

Anderson County Planning Commission

Dan Harvell, Chair, District #7
James McClain, MD, District #1
Steven Gilreath, District #3
Jane Jones, District #6
Wesley Grant, At Large

Will Moore, Vice-Chair, District #4
Brad Burdette, District #2
David Cothran, District #5

December 16, 2024
Regularly Scheduled Meeting
6:00 PM

AGENDA

1. Call to Order
2. Invocation
3. Pledge of Allegiance
4. Approval of Agenda
5. Approval of Minutes
 - A. November 12, 2024
6. Public Hearings: None
7. Executive Session: Legal matter – Hix/Smith Planning Commission Appeal.
8. Action: Following executive session.
9. Old Business:
 - A. Consent Agenda: Anderson Reserve Subdivision. **(Council District 4)**
 - B. Single-Family Subdivision: Acorn Glen, Rogers Road. / TMS 218-00-21-044 **(Council District 7)**
 - C. Single-Family Subdivision: Shady Grove, Holliday Dam Road. / TMS 273-00-08-026 **(Council District 7)**
10. New Business: None
11. Public Comments, non-agenda items – 3 minutes limit per speaker
12. Other Business
13. Adjournment

STATE OF SOUTH CAROLINA)

COUNTY OF ANDERSON)

ANDERSON COUNTY

PLANNING COMMISSION MEETING

NOVEMBER 12, 2024

PRESENT:

DAN HARVELL, CHAIRMAN
BRAD BURDETTE
STEVEN GILREATH
WILL MOORE
DAVID COTHRAN
JANE JONES
WESLEY GRANT

ALSO PRESENT:

ALESIA HUNTER
TIM CARTEE
HENRY YOUMANS
JOAN HOLLIDAY
SARAH LYONS
BRITTANY MCABEE
JORDAN THAYER

1 DAN HARVELL: The November
2 12, 2024 meeting of the Anderson County Planning
3 Commission will come to order. Commissioner Gilreath
4 will lead us in the invocation and the pledge if you'll
5 stand please.

6 STEVEN GILREATH: Let us pray.

7 **INVOCATION AND PLEDGE OF ALLEGIANCE BY STEVEN GILREATH**

8 DAN HARVELL: At this time,
9 amongst the board, I will ask for a motion to approve
10 the agenda as printed. Do I hear a motion to approve
11 the agenda as printed?

12 DAVID COTHRAN: So moved.

13 DAN HARVELL: We have a
14 motion from Mr. Cothran. Do I have a second?

15 WESLEY GRANT: Second.

16 DAN HARVELL: We have a
17 second for Mr. Grant. Any discussion? All those in
18 favor? All right. And so ordered.

19 All right, the October 8, 2024 minutes have been
20 sent to all the board members. I need a motion to
21 approve and/or make any necessary changes.

22 WILLIAM MOORE: I make a
23 motion, Mr. Chairman.

24 DAN HARVELL: We have a
25 motion for Mr. Moore. Do I have a second?

26 DAVID COTHRAN: Second.

27 DAN HARVELL: We have a
28 second from Mr. Cothran. Any discussion? All those in
29 favor of the minutes as printed, please raise your
30 hand. And so ordered.

31 Item six on the agenda. 6(A) Rezoning request.
32 Request to rezone from one -- from I-1 to CI-R to allow
33 for the construction of a retail store, Johnson Road,
34 TMS number 266-00-11-009. This is in County Council
35 District 3. And report from the staff.

36 HENRY YOUMANS: Mr. Chair,
37 just to clarify some information before I give this
38 report.

39 DAN HARVELL: Yes, sir.

40 HENRY YOUMANS: The Planning
41 Commission gives a recommendation to Council. Then
42 this goes to Council for three readings, and they have
43 a public hearing at Council. If it does not pass the
44 first reading, it will not be rezoned. So we had a lot
45 of calls and wanted to explain that process. So I just
46 wanted to be on the record explaining that, that once
47 it's recommended to Council, they move forward with the
48 rezoning and the approval.

