Amendment Hwy 76

Property Location: Highway 76/ TMS 65-00-04-013

County Council District: 4

School District: 4

Total Acreage: +/- 19.1 Acres

Number of Lots: 250 Units

Current Zoning: IZD

Requested Zoning: IZD (Amendment)

Purpose: To develop apartments with amenities

Recommendation/ Decision Rendered

☒ Approval ☐ Denial ☐ Tied ☐ Tabled Vote 5 to 0

☒ Compatibility with Future Land Use Map

The recommendations of staff

☒ Compatibility with Traffic Levels

Compatibility with Surrounding Properties

☒ Compatibility with Density Levels

Use and Value of Surrounding Properties

Concerns for public, health, safety, convenience, prosperity & general welfare

Concerns for the balance of the interest of sub dividers, homeowners and public

Concerns for the effects of the proposed development on the local tax base

The ability of existing or planned infrastructure and transportation system to serve the proposed development

Other (please elaborate):

Planning Commission Chairman:

[Signature]

Date: 4/11/23

Anderson County Planning & Development
401 East River Street

Anderson, South Carolina 29624 | Phone: (864) 260-4720

ORDINANCE NO. 2023-012

AN ORDINANCE TO AMEND SECTIONS 34-19 THROUGH 34-21 AND ADDING SECTIONS 34-23 THROUGH 34-29 OF THE CODE OF ORDINANCES, ANDERSON COUNTY, SOUTH CAROLINA, RELATED TO COUNTY PARKS AND PARK RULES; AND OTHER MATTERS RELATED THERETO.

WHEREAS, the Anderson County Council has the authority to create ordinances under South Carolina Code section 4-9-25; and

WHEREAS, Anderson County Council desires to amend, and add to, the Anderson County Code of Ordinances.

NOW, THEREFORE, be it ordained by the Anderson County Council in meeting duly assembled that:

1. Anderson County desires that sections 34-19 through 34-21 of the Code of Ordinances, Anderson County, South Carolina, is hereby amended to read as follows:

See Exhibit A.

2. Anderson County desires that the Code of Ordinances, Anderson County, South Carolina, is hereby amended by adding a section, to be numbered 34-23 through 34-29, which reads as follows:

See Exhibit B.

3. All other terms, provisions, sections, and contents of the Code of Ordinances, Anderson County, South Carolina not specifically affected hereby remain in full force and effect.

4. Should any part or provision of this Ordinance be deemed unconstitutional or unenforceable by any court of competent jurisdiction, such determination shall not affect the remainder of this Ordinance, all of which is hereby deemed separable.

5. This Ordinance shall take effect from and after the public hearing and the third reading in accordance with the Code of Ordinances, Anderson County, South Carolina.

ORDAINED in meeting duly assembled this _____ day of _____, 2023.

[SIGNATURE PAGE TO FOLLOW]

ATTEST:

Rusty Burns
Anderson County Administrator

Renee Watts
Clerk to Council

FOR ANDERSON COUNTY:

Tommy Dunn, District #5, Chairman

APPROVED AS TO FORM:

Leon C. Harmon
Anderson County Attorney

First Reading: April 4, 2023

Second Reading: June 6, 2023

Third Reading: _____

Public Hearing: June 6, 2023

Section 34-19 Definition

Enforcement Officer means any law enforcement officer, any park official, or any designee of the county parks, recreation, and tourism director.

Iron Ranger means a payment box erected by Anderson County for the purpose of depositing payments.

Public Access Areas are public parks that do not require the payment of a park fee.

Public Parks mean all parks owned or operated by Anderson County. The Anderson County Parks and Recreation Department shall compile and possess a list of all public parks.

Paid Park Areas are public parks that require the payment of a Park Fee for use of the park.

Park Fee means the amount of money owed per Park Fee Permit. Park Fees are posted at the site location.

Park Fee Permit means the documented permission associated with park use after the payment of a Park Fee.

Section 34-20 Penalty

An Enforcement Officer may exercise discretion in administering any of the following penalties:

- (1) Any person found violating any provision of this article may be ejected from the premises;
- (2) Any person found violating any provision of this article may be placed on trespass notice from the park where the violation occurred;
- (3) Any person found violating any provision of this article may be civilly fined up to \$250 per violation and/or ejected from the premises; or
- (4) Any person found guilty of the violation of any provision of this article shall upon conviction be punished in accordance with section 1-7.

Nothing found in this section should limit the enforcement of other applicable criminal penalties or statutes when appropriate.

Section 34-21 Hours of Use

All public parks located within the county shall be open from sunrise until sundown. The parks, except as hereafter described, shall be closed for use from sundown until sunrise each day, provided, however, that the hours when the parks are closed to the general public shall not apply to persons using the parks for the purpose of putting in or removing boats, or using the parks for fishing or camping in areas designated for that purpose. Notwithstanding the foregoing, any park posted as open during sundown and illuminated by onsite lighting may be used after sundown.

Section 34-23 Admission to County Parks

- (a) Admission to County Parks. Public Access Areas may be accessed without any Park Fee or Park Fee Permit. Paid Park Areas may be accessed only with the payment of a Park Fee and use of a Park Fee Permit. A Park Fee is due for every vehicle admitted to a park. Any van or bus carrying more than 8 people must obtain two Park Fee Permits. The park user has the responsibility to prove they paid the Park Fee.
- (b) Payment when no park attendant is present. If no park attendant is present, the Park Fee must still be paid. The Park Fee can be paid by filling out a Park Fee Permit form, including the appropriate Park Fee, and depositing it into the Iron Ranger. Prior to depositing the Park Fee Permit form, park users should detach the detachable portion of the form and place it on the dash of their vehicle. Notwithstanding the foregoing, if no Park Fee Permit form is available, then no Park Fee will be required.
- (c) Payment when park attendant is present. If a park attendant is present, all payments must be made to the park attendant. The park attendant shall issue a permit for the park user to place on the dash of their vehicle.
- (d) Payment when an Iron Ranger is present. If an Iron Ranger is present, then the fee associated with the Iron Ranger must be paid. Failure to pay the fee required by the Iron Range prior to use of the park is a violation of this article. An Iron Ranger is a payment box erected by Anderson County for the purpose of depositing payments.

Section 34-25 Prohibited Uses

It shall be unlawful for any person to commit any of the following acts at any park or facility under the jurisdiction of the county:

- (1) Destroying, defacing, disturbing, disfiguring, or removing any part of any building, sign, structure, or equipment.
- (2) Killing, harming, or harassing any mammal, bird, reptile, or amphibian.
- (3) Hunting.
- (4) Destroying, cutting, breaking, removing, defacing, mutilating, injuring, taking or gathering any tree, shrub, other plant or plant part, rock, mineral, or geological feature except by permit issued by the county.
- (5) Building any fire in any place other than those specifically designated for such a purpose.
- (6) Disposing of litter, garbage, or other refuse in places or receptacles other than those specifically provided for such purpose. Such unlawful disposing of litter, garbage, or refuse shall include:
 - a. Dumping any refuse or waste from any trailer or other vehicle except in places or receptacles provided for such use.
 - b. Cleaning fish, or food, or washing clothing, or articles for household use in any sink, or at any faucet located in restrooms.
 - c. Polluting or contaminating any water used for human consumption.
 - d. Using park refuse containers or facilities for dumping household or commercial garbage or trash brought as such from private property.

Exhibit B

e. Depositing, except into receptacles provided for that purpose, any body waste, or depositing any bottles, cans, clothes, rags, metal, wood, stone, or other damaging substance in any fixture in any restroom, or other structure.

(7) Possessing any firearm, air gun, explosive, or firework except by duly authorized park personnel, law enforcement officers, or persons using areas specifically designated by the county for use of firearms, air guns, fireworks, or explosives.

(8) Operating vehicles in a reckless manner, or in excess of posted speed limits, or in areas other than those specifically intended for vehicular traffic. A violation of the following provisions shall constitute the unlawful operating of vehicles:

a. Motorbikes, minibikes, mopeds, motorcycles, motor scooters, go-carts and any other type motorized vehicle shall not be driven in any area or on any trail not intended for their use. Only licensed motorized vehicles shall be allowed on park roads. Golf carts also will be allowed on park roads when driven by licensed drivers.

b. No motorized vehicle of any kind shall be allowed on horse trails, hiking trails or beach areas.

c. Motor vehicles shall not be driven on roads in developed recreation sites for any purpose other than access into or egress out of the site.

d. No motorized vehicle of any kind shall be operated at any time without a muffler in good working order, or in such a manner as to create excessive or unusual noise, or annoying smoke, or using a muffler cut-off, by-pass, or similar device.

e. No person shall excessively accelerate the engine of a motor vehicle or motorcycle when such vehicle is not moving or is approaching or leaving a stopping place.

f. Vehicles shall not be permitted in a camping area unless the operator thereof is a registered guest within the area, except for the expressed intent of renting such area or with prior permission of authorized park officials.

Nothing in this subsection shall act to prohibit the use of motorized vehicles utilized for ADA mobility.

(9) Acting in a disorderly manner or creating any noise which would result in annoyance to others. Acting in a disorderly manner shall include inciting or participating in riots, or indulging in boisterous, abusive, threatening, indecent, or disorderly conduct.

(10) Entering or remaining within the limits of the park or facility while in an intoxicated or drugged condition.

(11) Operating or using audio device, including radio, television, musical instruments, or any other noise producing devices, such as electrical generators, and equipment driven by motor engines, in such a manner and at such times as to disturb other persons and no person shall operate or use any public address system, whether fixed, portable, or vehicle mounted, except when such use or operation has been approved by the county.

(12) Engaging in or soliciting business within a park or facility except where authorized by the county and no person shall distribute, post, place, or erect any bills, notices, paper, or advertising device, or matter of any kind without consent of the county.

Exhibit B

(13) Bringing a dog or any other animal into the park or facility unless it is crated, caged, or upon a leash or otherwise under physically restrictive control at all times. For this purpose:

a. No person shall keep in the park or retain in the park a noisy, vicious, or dangerous dog or animal, or one that is disturbing to other persons after he has been asked by an Enforcement Officer to remove such animal.

b. No person shall bring saddle, pack, or draft animals into a site that has not been developed to accommodate them.

(14) Entering a facility or area without regard to restrictions on public use.

(15) By way of example and not limitation, the following are generally prohibited from taking off, landing, or operating on or within county parks and recreation areas: Airplanes, including ultralight aircraft; unmanned flying aircraft (drones, unmanned aircraft systems, remote controlled model aircraft, and the like); balloons; parachutes; or other apparatus for aviation. In some limited circumstances, certain of these machines may be operated within designated areas of county parks and recreation areas after the operator obtains a special activity permit.

(16) No person shall act in a manner that violates any posted sign or notice issued by the county.

(17) No person shall re-enter a park on the same day that they were ejected.

(18) If an Iron Ranger is installed at a park, no person shall use the park prior to paying the posted fee to the Iron Ranger.

(19) Destroying, defacing, disturbing, disfiguring, or removing any Park Fee Permit or Park Fee Permit form.

Section 34-27 Enforcement Officers

This article may be enforced by any law enforcement officer, any park official, or any designee of the county parks, recreation, and tourism director.

Section 34-29 Ejection from Park Premises

Any person who engages in a prohibited use on any county park may be ejected, without refund, from the park by an Enforcement Officer. Any ejected person must not re-enter the park until the following day.

ORDINANCE NO. 2023-018

AN ORDINANCE AUTHORIZING THE EXECUTION AND DELIVERY OF AN AMENDMENT TO FEE IN LIEU OF TAX AND SPECIAL SOURCE CREDIT AGREEMENT BY AND BETWEEN ANDERSON COUNTY, SOUTH CAROLINA AND GRAY INDUSTRIAL REALTY 7, LLC FOR THE PURPOSE OF MODIFYING THE SPECIAL SOURCE CREDITS TO BE PROVIDED THEREUNDER; AND OTHER MATTERS RELATED THERETO.

WHEREAS, ANDERSON COUNTY, SOUTH CAROLINA (the “*County*”), acting by and through its County Council (the “*County Council*”), is authorized and empowered under and pursuant to the provisions of Title 12, Chapter 44 (the “*FILOT Act*”), Title 4, Chapter 1 (the “*Multi-County Park Act*”), and Title 4, Chapter 29, of the Code of Laws of South Carolina 1976, as amended, to enter into agreements with industry whereby the industry would pay fees-in-lieu-of taxes with respect to qualified projects; to provide infrastructure credits against payment in lieu of taxes for reimbursement in respect of investment in certain infrastructure enhancing the economic development of the County; through all such powers the industrial development of the State of South Carolina (the “*State*”) will be promoted and trade developed by inducing manufacturing and commercial enterprises to locate or remain in the State and thus utilize and employ the manpower, products and resources of the State and benefit the general public welfare of the County by providing services, employment, recreation or other public benefits not otherwise provided locally; and

WHEREAS, pursuant to the FILOT Act, and in order to induce investment in the County, the County did previously enter into an Inducement Agreement dated as of August 16, 2022 (the “*Inducement Agreement*”) with Gray Industrial Realty 7, LLC, a Kentucky limited liability company authorized to transact business in the State (the “*Company*”) (which was known to the County at the time as “*Project Little Brother*”), with respect to the acquisition, construction, and installation of land, buildings, improvements, fixtures, machinery, equipment, furnishings and other real and/or tangible personal property to constitute a new industrial (light manufacturing and/or distribution) facility in the County (collectively, the “*Project*”); and

WHEREAS, pursuant to the Inducement Agreement, and Ordinance No. 2022-037 enacted by County Council of the County on October 18, 2022, the County and the Company entered into a Fee in Lieu of Tax and Special Source Credit Agreement (the “*Fee Agreement*”) dated as of October 18, 2022, whereby the County agreed to receive and the Company agreed to pay fees-in-lieu-of taxes (“*FILOT Payments*”) by the Company with respect to the Project, and the County agreed to provide certain special source credits (the “*Special Source Credits*”) to be claimed by the Company against its FILOT Payments with respect to the Project pursuant to Section 4-1-175 of the Multi-County Park Act to support the project by offsetting related infrastructure costs to be incurred by the Company; and

WHEREAS, pursuant to the authority of Section 4-1-170 of the Multi-County Park Act and Article VIII, Section 13 of the South Carolina Constitution, the County intends to cause the Project, to the extent not already therein located, to be placed in a joint county industrial and business park (the “*Multi-County Park*”) such that the Project will receive the benefits of the Special Source Credits under the Multi-County Park Act; and

WHEREAS, the Company has informed the County that the infrastructure costs associated with the project exceed those originally anticipated, and the County wishes to modify the Special Source Credits provided under the Fee Agreement so as to increase the successive annual FILOT Payments which will be subject to a Special Source Credit equal to 85% of such FILOT Payments from for one additional FILOT

Payment (i.e., the 85% Special Source Credit will apply to the first six (6) FILOT Payments instead of the first five (5) FILOT Payments) to support the Project and help offset the increased infrastructure cost; and

WHEREAS, the County Council has caused to be prepared and presented to this meeting the form of the Amendment to Fee in Lieu of Tax and Special Source Credit Agreement (the “Amendment”) which the County and the Company propose to execute and deliver; and

WHEREAS, it appears that the Amendment attached hereto as Exhibit A, is in appropriate form and is an appropriate instrument to be executed and delivered or approved by the County for the purposes intended;

NOW, THEREFORE, BE IT ORDAINED, by the County Council as follows:

Section 1. The form, terms and provisions of the Amendment attached hereto as Exhibit A are hereby approved. The Chairman of County Council is hereby authorized, empowered and directed to execute, acknowledge and deliver the Amendment in the name of and on behalf of the County, and the County Administrator and Clerk to County Council are hereby authorized and directed to attest the same, and thereupon to cause the Amendment to be delivered to the Company and cause a copy of the same to be delivered to the Anderson County Auditor, Assessor and Treasurer. The Amendment is to be in substantially the form now before this meeting and hereby approved, or with such minor changes therein as shall be approved by the Chairman of County Council, upon advice of counsel, execution thereof by such signatories to constitute conclusive evidence of approval of any and all changes or revisions therein from the form of Amendment now before this meeting.

Section 2. The Chairman of County Council, the County Administrator and the Clerk to County Council, for and on behalf of the County, are hereby authorized and directed to do any and all things necessary to effect the execution and delivery of the Amendment and the performance of all obligations of the County under the Fee Agreement, as amended.

Section 3. The provisions of this ordinance are hereby declared to be separable and if any section, phrase or provisions shall for any reason be declared by a court of competent jurisdiction to be invalid or unenforceable, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereunder.

Section 4. All ordinances, resolutions, and parts thereof in conflict herewith are, to the extent of such conflict, hereby repealed. This ordinance shall take effect and be in full force from and after its passage by the County Council.

[signature page follows]

ENACTED in meeting duly assembled this ____ day of _____, 2023.

ANDERSON COUNTY, SOUTH CAROLINA

Chairman of County Council

Attest:

County Administrator

Clerk to County Council

First Reading:

Second Reading:

Public Hearing:

Third Reading:

Approved as to Form:

Leon C. Harmon
County Attorney

STATE OF SOUTH CAROLINA

COUNTY OF ANDERSON

I, the undersigned Clerk to County Council of Anderson County, South Carolina, do hereby certify that attached hereto is a true, accurate and complete copy of an ordinance which was given reading, and received unanimous approval, by the County Council at its meetings of _____, 2023, _____, 2023, and _____, 2023, at which meetings a quorum of members of County Council were present and voted, and an original of which ordinance is filed in the permanent records of the County Council.

Clerk to County Council,
Anderson County, South Carolina

Dated: _____, 2023

**AMENDMENT TO FEE IN LIEU OF TAX AND
SPECIAL SOURCE CREDIT AGREEMENT**

between

ANDERSON COUNTY, SOUTH CAROLINA

and

GRAY INDUSTRIAL REALTY 7, LLC

Dated as of _____, 2023

**AMENDMENT TO FEE IN LIEU OF TAX AND
SPECIAL SOURCE CREDIT AGREEMENT**

THIS AMENDMENT TO FEE IN LIEU OF TAX AGREEMENT (this "Amendment") is dated as of _____, 2023 by and between **ANDERSON COUNTY, SOUTH CAROLINA** (the "County"), a body politic and corporate and a political subdivision of the State of South Carolina, and **GRAY INDUSTRIAL REALTY 7. LLC** (the "Company"), a limited liability company organized and existing under the laws of the State of Kentucky and authorized to do business in the State of South Carolina, for the purpose of amending that certain Fee in Lieu of Tax and Special Source Credit Agreement by and between the County and the Company dated as of October 18, 2022 (the "Fee Agreement").

WITNESSETH:

WHEREAS, the Code of Laws of South Carolina, 1976, as amended, (the "Code"), and particularly Title 12, Chapter 44 thereof (as amended through the date hereof, the "Act"), in order to create jobs and promote prosperity within the State of South Carolina, empowers the several counties of the State of South Carolina to induce investors ("Project Sponsors") to acquire, enlarge, improve, and expand certain types of industrial and commercial property ("Economic Development Property") within their jurisdictional limits and thereafter operate, maintain and improve such Economic Development Property by, among other things, entering into agreements providing for payments with respect to Economic Development Property by Project Sponsors in lieu of *ad valorem* taxes at favorable rates ("FILOT Payments"); and

WHEREAS, the County, acting by and through its County Council (the "County Council") is authorized by Titles 4 and 12 of the Code to provide special source revenue financing by providing a credit against or payment derived from FILOT Payments due from a Project Sponsor pursuant to Article VIII, Section 13 of the South Carolina Constitution, Section 4-1-170 of the Code, and the Act, for the purpose of defraying the cost of designing, acquiring, constructing, improving, or expanding the infrastructure serving the County or the project, and for improved or unimproved real estate used in the operation of a manufacturing or commercial enterprise in order to enhance the economic development of the County; and

WHEREAS, the Company has acquired and is acquiring by construction and purchase certain facilities, consisting of land (if any), buildings, apparatus, machinery, equipment, furnishings, fixtures, and materials in the County (the "Project"), to be used primarily for the purpose of distribution or light manufacturing operations; and

WHEREAS, pursuant to Ordinance No. 2022-037 of the County enacted on October 18, 2022, the County and the Company executed and entered into: (i) the Fee Agreement dated as of October 18, 2022 under which the Company agreed, among other things, to make FILOT Payments to the County, subject to certain Special Source Credits (as such term is defined in the FILOT Agreement) to be applied to reduce such FILOT Payments to help offset the cost of infrastructure supporting the Project; and

WHEREAS, the Company has indicated to the County that the cost of infrastructure serving the Project which the Company must incur is higher than originally anticipated, and requested that the Special Source Credits to be provided under the Fee Agreement be adjusted to help offset such increased cost; and

WHEREAS, the Company and the County now wish to amend the Fee Agreement for the purposes of adjusting the Special Source Credits provided thereunder as set forth herein;

NOW, THEREFORE, in consideration of the respective representations and agreements hereinafter contained, and the sum of \$10.00 in hand, duly paid by the Company to the County, the

receipt and sufficiency of which are hereby acknowledged, the County and the Company agree as follows:

ARTICLE I DEFINITIONS

SECTION 1.01. Definitions. Each capitalized term used in this Amendment shall have the definition given for such term herein or in the preamble hereto, or, if no definition is given herein, the definition(s) given for such term in the Fee Agreement.