49 DAN HARVELL: Yes, sir,
50 thank you, Mr. Youmans.

1 So at this time, do we have a report from staff?

2 HENRY YOUMANS: Yes, sir, we
3 do. The applicant is Patton Development SC, LLC.
4 Current owners are Gary and Nancy Johnson. This is in
5 High Point precinct. It is Council District 3. The
6 tax map number is there for your reference. It is plus
7 or minus three acres.

8 The zoning history on this property, the rezoning
9 application was submitted on behalf of William Gary
10 Johnson to rezone 2.362 acres from I-1 to C1-R located
11 at the corner of Johnson Road and Belton-Honea Path
12 Highway on May 18, 2014 to allow the development
13 permitted in C1-R, Ordinance 2014-24, approved by
14 County Council on August 19, 2014 to approve the
15 rezoning request. The current zoning is I-1. The
16 requested zoning is C1-R which is rural commercial
17 district. The purpose of this district is to provide
18 for commercial activity in areas which are generally
19 rural in character for the convenience of local
20 residents in rural areas. This district should not be
21 applied to those areas of Anderson County which are
22 identifiable as urban in character, or which possess
23 facilities necessary to extensive urban growth and
24 development. The surrounding areas for this proposed
25 parcel, on the North is I-1, on the south, it is also
26 indicated as I-1. On the east, it's C1-R and the West
27 is I-1.

28 The evaluation. The request is to amend the I-1
29 zoning to C1-R to allow for the construction of a
30 retail store.

31 Public Outreach. The staff certifies that the
32 public notifications have been completed by October 23,
33 2024. Notification was -- postcards were sent to 41
34 property owners within 2000 feet of the subject
35 property. Rezoning signs were placed on the subject
36 property. And the Planning Commission advisement for
37 the hearing was published in the Independent Mail.

38 This is the tax map aerial of the property showing
39 the I-1 zoning. And if you look on the corner of
40 Johnson Road and Belton-Honea Path Highway, that is the
41 C1-R zoning that was approved in 2014.

42 This is a tax map aerial again showing the zoning
43 of that property in question. That is the district map
44 showing the current Council District. This is the
45 current land use map for Council District 3, and this
46 is the future land use map for Council District 3.
47 This is the posting for the rezoning sign.

48 The project has met the requirements in Chapter 48
49 Zoning for referral to County Council. This is your
50 report.

1 DAN HARVELL: Thank you, Mr.
2 Youmans.

3 At this time, I'll open for a public hearing. Do
4 we have anyone signed up to speak? Or may we hear from
5 the developer and/or owner of this property, if you
6 wish to speak.

7 Okay, hearing none, we'll close the public
8 hearing. Do I have a motion from the Commissioners to
9 approve or deny this project?

10 STEVEN GILREATH: I'll make a
11 motion to approve.

12 DAN HARVELL: We have a
13 motion from Mr. Gilreath. Is there a second?

14 DAVID COTHRAN: Second.

15 DAVID COTHRAN: We have a
16 second from Mr. Cothran. Any discussion amongst the
17 board? Any questions for staff? If not, call for the
18 vote. Those in favor of approval, please raise your
19 hand. And it is unanimous.

20 Item 6(B). Staff.

21 HENRY YOUMANS: Thank you, Mr.
22 Chair. This is a request from R-20 zoning to IZD
23 zoning. 271 postcards were sent out to the property
24 owners within 2000 feet of the proposed development.
25 The applicant is Meritage Homes. The current owner is
26 Lola B. Wermager, as trustee. It is located in the
27 Mount Taber precinct, Council District 4. Location is
28 on Nunnally Road. It's two parcels that combined for
29 74.614 acres.

30 Zoning history. The ordinance 2000-028 was
31 approved by County Council on September 5, 2000 to
32 designate R-20 zoning for the precinct. Prior
33 referendum to designate R-A zoning failed. The
34 applicant and developer held a community meeting on
35 October 17, 2024.

36 Current zoning is R-20. Requested zoning is IZD.
37 Surrounding properties -- surrounding areas, north is
38 R-20. South is also designated as R-20. East and west
39 are also R-20. And the west is also designated as S-1.

40 The IZD District is established to allow
41 flexibility in development that will result in improved
42 design, character and quality of the developments, as
43 well as preserve natural and scenic features of open
44 spaces. The innovative zoning district regulations
45 must be encouraged for the innovative site planning for
46 residential, commercial, institutional or industrial
47 development within the district.

48 The evaluation. The request is to provide
49 innovative design while preserving the natural scenic
50 features. The Statement of Intent indicates that

1 amenities as follows: waterfront amphitheater for the
2 community events, swimming pool, cabana, tot lot and
3 designated pickleball courts for the surrounding areas.
4 A traffic signal has recently been installed -- been
5 installed at the intersection.

6 The public outreach. The staff certifies that
7 actions were completed on October 21, 2024. Rezoning
8 postcards were sent to 271 property owners within 2000
9 feet of the subject property. The rezoning
10 notification signs were placed on the subject property.
11 And this meeting was advertised in the Independent
12 Mail.

13 This is the tax map number plat aerial showing the
14 complete parcel. It is also designated as 0131 and
15 0021 which is off to the left of the larger tract.
16 This is the zoning map showing the R-20 zoning and the
17 rest of the zoning from that particular area. That is
18 the posting of the rezoning sign. This project has met
19 requirements for Chapter 48 Zoning for referral to
20 County Council and for the deliberation. This is your
21 report.

22 DAN HARVELL: Thank you, Mr.
23 Youmans.

24 At this time we'll ask -- open the public hearing,
25 and at this time, we will hear from the developer
26 and/or owner and/or engineer, if you so we wish to
27 speak.

28 Okay, all right, before you do that, I must ask
29 this. Now, I just found out through our local county
30 attorney earlier before the meeting, that we will not
31 be using flash drives submitted by the citizens into
32 the county computer because of the risk of possible
33 virus or whatever, because this computer system is
34 actually tied in with the entire, the entire system of
35 the county. So I will have to ask at this time, do we
36 do this or not, staff, with this presentation?

37 ALESIA HUNTER: It's the
38 developer.

39 DAN HARVELL: We are okay
40 with this one?

41 ALESIA HUNTER: Yes.

42 DAN HARVELL: Okay, thank
43 you. Please proceed.

44 KIM HAMEL: Chairman,
45 members of the Commission, we appreciate you having us
46 here tonight. Before we get started, I did want to
47 just give an introduction to the team we have with us
48 this evening. First, my name is Kim Hamel, and I am
49 the Division Planning and Entitlement Manager for the
50 Greenville Division for Meritage Homes. We also have

1 tonight our civil engineering consultant, which is Cage
2 Engineering, Austin Greenhalge is here. We have our
3 traffic consultant with Stantec, Josh Mitchell, and we
4 also have our VP of Land, which is Joel Litman.

5 We wanted to just give you a brief overview. Just
6 want to kind of jump into just giving you a quick
7 introduction of who Meritage Homes is in case you all
8 don't know much about us. We are the fifth largest
9 publicly traded home builder in the United States. We
10 are -- been in business for 38 years, and we've got
11 190,000 homes in production over that time.

12 Our corporate offices are actually located in
13 Arizona, and we are in 10 states that span across the
14 country. We also just for Meritage Homes, one of our
15 primary focus is specializing in affordable entry level
16 and also first time move-up homes.