SECTION 1.02. References to Amendment. The words "hereof", "herein", "hereunder", and other words of similar import refer to this Amendment as a whole, unless the context clearly requires otherwise.

ARTICLE II AMENDMENTS

SECTION 2.01. Amendments to Fee Agreement. The terms and provisions of the Fee Agreement shall be and hereby are amended as follows:

(a) Section 3 of the Summary of Contents of the Fee Agreement is amended to refer to a Special Source Credit of 85% for the first six (6) FILOT Payments, and 35% for the next twenty-four (24) FILOT Payments.

(b) Section 4.02(a) of the Fee Agreement is deleted in its entirety and replaced with the following quoted language:

“(a) In accordance with and pursuant to Section 12-44-70 of the FILOT Act and Section 4-1-175 of the MCIP Act, in order to reimburse the Company for qualifying capital expenditures incurred for costs of the Infrastructure during the Investment Period, the Company shall be entitled to receive, and the County agrees to provide, annual Special Source Credits against the Company’s first six (6) consecutive FILOT Payments in an amount equal to eighty-five percent (85%), and the Company’s next twenty-four (24) consecutive FILOT Payments thereafter in an amount equal to thirty-five percent (35%), of that portion of FILOT Payments payable by the Company with respect to the Project (that is, with respect to investment made by the Company in the Project during the Investment Period), calculated and applied after payment of the amount due the non-host county under the MCIP Agreement.”

SECTION 2.02. Conflict with Inducement Agreement. To the extent the terms and provisions of the Fee Agreement, as amended by this Amendment (the “Amended Fee Agreement”) conflict with the terms and provisions of the Inducement Agreement, the terms and provisions of the Amended Fee Agreement shall control.

SECTION 2.03. No Further Amendment. Except for the amendments to the Fee Agreement expressly set forth in this Amendment, all terms and provisions of the Fee Agreement remain unchanged and in full force and effect between the parties thereto.

ARTICLE III MISCELLANEOUS

SECTION 3.01. Entire Understanding. This Amendment expresses the entire understanding and all agreements of the parties hereto with each other as to the amendments to the Fee Agreement set forth herein, and neither party hereto has made or shall be bound by any agreement or any representation to the other party with respect to such amendments which is not expressly set forth herein.

SECTION 3.02. Severability. In the event that any clause or provision of this Amendment shall be held to be invalid by any court of competent jurisdiction, the invalidity of such clause or provision shall not affect any of the remaining provisions hereof.

SECTION 3.03. Headings and Table of Contents; References. The headings of this Amendment are for convenience of reference only and shall not define or limit the provisions of this Amendment or the Amended Fee Agreement or affect the meaning or interpretation hereof or thereof. All references in this Amendment to particular Articles or Sections or subdivisions of this Amendment or of the Fee Agreement are references to the designated Articles or Sections or subdivisions of this Amendment or the Fee Agreement, as applicable.

SECTION 3.04. Multiple Counterparts. This Amendment may be executed in multiple counterparts, each of which shall be an original but all of which shall constitute but one and the same instrument. Facsimile signatures may be relied upon as if originals.

[signature page follows]

IN WITNESS WHEREOF, Anderson County, South Carolina, has caused this Amendment to be executed by the Chairman of its County Council and its corporate seal to be hereunto affixed and attested by the County Administrator and the Clerk of its County Council, all as of the day and year first above written.

ANDERSON COUNTY, SOUTH CAROLINA

(SEAL)

By: _____
Chairman of County Council

ATTEST:

County Administrator

Clerk to County Council of
Anderson County, South Carolina

[Signature Page 1 to Amendment to Fee in Lieu of Tax and Special Source Credit Agreement]

IN WITNESS WHEREOF, Gray Industrial Realty 7, LLC has caused this Amendment to be executed by its authorized signatory as of the day and year first above written.

GRAY INDUSTRIAL REALTY 7, LLC

By: GRAY INDUSTRIAL REALTY I, INC.
Its: Sole Member

By: _____
Joseph C. Hargrove
Its: President

[Signature Page 2 to Amendment to Fee in Lieu of Tax and Special Source Credit Agreement]

ORDINANCE NO. 2023-019

**AN ORDINANCE TO AMEND AN AGREEMENT FOR THE DEVELOPMENT OF
A JOINT COUNTY INDUSTRIAL AND BUSINESS PARK (2010 PARK) OF
ANDERSON AND GREENVILLE COUNTIES SO AS TO ENLARGE THE PARK.**

WHEREAS, pursuant to Ordinance No. 2010-026 enacted November 16, 2010 by Anderson County Council, Anderson County entered into an Agreement for the Development of a Joint County Industrial and Business Park (2010 Park) dated as of December 1, 2010, as amended, with Greenville County (the "Agreement"); and

WHEREAS, pursuant to Section 3(A) of the Agreement, the boundaries of the park created therein (the "Park") may be enlarged pursuant to ordinances of the County Councils of Anderson County and Greenville County; and

WHEREAS, in connection with certain incentives being offered by Anderson County to a certain company currently or formerly known to Anderson County as Project Little Brother, it is now desired that the boundaries of the Park be enlarged to include certain parcels in Anderson County;

NOW, THEREFORE, be it ordained by Anderson County Council that Exhibit B to the Agreement is hereby and shall be amended and revised to include the property located in Anderson County described in the schedule attached to this Ordinance, and, pursuant to Sections 3(A) and 3(B) of the Agreement, upon adoption by Greenville County Council of a corresponding ordinance, the Agreement shall be deemed amended to so include such property and Exhibit B as so revised, without further action by either county.

DONE in meeting duly assembled this ___ day of _____, 2023.

ANDERSON COUNTY, SOUTH CAROLINA

By: _____
Chairman of County Council

Attest:

County Administrator

Clerk to County Council

First Reading: May 16, 2023

Second Reading:

Public Hearing:

Third Reading:

Approved as to Form:

Leon C. Harmon
County Attorney

Addition to Exhibit B to
Agreement for the Development of a Joint County Industrial and
Business Park dated as of December 1, 2010, as amended,
between Anderson County and Greenville County

Project Little Brother (Gray Industrial Realty 7, LLC) Property Description

ALL THAT CERTAIN piece, parcel or tract of land, situate, lying and being in the Township of Williamston, County of Anderson, State of South Carolina, lying at the intersection of S. C. Highway No. 8 (Easley Highway), and Durham Road, containing 38.40 acres, more or less, according to a plat of survey entitled "Recombination Plat for Gray Industrial Realty 7, LLC", prepared by Jay C. Hipp, PLS Reg. No. 29115, with H & M Surveying, LLC, dated August 19, 2022, and recorded in the Office of the Register of Deeds for Anderson County, South Carolina in Plat Book S2954 at Page 5, and having the following metes and bounds, to-wit:

Beginning at a 1/2" Crimp Top on the northern right-of-way of Durham Road labeled P.O.B. thence running along said right-of-way bearing S 72°05'12" W a distance of 55.06 feet to a 1/2" Crimp Top; thence bearing S 75°46'20" W a distance of 94.94 feet to a 1/2" Rebar with cap; thence bearing S 84°45'38" W a distance of 135.17 feet to a 1/2" Open Top; thence bearing N 74°08'31" W a distance of 84.35 feet to a 1/2" Rebar with cap; thence bearing S 35°18'10" W a distance of 87.00 feet to a 1/2" Rebar with cap; thence bearing S 39°53'46" W a distance of 55.52 feet to a 1/2" Open Top; thence bearing S 86°46'45" W a distance of 148.07 feet to a Concrete Monument; thence bearing S 84°03'23" W a distance of 69.53 feet to a 1/2" Rebar with cap; thence bearing S 76°27'26" W a distance of 72.12 feet to a 1/2" Crimp Top; thence bearing S 70°32'01" W a distance of 71.72 feet to a 1/2" Crimp Top; thence bearing S 65°13'23" W a distance of 48.21 feet to a 3/4" Crimp Top; thence bearing S 61°31'42" W a distance of 64.50 feet to a 1/2" Rebar with cap; thence bearing N 89°11'45" W a distance of 79.37 feet to a Concrete Monument on the northern right-of-way of Easley Highway (SC-8); thence continuing along said right-of-way bearing N 55°42'06" W a distance of 122.94 feet to a 1" Open Top; thence N 56°51'39" W a distance of 94.89 feet to an iron pin found 1" crimp top bent; thence N 46°33'31" W a distance of 32.31 feet to an iron pin found 1" Open Top; thence N 47°22'35" W a distance of 181.17 feet to an iron pin found 1/2" Rebar; thence N 50°59'49" W a distance of 339.03 feet to an iron pin found 3/4" Open Top; thence leaving said right of way N 36°03'12" E a distance of 315.30 feet to an iron pin found 3/4" Open Top; thence N 46°44'28" W a distance of 209.98 feet to an iron pin found 1" Open Top; thence N 36°07'32" E a distance of 472.86 feet to an iron pin found 3/4" Open Top; thence S 84°08'12" E a distance of 247.26 feet to an iron pin found 3/4" Open Top; thence N 84°52'51" E a distance of 144.86 feet to an iron pin found 3/4" Open Top; thence S 86°05'45" E a distance of 305.52 feet to an iron pin found 5/8" Rebar; thence S 80°47'37" E a distance of 825.93 feet to an iron pin set 1/2" rebar with cap; thence S 16°05'23" W a distance of 202.04 feet to an iron pin found 1" crimp top; thence S 14°47'04" W a distance of 246.36 feet to an iron pin 5/8" solid rod found; thence S 16°19'25" W a distance of 430.67 feet to the POINT AND PLACE OF BEGINNING.