17 Also just wanted to kind of let you know some of
18 the things that we're most proud of at Meritage. We
19 have won very -- numerous amounts of awards in the
20 national building industry. One of the first things,
21 and one of the most recognized things about Meritage,
22 is that we actually are the very first 100% ENERGY STAR
23 national builder. We are also the first zero net
24 national builder to win these awards.

25 Some other things that we are proud of to bring
26 forth is we won a -- several years in a row, the
27 Hearthstone Builder Award, which is basically, we give
28 back to the community. We help fund veterans and care
29 for those that are -- need affordable housing and
30 things like that. So those are just some of the
31 highlights of our company.

32 So as staff mentioned, and thank you staff for
33 giving a great overview of the project for us. We did
34 have a community meeting on October 16. We took that
35 time to listen to the neighborhood and just kind of
36 think about some of the concerns that they had brought
37 up. We wanted to bring those to the forefront of the
38 Planning Commission tonight.

39 Of course, one of the primary concerns is traffic,
40 Nunnally Road being a two-way local street. They also
41 had -- did have concerns about property values and how
42 this neighborhood could affect, positively or
43 negatively affect, those property values. And one of
44 the other items of concerns was school capacity.

45 So we were -- again that venue was really just to
46 give the neighborhood an opportunity to express to us
47 what their concerns are, and as we continue through
48 this process, be able to address those with them and
49 also with the public body as we move through the
50 rezoning process.

1 One item that did come out of the meeting is many
2 of the residents did request for us to send some
3 information to them relative of what was included in
4 your Commission packet this evening. So we did -- all
5 the folks signed up at the meeting who provided their
6 email address to us, we put together a big
7 informational package and emailed that out to them.
8 That package included the statement of intent, also the
9 conceptual site plan that is in your package, the
10 traffic impact study, and also an exhibit our
11 transportation consultant provided to us, which
12 illustrates what those improvements would be on
13 Nunnally Road if we were to proceed.

14 So we just kind of thought it was important, we
15 know the IZOD zoning district, and we wanted to express
16 how we feel that we do meet the intent of this
17 district. The current zoning, as staff alluded to, is
18 R-20 and typically those are 20,000 square foot lots.
19 What we are requesting in our application tonight to
20 meet the intent of that district is to provide reduced
21 lot sizes and also allow for us to cluster the homes in
22 the least -- in the most sensitive areas -- or least
23 sensitive areas that are on site. This allows us to
24 maximize the large open space that you'll see on the
25 site plan, which is more to the west of the area. That
26 also allows us to preserve a lot of the perimeter
27 landscaping that is currently in place. It leaves the
28 wetlands undisturbed that are also around -- along the
29 northern boundary. And it does allow us to put a
30 permanent conservation area in place, which the HOA
31 will maintain should we make it through the public
32 process.

33 One of the other things we wanted to just share
34 with you and following, you know, my brief
35 presentation, I will have the -- our engineer come up
36 in and basically go through the site plan with you.
37 But again, just to reiterate on why we feel we meet the
38 intent of the district, we do have a lot of carefully
39 crafted common open spaces, which we're hoping to sense
40 a real sense of community within that neighborhood. As
41 was mentioned earlier, we -- you know, as you come into
42 the subdivision, we have retained a large amenity area,
43 which will house your typical pool cabana, some of the
44 sports courts that were -- was mentioned. But one of
45 the main features we are hoping to put in place is the
46 waterfront amphitheater. And this amphitheater is
47 actually -- the waterfront portion is actually the
48 storm water pond, and we intend to amenitize that pond
49 and put a fountain in it, which will keep the water
50 from being stagnant and actually just serve as a

1 backdrop to this amphitheater sitting area.
2 Also along the western property boundary, you will
3 see a number of soft walk mulched trails that will lead
4 through some of the more insensitive areas of the
5 property, and we do hope to install some seating
6 benches and just provide that passive recreational
7 opportunity where that -- those walking paths will lead
8 back to the amenity so you've got different ways to get
9 to the amenity center, which is, again, the focal point
10 of the community.

11 This is just a snapshot of something that we're
12 hoping to put in place. Our engineer will kind of walk
13 through that a little bit, the nuances of how we
14 actually intend to, instead of having dry detention
15 ponds throughout, which are pretty much an eyesore,
16 he'll be able to explain a bit more and how we intend
17 to put this storm water pond, keep it wet, add some
18 landscaping to beautify it, and also that'll all --
19 with the landscaping we intend to put in place that
20 will stabilize slopes and also help minimize some of
21 the pollutants and runoff from the development.

22 And with that, I'm going to go ahead and hand it
23 over to Austin.

24 JANE JONES: Could I ask a
25 question, please, for clarification?

26 KIM HAMEL: Yes.

27 JANE JONES: We'll be
28 voting only on the rezoning tonight according to what
29 the agenda says. We're not voting to approve the
30 development, are we? Just voting on the rezoning?

31 ALESIA HUNTER: Just the
32 rezoning, Ms. Jones.

33 JANE JONES: Okay. Well,
34 they were just doing a presentation on the development,
35 and I ---

36 ALESIA HUNTER: Yeah, in
37 their statement of intent, they're trying to highlight
38 what areas that they will be doing in the statement of
39 intent, because this is IZD, so they're required to
40 tell you that.

41 JANE JONES: I understand
42 that part. I just ---

43 ALESIA HUNTER: Yes, ma'am.

44 JANE JONES: Well, they'll
45 present that at another time, the development?

46 ALESIA HUNTER: Uh-huh

47 (Affirmative).

48 AUSTIN GREENHALGE: Thank you for
49 your time tonight. My name is Austin Greenhalge. I'm
50 with Cage Engineering. And we've had the pleasure of

1 working alongside Kim and her team on this. And thank
2 you for allowing us to be here today, and thank you for
3 everyone for turning up and taking this opportunity to
4 voice your opinion, and for, you know, attending the
5 neighborhood meeting. I think that's an important part
6 of it, to try to take that in and find ways we can
7 collaborate with the local community to not only make
8 it a success for our client, but also for the
9 neighboring community.

10 With that being said, this is our concept plan.
11 And I know -- I wish it could be a little larger for
12 you here, and I know some of you guys have been sent
13 this. But essentially, what we're proposing here is
14 two separate sections where, you know, we'll have two
15 separate lot size type products within this community.
16 And to Kim's point, we have the amenity core, which is
17 the main focus of this, and that has the -- and there's
18 a slide on the next page. We'll kind of go more into
19 detail about that. But the intent was to create, you
20 know, a nice community driven subdivision where not
21 only is there, you know, a place for everyone to
22 gather, but also for fitness and to enjoy nature and to
23 preserve open spaces that are already there. I know if
24 I lived next to this property, I would want to have as
25 much screening as possible, noise dampening as much as
26 possible. So I mean, all of these are things we take
27 into consideration as an engineer, and I know that
28 that's something that, you know, Meritage prides
29 themselves on for being a developer.

30 So with that being said, based on this, and we'll
31 have Mr. Mitchell come up and help explain some of the
32 traffic concerns and some of the things that have come
33 to light through the traffic study that was sent out.
34 But it will be required, based on the density here,
35 that Nunnally would have to be up fitted to be widened,
36 that's clear and that's something that on this, on this
37 exhibit here we have -- it would require two left turn
38 lanes. We've yet to receive comment back from that
39 submittal, but we wanted to go ahead and get it in in
40 advance to make sure everyone had time to kind of
41 educate themselves on what it, what it would entail.
42 So it would require a fairly significant road widening
43 and some left turn -- two left turn lanes at the first
44 entrances and on the third entrance, on the far left of
45 the exhibit would be -- provide -- it would be not only
46 another entrance, but provide access to the county
47 owned lift station. And that would all be paved, and
48 you know, to not affect anything there in terms of
49 operability and maintenance.