I, the undersigned Clerk to County Council of Anderson County, South Carolina, do hereby certify that attached hereto is a true, accurate and complete copy of an ordinance which was given reading, and received majority approval, by the County Council at meetings of _____, 2023, _____, 2023 and _____, 2023, at which meetings a quorum of members of County Council were present and voted, and an original of which ordinance is filed in the permanent records of the County Council.

Dated: _____, 2023



TO: Mr. Rusty Burns, County Administrator

FROM: Mr. Matt Hogan, Roads & Bridges Manager

A handwritten signature in black ink, reading "Matt Hogan".

SUBJECT: Roadway Access Services (RAS)

DATE: May 31, 2023

Tommy Dunn
Chairman
Council District 5

Brett Sanders
Vice Chairman
Council District 4

John B. Wright, Jr.
Council District 1

Glenn Davis
Council District 2

Greg Elgin
Council District 3

Jimmy Davis
Council District 6

M. Cindy Wilson
Council District 7

Renee D. Watts
Clerk to Council

Rusty Burns
County Administrator

At the April 18, 2023, County Council Meeting, County Council discussed placing transportation tax as a referendum on the November 5, 2024, ballot for the voters to decide if they desire one in Anderson County to fix the roads in the County. I informed them that I would engage a company to survey the County's road system to be able to communicate the condition of the road system in Anderson County and the estimated cost to bring the system into good condition. In this regard, I am asking Council's permission to engage RAS to conduct this study for Anderson County. My reasons are enumerated below:

1. Consor, our ACTC engineers, subcontracted to RAS to perform a study on Council District 6 roads.
2. RAS has said that they could complete the study of the remaining six Council districts by the end of June 2023 for \$337,000 if Council approves.
3. RAS completes these road services for SC DOT, Greenville County, Beaufort County, to name a few. They have the newest technology to grade our roads properly. They have the manpower, expertise, and technology to perform this study for Anderson County.
4. They anticipate completing Greenville County's road scan in late May & they have stated that it would be cheaper if they could commence Anderson's study shortly thereafter. They are based in Texas, and this would prevent them having to mobilize at a future date.
5. RAS' technology can integrate with the County's existing road software, Cartegraph, which would preclude staff having to enter RAS' data into our system manually.

Thank you for your consideration in this important matter.


ADMINISTRATION DIVISION

Rusty Burns | County Administrator

O: 864-260-4031 | F: 864-260-4548 | rburns@andersoncountysc.org

Historic Courthouse | 101 South Main Street, Anderson SC 29624

PO Box 8002, Anderson, South Carolina 29622-8002 | www.andersoncountysc.org

Anderson County, SC				
				
Task	Description	Units	Unit Cost	Fee
	Required Services			
1	Centerline Identification and Field Set-up (lump sum) ¹	1	\$7,450	\$7,450
2	Street Network Collection - full county scan excluding previously scanned roads (test miles)	1785	\$98	\$174,930
3	Pavement Condition Index- full county scan excluding previously scanned roads (test miles) Modified ASTM D6433 using AI	1785	\$40	\$71,400
4	Pavement Width (centerline miles)	1423	\$20	\$28,460
5	Pavement Report with 1 round of multi-year budget scenarios with BOSS TM (lump sum) ³	1	\$25,000	\$25,000
6	Cartegraph Import	1	\$10,500	\$10,500
7	Configuration of budget scenarios within Cartegraph Scenario Builder	1	\$20,000	\$20,000
Total Fee ⁴				\$337,740

¹Assumes centerline file will be provided in GIS.

²Arterials and Collectors are two pass collection and residential are one pass collection.

³Summary Report includes PCI results (from Artificial Intelligence (AI) tool)

ORDINANCE NO.: 2023-023

AN ORDINANCE PROVIDING FOR THE IMPOSITION OF A TRANSPORTATION SALES AND USE TAX, SUBJECT TO A NOVEMBER 5, 2024 REFERENDUM, PURSUANT TO TITLE 4, CHAPTER 37 OF THE CODE OF LAWS OF SOUTH CAROLINA 1976, AS AMENDED; ORDERING A REFERENDUM IN CONNECTION THEREWITH; AND PROVIDING FOR MATTERS RELATING THERETO. (TITLE ONLY)

ORDINANCE #2023-022

AN ORDINANCE AMENDING ORDINANCE No. 99-004, THE ANDERSON COUNTY ZONING ORDINANCE, AS ADOPTED JULY 20, 1999, BY AMENDING THE ANDERSON COUNTY OFFICIAL ZONING MAP TO ADOPT A ZONING MAP IN THE FORK NO. 2 VOTING PRECINCT, ANDERSON COUNTY, SOUTH CAROLINA; AND OTHER MATTERS PERTAINING THERETO.

WHEREAS, Anderson County, South Carolina, a body politic and corporate and political subdivision of the State of South Carolina (the “County”), acting by and through its County Council (the “County Council”), previously adopted Anderson County Ordinance No. 99-004, the Anderson County Zoning Ordinance (the “Ordinance”), which Ordinance contains the Anderson County Official Zoning Map (the “Map”); and,

WHEREAS, County Council desires to amend the Map by adopting a zoning map for the Fork No. 2 voting precinct, subsequent to the referendum in the Fork No. 2 voting precinct requesting County Council to impose zoning in that precinct; and,

WHEREAS, the Anderson County Planning Commission will hold a duly advertised Public Hearing on July 11, 2023 at which time it will review the Anderson County Future Land Use Plan, as well as, the proposed Official Zoning Map of the Fork No. 2 voting precinct and make recommendations to County Council regarding amendment to the Anderson County Official Zoning Map; and,

WHEREAS, County Council will hold a duly advertised Public Hearing on June 20, 2023 regarding said amendment of the Anderson County Comprehensive Plan and Official Zoning Map; and,

WHEREAS, The registered voters of the Fork No. 2 voting precinct, in a duly advertised election will conduct a referendum on August 8, 2023, to express their desires with respect to zoning on and in the Fork No. 2 voting precinct;

NOW, THEREFORE, be it ordained by Anderson County Council, in meeting duly assembled, that:

1. The Anderson County Council hereby adopts the attached Official Zoning Map of the Fork No. 2 voting precinct as an amendment of the Anderson County Official Zoning Map as previously adopted July 20, 1999, by Anderson County Ordinance No. 99-004.

2. All other terms, provisions, sections, and contents of the Code of Ordinances, Anderson County, South Carolina not specifically affected hereby remain in full force and effect.
3. Should any part or provision of this Ordinance be deemed unconstitutional or unenforceable by any court of competent jurisdiction, such determination shall not affect the remainder of this Ordinance, all of which is hereby deemed separable.
4. This Ordinance shall take effect from and after the public hearing and the third reading in accordance with the Code of Ordinances, Anderson County, South Carolina.

ORDAINED in meeting duly assembled this ____ day of _____ 2023

ATTEST:

Rusty Burns
Anderson County Administrator

Tommy Dunn, District 5, Chairman

Renee D. Watts
Clerk to Council

APPROVED AS TO FORM

Leon Harmon, County Attorney

1st Reading: June 6, 2023

2nd Reading: June 20, 2023

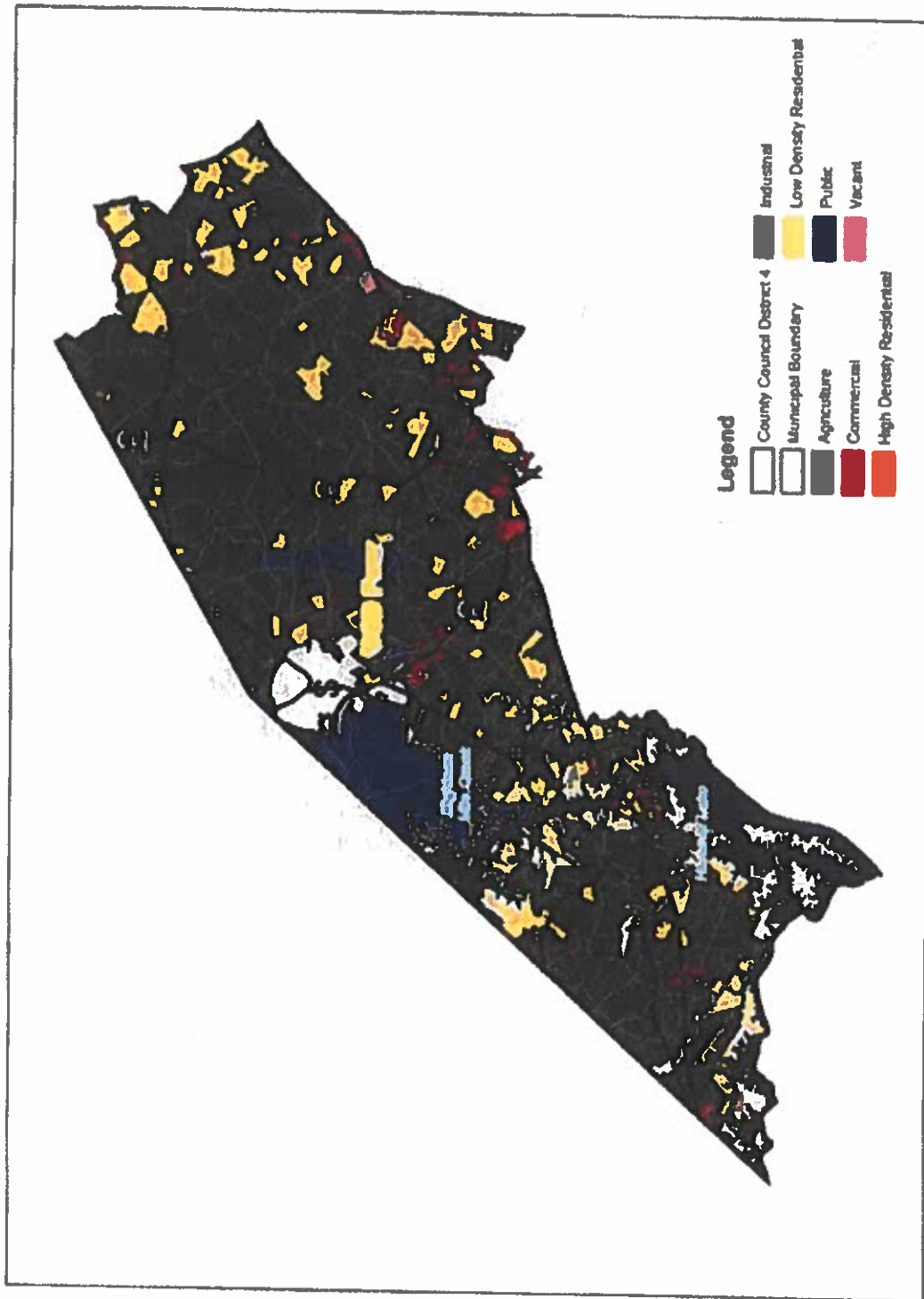
3rd Reading:

Public Hearing: June 20, 2023



Current Land Use, Council District 4

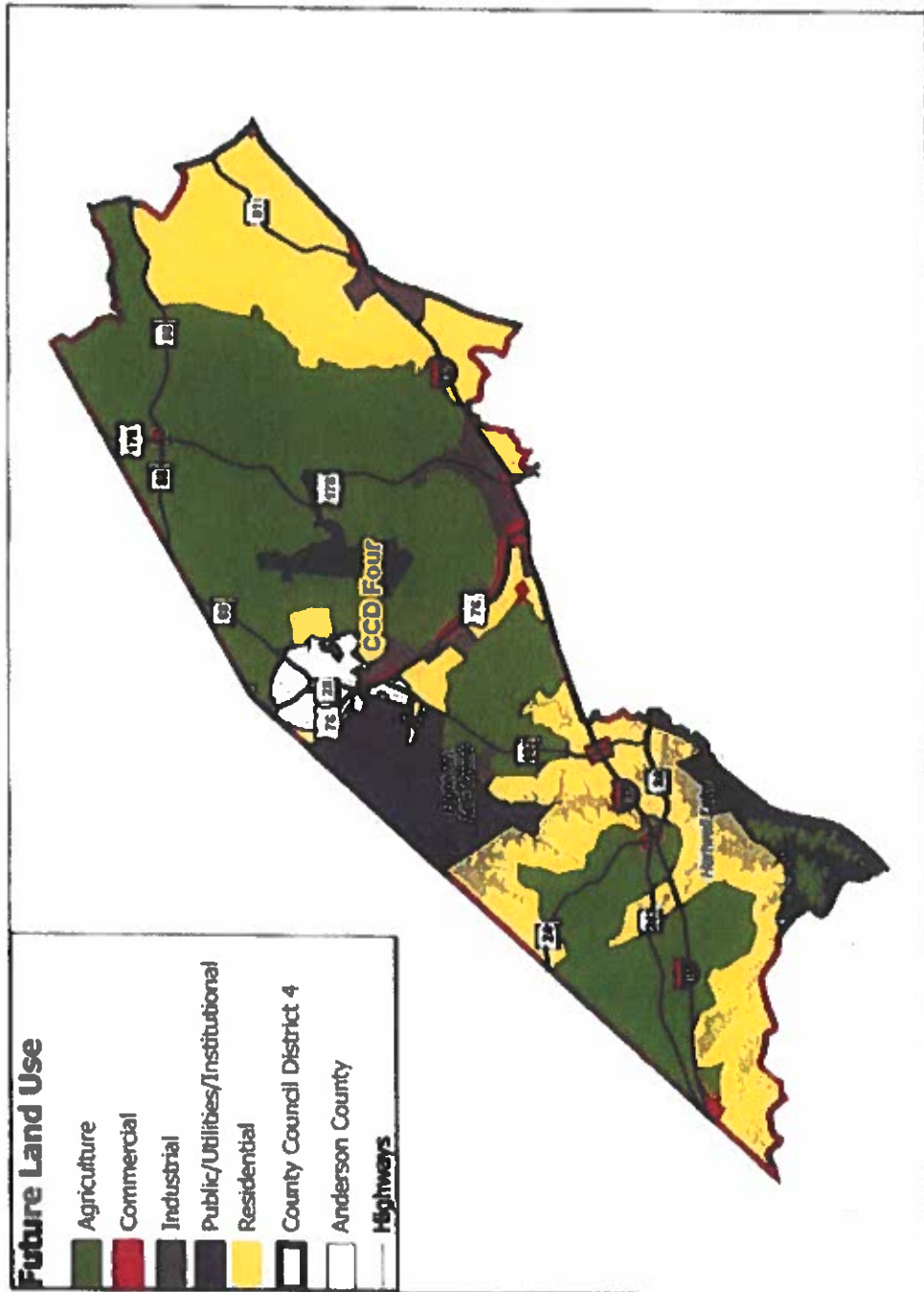
Council District 4 Current Land Use



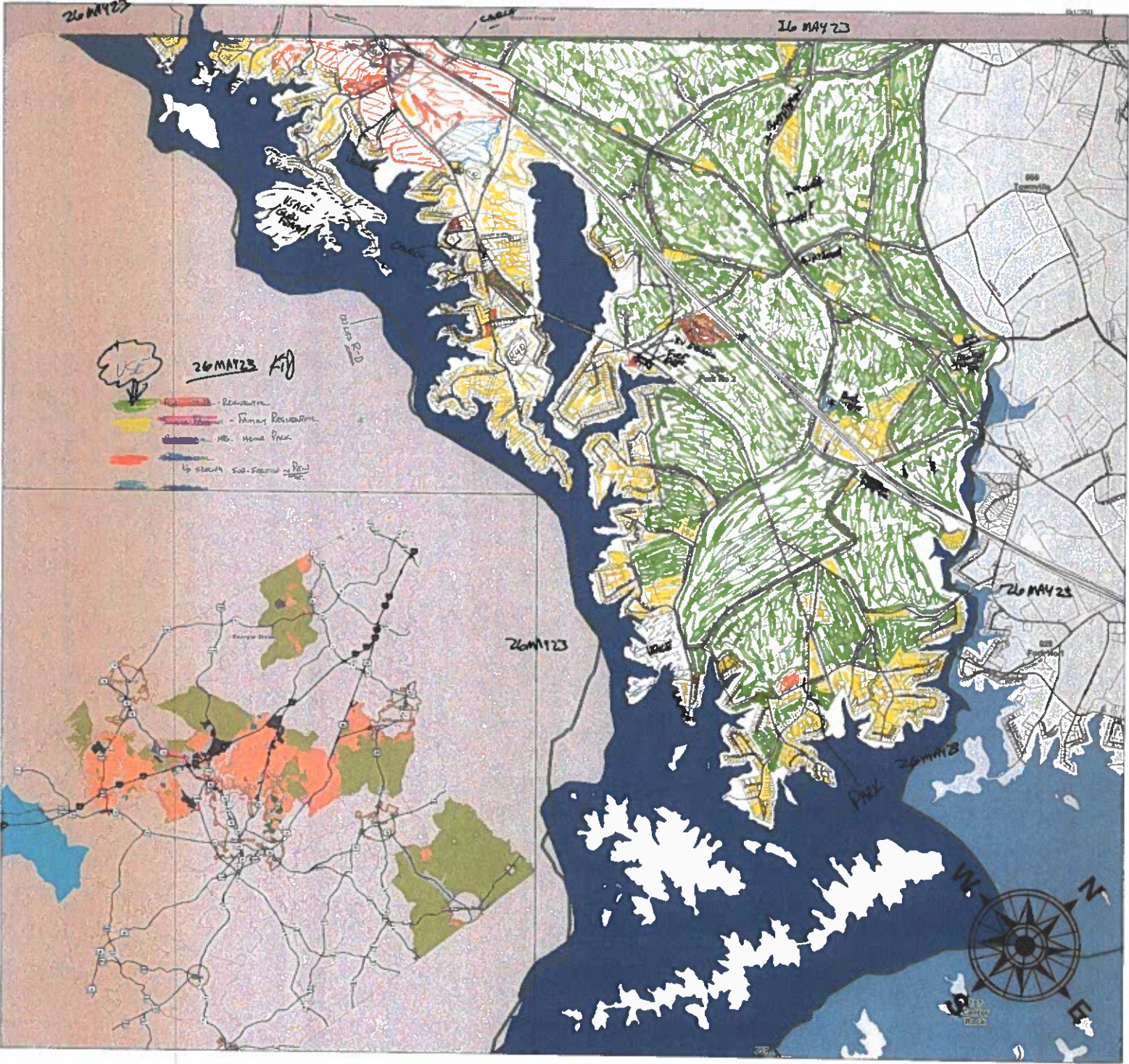


Future Land Use, Council District 4

Council District 4 Future Land Use



Anderson County Voting Precinct 030 Fork No 2



RESOLUTION NO.: 2023-025

A RESOLUTION TO ADOPT THE ANDERSON AND OCONEE COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN DATED MARCH 2023; AND OTHER MATTERS RELATED THERETO.

WHEREAS, Anderson County Council recognizes the threat that natural hazards pose to people and property within Anderson County; and

WHEREAS, Anderson County and Oconee County have prepared a multi-hazard mitigation plan, hereby known as the Anderson and Oconee County Multi-Jurisdictional Hazard Mitigation Plan dated March 2023 in accordance with federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance Act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

WHEREAS, the Anderson and Oconee County Multi-Jurisdictional Hazard Mitigation Plan dated March 2023 identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in Anderson and Oconee counties from the impacts of future hazards and disasters; and

WHEREAS, adoption by the Anderson County Council demonstrates its commitment to hazard mitigation and achieving the goals outlined in the Anderson and Oconee County Multi-Jurisdictional Hazard Mitigation Plan dated March 2023.

NOW, THEREFORE, be it resolved by the Anderson County Council in meeting duly assembled that;

1. Anderson County Council adopts the Anderson and Oconee County Multi-Jurisdictional Mitigation Plan dated March 2023. While content related to Anderson County may require revisions to meet the plan approval requirements, changes occurring after adoption will not require Anderson County to re-adopt any further iterations of the plan. Subsequent plan updates following the approval period for this plan will require separate adoption resolutions.

2. All orders and resolutions in conflict herewith are, to the extent of such conflict only, repealed and rescinded.

3. Should any part or portion of this resolution be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such finding shall not affect the remainder hereof, all of which is hereby deemed separable.

4. This resolution shall take effect and be in force immediately upon enactment.

RESOLVED this 6th day of June 2023, in a meeting duly assembled.

ATTEST:

Rusty Burns
Anderson County Administrator

Tommy Dunn, Chairman
Anderson County Council

Renee D. Watts
Clerk to County Council

APPROVED AS TO FORM:

Leon C. Harmon
County Attorney

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) is entered into this ____ day of _____, 2023 by and between Anderson County, South Carolina, (the "County") and Techtronic Industries ("TTI"), collectively referred to as the "Parties."

WHEREAS, TTI has requested the County's involvement in the extension of Orange Way from its intersection with Martin Road to Highway 81 and Webb Road;

WHEREAS, TTI has agreed to provide a right-of-way and contribute to the cost of engineering for the Orange Way Extension;

WHEREAS, other funds will be sought for the construction of the Orange Way Extension; and

WHEREAS, the parties desire to set forth their agreement in the form of this Memorandum of Understanding.

NOW, THEREFORE, the Parties agree as follows:

1. TTI will provide the right-of-way and \$700,00.00 for engineering services for the extension of Orange Way from Martin Road to the vicinity of Highway 81 and Webb Road.
2. The County will apply for funds from federal and/or state grant programs construction of the Orange Way Extension.
3. The parties will establish a schedule of meetings to communicate concerning the progress of the project, both for the engineering work and the construction phase to follow the engineering work.
4. This MOU constitutes the entire agreement between the parties and there are no collateral contracts or agreements between the Parties related to the subject matter of this MOU.

5. This MOU may be amended or modified only by written agreement signed by the Parties.

6. The rights and objectives under this MOU are not assignable by the individual Parties.

7. This MOU will terminate upon completion of the project and placing the Orange Way Extension into service.

8. This MOU shall be governed by and construed under the laws of the State of South Carolina, without regard to conflicts of laws principles.

9. In the event a dispute arises under this MOU, the Parties shall engage in non-binding mediation before any party files a lawsuit. Any suit must be filed in the Circuit Court for Anderson County as non-jury matter, and the Parties hereby WAIVE THEIR RIGHT TO A JURY TRIAL.

10. In the event that any term or provision of this MOU shall be declared invalid or unenforceable by a Court of Competent jurisdiction, the remainder of this MOU shall be considered severable and shall remain binding and enforceable.

11. The Parties to this MOU hereby certify that they have authority to enter this MOU.

ENTERED into on the date written hereinabove.

Anderson County, South Carolina

BY: _____

Its: _____

Printed Name: _____

Techtronic Industries

BY: _____

Its: _____

Printed Name: _____

Anderson County Purchasing Department Bid Tabulation

BID #23-041 UPPER FIVE MILE SEWER PROJECT

	Vendor	Total Cost
1	DON MOORHEAD CONSTRUCTION	\$1,477,460.00
2	NORTH AMERICAN PIPELINE	\$1,602,850.00
3	AUGUST INDUSTRIAL	NO RESPONSE
4	INSITUFORM SALES	NO RESPONSE
5	AMLINER EAST	NO RESPONSE
6	GOGCU	NO RESPONSE
7	SPINIELL CO	NO RESPONSE
8	LONG & SONS	NO RESPONSE
9	SAKCON	NO RESPONSE
10	BIO-NOMIC	NO RESPONSE
11	DELLINGER INC.	NO RESPONSE
12	CHUCK BENTLEY	NO RESPONSE
13	MCCLAM	NO RESPONSE
14	VORTEX	NO RESPONSE

	Vendor	Total Cost
15	DAVIS PLUMBING	NO RESPONSE
16	DAVIS POWER	NO RESPONSE
17	OSBORN INC.	NO RESPONSE
18	TUGALOO PIPELINE	NO RESPONSE
19	CLEARY CONTRUCTION	NO RESPONSE
20	JM CONSTRUCTION	NO RESPONSE
21	CRYSTAL SEWER	NO RESPONSE
22	YOUNG PLUMBING	NO RESPONSE
23	G C INC.	NO RESPONSE
24	STRACK INC.	NO RESPONSE
25	GREENSTONE CONSTRUCTION	NO RESPONSE
26	REEVES YOUNG	NO RESPONSE
27	STERLING	NO RESPONSE
28		NO RESPONSE
29	AWARD TO:	Don Moorhead Construction



March 28, 2023

Goodwyn Mills Cawood

617 East McBee Avenue
Suite 200
Greenville, SC 29601

T (864) 527-0460
F (864) 527-0461

www.gmcnetwork.com

Mr. Rusty Burns
Anderson County
101 South Main Street
Anderson, SC 29624

**RE: Recommendation of Award for Upper 5 Mile Rehabilitation, Bid #23-041
GMC Project No. CGRE220043**

Dear Mr. Burns,

Two (2) bids were received and opened for the Upper 5 Mile Rehabilitation Project, Bid #23-041, on Thursday, March 23, 2023. The bids have been reviewed and tabulated from the following:

Bidder	Total Bid	Notes
Don Moorhead Construction, Inc. Belton, SC 29627	\$1,477,460.00	Low Bidder
North American Pipeline Management, Inc. Greenville, SC 29609	\$1,602,850.00	

Don Moorhead Construction, Inc. was the low bidder with a base bid of \$1,477,460.00. Both bidders were responsive and qualified. Due to their responsive and reasonable bid, GMC recommends the award be made to Don Moorhead Construction, Inc. in the amount of \$1,477,460.00.

Should you have any questions, please do not hesitate to call me at 864-527-0460.

Sincerely,
GOODWYN, MILLS AND CAWOOD, INC.



Will Nading, PE



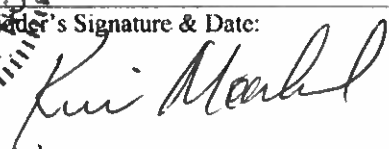
TABULATION BIDS
Upper Five Mile Sewer Rehabilitation
Anderson County, SC
Anderson, SC
BID OPENING: 03/23/23 at 11:00 a.m.

Base Bid				Moorhead Construction Belton, South Carolina		North American Pipeline Management Marietta, Georgia	
				Unit Price	Total Price	Unit Price	Total Price
Item	Qty.	Unit	Description				
1	1	LS	Mobilization (5% of bid)	\$77,370.00	\$77,370.00	\$65,000.00	\$65,000.00
2	1	LS	Locate and connect, existing force mains with new force main, inclusive	\$15,500.00	\$15,500.00	\$45,000.00	\$45,000.00
3	500	LF	New 16-inch force main	\$437.00	\$218,500.00	\$320.00	\$160,000.00
4	5	EA	Concrete location markers	\$50.00	\$250.00	\$450.00	\$2,250.00
5	65	LF	24-inch steel casing and carrier (open cut)	\$950.00	\$61,750.00	\$1,400.00	\$91,000.00
6	110	LF	24-inch Steel cased Boring and carrier	\$1,950.00	\$214,500.00	\$1,800.00	\$198,000.00
7	350	LF	15-inch / 16-inch Gravity Sewer	\$580.00	\$203,000.00	\$290.00	\$101,500.00
8	2	EA	New 48-inch diameter Precast MH	\$6,800.00	\$13,600.00	\$12,000.00	\$24,000.00
9	1	EA	New 48-inch doghouse MH	\$8,800.00	\$8,800.00	\$15,000.00	\$15,000.00
10	1	EA	Manifold force main assembly installation	\$15,000.00	\$15,000.00	\$42,000.00	\$42,000.00
11	4	EA	Abandon Manhole	\$2,500.00	\$10,000.00	\$3,000.00	\$12,000.00
12	1	LS	Abandon Sewer, Includes flow fill under roads	\$25,000.00	\$25,000.00	\$17,000.00	\$17,000.00
13	7	EA	Replace MH Cone, Ring, and Cover	\$4,800.00	\$33,600.00	\$5,300.00	\$37,100.00
14	7	EA	Clean and re-build MH Bench and invert	\$710.00	\$4,970.00	\$1,000.00	\$7,000.00
15	120	VF	Corrosion resistant MH Lining	\$401.00	\$48,120.00	\$400.00	\$48,000.00
16	3000	LF	Clean/CCTV 15-inch through 18-inch pipe	\$20.00	\$60,000.00	\$6.00	\$18,000.00
17	3000	LF	15-inch through 18-inch CIPP pipe lining	\$141.00	\$423,000.00	\$140.00	\$420,000.00
18	1	LS	Bypass Pumping	\$32,250.00	\$32,250.00	\$235,000.00	\$235,000.00
19	1	LS	Erosion Controls	\$6,000.00	\$6,000.00	\$7,500.00	\$7,500.00
20	1	LS	Site Restoration (Grassing, asphalt patch, etc)	\$6,000.00	\$6,000.00	\$20,000.00	\$20,000.00
21	250	CY	Trench Rock Excavation Allowance	\$1.00	\$250.00	\$150.00	\$37,500.00
				BASE BID \$ 1,477,460.00		BASE BID \$ 1,602,850.00	

To the best of knowledge, these bids are accurately tabulated and were accepted in accordance with applicable regulations.


Engineer, Certification, South Carolina License No. 32637

SOLICITATION OFFER AND AWARD FORM

ANDERSON COUNTY PURCHASING, ANDERSON, SOUTH CAROLINA 29624		
REQUEST FOR BIDS, OFFER, AND AWARD		
*****Solicitation Information*****		
1. SOLICITATION: #23-041		4. Brief Description of Project: Extension of 16-inch force main (Approx 560 LF) Connection of two existing force mains to new FM Construction of approx. 425 LF of new 15/16-inch gravity sewer and 3 manholes Abandon approx. 1,000 LF of gravity sewer and 7 MHs Approx 2,800 LF of 15-inch CIPP lining Manhole Rehab All associated work
2. ISSUE DATE: February 16, 2023		
3. FOR INFORMATION CONTACT: allpurchasing@andersoncountysc.org		
5. SUBMIT BID TO: Anderson County Purchasing Department Attn: Bid #23-041 101 S. Main Street Anderson, S.C. 29624		Pre-Bid Meeting on February 22 nd at 10:30 A.M. The Pre-Bid will be held virtually. Please contact Will Nading at Goodwyn Mills Cawood (will.nading@gmcnetwork.com) for details. Pre-Bid is NOT MANDATORY. Questions due by 5:00 P.M. on 03/07/2023 to allpurchasing@andersoncountysc.org
6. Submission Deadline: Thursday, March 23, 2023 Time: 11:00 A.M.		
7. Submit Sealed Bid to: Anderson County Purchasing Department, 101 S. Main Street, Anderson, S.C. 29624		
8. Firm Offer Period: Bids submitted shall remain firm for a period of ninety (90) calendar days from date specified in block 6.		
*****Offer (To be completed by Bidder)*****		
9. BUSINESS CLASSIFICATION	(Check Appropriate Box)	<input type="checkbox"/> Woman Business Enterprise <input type="checkbox"/> Minority Business Enterprise <input type="checkbox"/> Disadvantaged Business Enterprise
10. Additional Information: In compliance with above, the undersigned agrees, if this bid is accepted within the period specified in Block 8 above, to furnish any or all other further information requested by Anderson County.		
11. Bidder's name and address (Type or print): Don Moorhead Construction Inc 1513 Anderson St. Belton SC 29627		12. Name & Title of Person Authorized to sign the Bid (Type or Print): Kevin Moorhead, VP
E-mail address: kmoorhead@moorheadconstruction.com Telephone #: 864-338-0888 Fax #: Federal Identification #:		13. Bidder's Signature & Date:  03.23.23
*****Award (To be completed by Anderson County)*****		
14. Total Amount of Award:	15. Successful Bidder:	
16. Contracting Officer or Authorized Representative: Robert E. Carroll	17. Signature:	18. Award date:



To: Mr. Rusty Burns

From: Robert E. Carroll *REC*

Date: 5/30/2023

Subject: Staff Recommendation for RFP #23-055

The Anderson County Purchasing Department advertised for and sent out a Request for Proposals for a Company to provide a Ticket System & Customer Management Software System for the Anderson Sports & Entertainment Center. The County received three responses by the due date of April 27th. The three firms responding were: 1.) Etix, Inc. 2.) Tixr, Inc, and 3.) Ticket Alternative, LLC (dba Freshtix). Four staff members then evaluated the three firms based on the evaluation criteria listed included in the RFP. Staff recommends that the County award the Contract to Etix, Inc.

ANDERSON COUNTY PURCHASING, ANDERSON, SOUTH CAROLINA 29624
REQUEST FOR SOLICITATIONS, OFFER AND AWARD

1. SOLICITATION: #23-055

3. FOR INFORMATION CONTACT:

Brief Description: Anderson County is seeking proposals from Companies to provide a ticketing system and customer management software for the Anderson Sports & Entertainment Center.

**Anderson County Purchasing Department 101
South Main Street, Room 115
Attn: RFP #23-055
Anderson, S.C. 29624**

Time: 10:30 A.M.

8. Finn Offer Period: Proposals submitted shall remain firm for a period of 120 calendar days from date specified in block 6.

9. BUSINESS CLASSIFICATION

- ☐ Woman Business Enterprise
- ☐ Minority Business Enterprise
- ☒ Disadvantaged Business Enterprise

11. Proposers name and address (Type or print):

12. Name & Title of Person Authorized to sign the Proposal.
(Type or Print):

Attention: Dennis Scanlon
Vice President

Signed:

e-mail: dennis.scanlon@etix.com

Telephone# **919.780.8086** Fax# **919.321.6191**
Federal Identification

14. Total amount of award:

15. Successful Proposer:

16. Contracting Officer or Authorized Representative:
Robert E. Carroll

17. Signature: _____

18. Award date:



RECREATION FUND APPROPRIATIONS APPLICATION

WHAT DISTRICT(S) ARE YOU REQUESTING FUNDING FROM:

DISTRICT: 2

Mail/Email/Fax to:

Anderson County Council Clerk
P.O. Box 8002, Anderson, SC 29622
rdwatts@andersoncountysc.org
Fax: 864-260-4356

Tommy Dunn
Chairman, District 5

Brett Sanders
V. Chairman, District 4

John B. Wright, Jr.
Council District 1

Glenn A. Davis
Council District 2

Greg Elgin
Council District 3

Jimmy Davis
Council District 6

Cindy Wilson
Council District 7

Renee Watts
Clerk to Council

Rusty Burns
County Administrator

1. Name of entity requesting recreation fund appropriation:
Empowerment Resource Fund/maaw (men at work)
2. Amount of request (If requesting funds from more than one district, annotate amount from each district): *\$1,000*
3. The purpose for which the funds are being requested: *Youth trip to Boeing Aircraft Manufacturers, Charleston, SC*
4. Is the entity a non-profit corporation in good standing with the South Carolina Secretary of State? If so, please attach evidence of that good standing.
5. Contact Person: *Charlie Ervin*
Mailing Address: *301 Hillcrest Cir, Anderson, SC 29624*
Phone Number: *864-356-4797*
Email: *charlie.ervin@charter.net*
6. Statement as to whether the entity will be providing matching funds:

I certify that the forgoing is true and accurate to the best of my knowledge and that I am authorized to make this application on behalf of the above-named entity.

Charlie H. Ervin Jr.
Signature

Charlie H. Ervin Jr.
Print Name

05/24/202
Date

Date _____



RECREATION FUND APPROPRIATIONS APPLICATION

WHAT DISTRICT(S) ARE YOU REQUESTING FUNDING FROM:

DISTRICT: #2

Mail/Email/Fax to:

Anderson County Council Clerk
P.O. Box 8002, Anderson, SC 29622

rdwatts@andersoncountysc.org

Fax: 864-260-4356

Tommy Dunn
Chairman, District 5

Brett Sanders
V. Chairman, District 4

John B. Wright, Jr.
Council District 1

Glenn A. Davis
Council District 2

Ray Graham
Council District 3

Jimmy Davis
Council District 6

Cindy Wilson
Council District 7

Renee Watts
Clerk to Council

Rusty Burns
County Administrator

1. Name of entity requesting recreation fund appropriation:

Generation 4

2. Amount of request (If requesting funds from more than one district, annotate amount from each district):

\$1,000.00

3. The purpose for which the funds are being requested:

Minority Business Expo & Job Fair

4. Is the entity a non-profit corporation in good standing with the South Carolina Secretary of State? If so, please attach evidence of that good standing.

Yes

5. Contact Person: Bonita Young Davis

Mailing Address: 3008 Barefoot

Phone Number: 864-760-2658

Email: webyoung2@yahoo.com

6. Statement as to whether the entity will be providing matching funds:

Welfare will not be providing matching funds.
Welfare will provide all in-kind contributions.

I certify that the foregoing is true and accurate to the best of my knowledge and that I am authorized to make this application on behalf of the above-named entity.

Bonita Y. Davis
Signature

Bonita Y. Davis
Print Name

5.18.2023
Date



AGENDA

RV PARK AD HOC COMMITTEE MEETING

Thursday, May 25, 2023, 3:30 pm

Historic Courthouse

101 South Main Street Anderson, South Carolina

Administrator's Conference Room

Chairman, Brett Sanders, Presiding

1. CALL TO ORDER

Chairman, Brett Sanders

2. INVOCATION AND PLEDGE OF ALLEGIANCE

Honorable Brett Sanders

3. DISCUSSION OF RV PARK ORDINANCE DRAFT

Mr. Jon Caime

4. CITIZENS COMMENTS

Agenda Matters Only

5. ADJOURNMENT

Tommy Dunn
Chairman, District Five

John B. Wright, Jr.
District One

Greg Elgin
District Three

M. Cindy Wilson
District Seven

Brett Sanders
V. Chairman, District Four

Glenn Davis
District Two

Jimmy Davis
District Six

Renee Watts
Clerk to Council


Rusty Burns
County Administrator

THE SOUTH CAROLINA INFRASTRUCTURE INVESTMENT PROGRAM

\$1.369 billion has been awarded to water, sewer and stormwater infrastructure projects in over 200 communities across South Carolina.

The South Carolina General Assembly approved federal funding from the American Rescue Plan Act. The funds have been awarded via the South Carolina Infrastructure Investment Program.

216 grants will go to local governments as well as public water and sewer utilities across South Carolina.

The funds are expected to modernize and upgrade critical facilities, making far-reaching, long-term impacts across all 46 counties in the state.

Selected from a pool of just over 300 applicants by the South Carolina Rural Infrastructure Authority's Board of Directors, these projects are designed to protect public health and the environment while building capacity for the future.

The list of awards can be viewed on the South Carolina Rural Infrastructure Authority website at ria.sc.gov.

About the South Carolina Infrastructure Investment Program (SCIIP)

The South Carolina Infrastructure Investment Program (SCIIP) is a major, one-time initiative to improve water, wastewater and stormwater infrastructure throughout the state using federal funds allocated by State and Local Fiscal Recovery Funds (SLFRF) through the American Rescue Plan Act (ARPA) of 2021.

SCIIP offers a unique opportunity to make long-term capital improvements that will strengthen critical services to residents and businesses across the state, create more resilient communities and build the capacity to support future opportunities for growth and economic development. Learn more about SCIIP at <https://ria.sc.gov/sciip>.

About the South Carolina Rural Infrastructure Authority (RIA)

Creating water solutions. Improving communities statewide.

The South Carolina Rural Infrastructure Authority (RIA) is a state agency that was established in 2012 to assist communities with financing for qualified infrastructure projects for water and wastewater systems as well as stormwater drainage facilities. Although RIA initially offered grants for projects in rural and distressed counties, the programs were expanded to make grant and loan assistance available statewide. Chaired by the South Carolina Secretary of Commerce, the RIA's board of directors includes six members representing distressed and/or least developed counties. Learn more about the RIA at www.ria.sc.gov.

Mailing Address

South Carolina Rural Infrastructure Authority
1201 Main Street, Suite 1600, Columbia, SC 29201

Website: www.ria.sc.gov/sciip | **Phone:** 803.737.0390 | **Email:** info@ria.sc.gov

###

ANDERSON COUNTY

Grantee	Project	Award Amount
Anderson Regional Joint Water System	Lake Hartwell Filter Plant Improvements	\$ 10,000,000
City of Anderson	Generostee Creek Sewer Upgrades	\$ 10,000,000
Town of Pendleton	Pendleton-Clemson Regional WWTP Upgrade	\$ 10,000,000
Powdersville Water District	Water Main Replacement and Expansion	\$ 10,000,000
ReWa	Pelzer and West Pelzer Sewer Consolidation Imp.	\$ 10,000,000
City of Belton	Water Distribution and Sewer Lift Station Replacement Improvements	\$ 9,431,585
Sandy Springs Water District	Water Main Replacement	\$ 7,693,228
Town of Honea Path	Water Distribution Improvements and Corner Creek Basin Sewer Rehabilitation - Phase 3	\$ 7,341,797
Town of Pelzer	Regional Water Improvements	\$ 9,960,035
Town of Williamston	WWTP Trunk Line Replacement and Pump Station	\$ 1,870,000
Town of Iva	Wastewater Line Grouting	\$ 1,275,000
Belton Honea Path Water Authority	Water Treatment Plant Improvements	\$ 5,261,925
Total Funding		\$ 92,833,570



ACOG MANAGED PROJECTS

Anderson County			
Grantee	Project	Award Amount	
City of Belton	Water Distribution and Sewer Lift Stations Replacement Improvements	\$	9,431,585
Town of Iva	Wastewater Line Grouting	\$	1,275,000
Town of Pendleton	Pendleton-Clemson Regional WWTP Upgrade	\$	10,000,000
Sandy Springs Water District	Water Main Replacement	\$	7,693,228
Cherokee County			
Cherokee County/Grassy Pond Water District	Water Capacity Improvements	\$	6,542,035



District 1 Paving Report

Through April 30th, 2023

FY18-19 Budget includes Carryforward from FY17-18 Budget	\$0.00
Committed	\$0.00
AVAILABLE	\$0.00

FDP = Full Depth Patching; **FDR** = Full Depth Reclamation; **ST** = Single Treat; **FS** = Fog Seal; **Pave** = Resurface with Asphalt; **CS** = Crack Seal

			Projects/Towns-Cities/Other		
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
	City of Anderson	-	\$0.00	\$0.00	
11/2/2016	Civic Center	Upgrade roads, landscaping	\$56,306.16	\$56,306.16	Incomplete
1/16/2018	Oak Hill Drive Traffic Control	Radar sign & reflectors	\$3,903.03	\$3,903.03	Incomplete
Totals:			\$60,209.19	\$60,209.19	

		District 1 Paving Plan			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
All monies now in account 000					
Totals:			\$0.00		\$0.00

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: Amy Merritt

Roads & Bridges

Amy Merrill

May 15, 2023

Certified By: Neil Carney

Neil Carney

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Through April 30th, 2023

Amy Merrill
May 15, 2023

NAME _____
 SIBSIBS _____

District 3 Paving Report

Through April 30th, 2023

FY18-19 Budget includes Carry-forward from FY17-18 Budget	\$42,690.00
Committed	\$20,690.00
AVAILABLE	\$14,701.66

FDP = Full Depth Patching; **FDR** = Full Depth Reclamation; **ST** = Single Treat; **FS** = Fog Seal; **Pave** = Resurface with Asphalt; **CS** = Crack Seal

[illegible]

		District 3 Paving Plan			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent T-to-Date	Completion Date
All monies moved to account 000					
6/4/2019	Ebenezer Fire Dept	Paving	\$11,300.00	\$11,300.00	12/4/2019
6/4/2019	Starr Fire Dept	Paving	\$0.00		
Totals:			\$11,300.00	\$11,300.00	

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: Amy Merritt

Roads and Bridges

Amy Merrill

May 15, 2023

Certified By: Neil Carney

Neil Carney

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District 4 Paving Report

Through April 30th, 2023

FY18-19 Budget includes Carryforward from FY17-18 Budget	\$12,455.00
Committed	\$12,455.00
AVAILABLE	\$11,596.16

FDP = Full Depth Patching, **FDR** = Full Depth Reclamation, **ST** = Single Treat, **FS** = Fog Seal, **Pave** = Resurface with Asphalt, **CS** = Crack Seal

[illegible]

		District 4 Paving Plan			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
All monies moved to account 000					
Totals:			\$0.00	\$0.00	

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: Amy Merritt	Roads & Bridges
Date	
Certified By: Neil Carney	Neil Carney
Date	

Amy Merrill
May 15, 2023
NANC
5/23/23

District 5 Paving Report

Through April 30th, 2023

FY18-19 Budget includes Carryforward from FY17-18 Budget	\$0.00
Committed	\$0.00
AVAILABLE	\$0.00

FDP = Full Depth Patching; **FDR** = Full Depth Reclamation; **ST** = Single Treat; **FS** = Fog Seal; **Pave** = Resurface with Asphalt; **CS** = Crack Seal

		Projects/Towns&Cities/Other			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
Totals:			\$0.00		\$0.00

		District 5 Paving Plan			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
All monies moved to account 000					
Totals:			\$0.00	\$0.00	

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: Amy Merritt	Roads and Bridges
	Date
Certified By: Neil Carney	Neil Carney

Neil Carney
Date

Alvin
Sparks

Through April 30th, 2023

FY18-19 Budget includes Carryforward from FY17-18 Budget	\$0.00
Committed	\$0.00
AVAILABLE	\$0.00

FDP = Full Depth Patching; **FDR** = Full Depth Reclamation; **ST** = Single Treat; **FS** = Fog Seal; **Pave** = Resurface with Asphalt; **CS** = Crack Seal

		Projects/Towns/Cities/Other			
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
Totals:			\$0.00	\$0.00	

District 6 Paving Plan					
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
All monies moved to account 000					
Totals			\$0.00	\$0.00	

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: **Amy Merritt**

Roads and Bridges
Date

May 15, 2023

May 15, 2023

Certified By: Neil Carney

Neil Carney
Date

May 15, 2023

May 15, 2023

District 7 Paving Report

Through April 30th, 2023

FY18-19 Budget includes Carryforward from FY17-18 Budget	\$0.00
Committed	\$0.00
AVAILABLE	\$0.00

FDP = Full Depth Patching, FDR = Full Depth Reclamation, ST = Single Treat, FS = Fog Seal, Pave = Resurface with Asphalt, CS = Crack Seal

Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	Completion Date
7/7/2015	Town of Honea Path	Grading/drainage	\$48,000.00	\$48,000.00	3/21/2017
10/19/2016	Town of Honea Path	Grading/drainage	\$48,000.00	\$25,627.46	incomplete
11/18/2014	Town of Pelzer	Grading/drainage	\$5,000.00	\$2,812.55	incomplete
7/7/2015	Town of Pelzer	Grading/drainage	\$2,500.00	\$0.00	incomplete
10/19/2016	Town of Pelzer	Grading/drainage	\$17,000.00	\$0.00	incomplete
	Town of West Pelzer	Grading/drainage	\$0.00	\$0.00	
10/19/2016	Town of Williamston	Grading/drainage	\$52,000.00	\$24,579.51	incomplete
Totals:			\$172,500.00	\$101,019.52	

District 7 Paving Plan					Completion Date
Approval Date	Project	Scope	Appropriated Amount	Total Project Spent To-Date	
	All monies moved to account 000				
Totals:			\$0.00	\$0.00	

We certify that the above information, to the best of our knowledge, is up-to-date and is accurate information as of April 30th, 2023

Prepared By: Amy Merritt

Roads and Bridges
Date

Amy Merritt
May 15, 2023

Neil Carney
Date

Neil Carney
5/23/23

All Project Report - April 30th 2023

Total	\$2,270,842.04
FY 18-19 Budget	\$1,500,000.00
Transfer In	\$770,842.04

Prepared by: Amy Merritt

Date: 5-15-23

Committed	\$2,213,998.59
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Certified by: Neil Carney

NWg Date 5/23/23

AVAILABLE	\$56,843.45
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		Projects/Towns-Cities/Other			
Approved Date	Project	Scope	Appropriated Amount	Total Spent to Date	Completion Date
08/07/18	Townville Fire Department	Pave Parking Lot	\$10,000.00	\$1,600.00	04/30/19
08/07/18	Town of Honea Path	Paving	\$48,000.00	\$18,345.05	
08/07/18	Town of Pelzer	Paving	\$17,000.00	\$6,428.99	
08/07/18	Town of West Pelzer	Paving	\$25,000.00	\$25,000.00	
08/07/18	Town of Williamston	Paving	\$52,000.00	\$52,000.00	
08/21/18	School District Road in D6	Paving	\$0.00	\$0.00	
10/02/18	Mental Health Parking Lot	Pave Parking Lot	\$23,158.55	\$23,158.55	
10/04/18	C-Fund Matching Funds	Paving	\$315,000.00	\$315,000.00	Transfer complete
11/07/18	Road Improvement Plan	See Below	\$1,723,840.04	\$2,224,750.68	
		Totals:	\$2,213,998.59	\$2,666,283.27	

Road Name	District	Scope of Work	Estimate	Total Spent to Date	Completion Date
Hobson Road	1	CS/Pave	\$83,571	\$81,449.14	01/00/00
Oakridge Court	1	CS/Pave	\$18,908	\$19,346.79	01/00/00
Harbison Drive	7	FDP/Pave	\$46,633	\$0.00	01/00/00
Plantation Road	4	CIPR	\$51,000	\$52,205.60	01/00/00
Branch Road	4	CIPR	\$86,288	\$81,550.68	01/00/00
Valley Drive	4	CIPR	\$43,144	\$43,967.21	01/00/00
Meadow Road	4	CIPR	\$51,584	\$25,396.28	01/00/00
Governor's Boulevard	1	FDR/Pave	\$171,024	\$164,979.09	01/00/00
Hopewell Ridge	7	CIPR/Pave	\$152,636	\$137,189.01	01/00/00
Winding Creek Road	7	CIPR/Pave	\$73,901	\$69,591.91	01/00/00
Creekside Court	7	CIPR/Pave	\$14,425	\$20,651.79	01/00/00
Crossridge Lane	7	CIPR/Pave	\$17,224	\$23,667.65	01/00/00
Old Oak Trail	7	CIPR/Pave	\$21,092	\$29,644.68	01/00/00
Grove Road	2/3	Pave	\$142,944	\$142,805.44	01/00/00
Shirley Drive	2	Pave	\$175,467	\$138,488.64	01/00/00
Airline Road	3/5	FDP/ST/FS	\$243,293	\$237,157.95	01/00/00
Firetower Road	6/4	FDP/ST/FS	\$142,982	\$188,392.08	01/00/00
Old Webb Road	5	FDP/Pave	\$184,905	\$175,614.78	01/00/00
Holden Lane	5	Mill/Binder/Pave	\$10,515	\$12,895.20	01/00/00
Cely Lane	6	FDP/Pave	\$244,679	\$365,758.33	01/00/00
			\$1,976,215	\$2,010,752.25	

FDP = Full-Depth Patching; FDR = Full-Depth Reclamation, ST = Single-Treatment; FS = Fog Seal; Pave = Resurface with Asphalt; CS = Crack Seal