50 So we have 111 42 by 125 lots, and 104 of the 52

1 products, and for a total number of 215. And the
2 internal roads are intended to be, to be dedicated to
3 be public to be turned over to the county and built to
4 that standard. The open space on the project is
5 approximately 40% of the site. There's a large portion
6 on the bottom left, as you can see, that mean for a
7 number of reasons, topography and a stream crossing
8 that didn't make sense to even go over in that section
9 of the property, along with some easements and whatnot.
10 But the intent here was to try to leave -- I mean, you
11 have the 85 corridor, and try to leave as much green
12 space as possible to try to, around the whole
13 perimeter, 25 foot minimum, larger in most places. And
14 along the front, along Nunnally there'll have to be a
15 heavily vegetated buffer. The intent would be that it
16 wouldn't be a bare minimum code buffer. It would be --
17 we have a landscape architect that we are working with
18 actively who designed some really nice stuff. So I
19 mean, you're going to have mature existing vegetation
20 along with some understory plants that would cover,
21 completely screen the subdivision, so we took that into
22 account.

23 And then we can go to the next slide, and I'll
24 kind of show you the amenity core area, but it would be
25 Anderson County sewer, Sandy Springs water, Duke
26 Energy. And we do have those, you know, allocation
27 letters. So with the core amenity plan, and to touch a
28 little bit more on what Kim had presented, there are
29 going to be an amp theater, and with the backdrop of
30 the pond was pretty cool. I know in a lot of their
31 projects in the past and other projects we've been
32 involved with, that's a -- creates a strong sense of
33 community, and it can be fun to have events and get
34 together and have some music and food and all those
35 good things, the tot lot for the children, pickleball,
36 which is a pretty big thing right now, and also the,
37 you know, pavilion and the pool and cabana, of course.

38 So, and a big part of it, too, is the mulch, the
39 soft mulch walking trails. There will be, you know, in
40 theory, there would be sidewalks connecting the whole
41 community, and then we would have the mulch, soft
42 mulch, walking trails to allow residents to, you know,
43 enjoy the woods. We had an endangered species report
44 done, which did not come back with anything that we
45 would need to be concerned about. But regardless of
46 that, the intent is to leave, you know, as much of the
47 woods as we can undisturbed, and surround it with
48 adequate buffering to where everyone can be happy.

49 And then on the next slide here, I'm going to go
50 ahead and let Mr. Mitchell come up here and explain for

1 the traffic analysis. But thank you. Appreciate your
2 time.

3 JOSH MITCHELL: Good evening.
4 My name is Josh Mitchell. I'm a licensed engineer in
5 South Carolina, and I do traffic studies for various
6 types of development. And we helped on the traffic
7 study for this development here. And I'm going to
8 share the screen so that I can make it a little bit
9 bigger, as well.

10 For this traffic study we did -- we scoped the
11 study with Anderson County and DOT, and performed it
12 according to DOT and Anderson County standards for
13 traffic studies. And what that entails is looking at
14 existing traffic volumes, looking at the volumes that
15 are anticipated to be generated by the development and
16 then determining what types of improvements are
17 required when -- if and when the development comes
18 online.

19 So what that study found is that, and I'll start
20 kind of from the 187 side and move in, is that when
21 you're turning from the southbound ramp onto Nunnally
22 Road, it finds that the turning radius there, if you're
23 familiar with the area, it can rut out. There's,
24 there's -- it's not quite as wide as it really should
25 be. And so one of the improvements would be to
26 increase that turning radius to allow for an additional
27 and better free-flowing movement for traffic.

28 Then as we move kind of towards the development,
29 these were the first two driveways that Austin had
30 mentioned. And what the study found is that those do
31 meet the warrants for, excuse me, for left turn lanes
32 into the site. So that's really to help the traffic
33 that's behind those vehicles that are turning into the
34 development not have to slow down as those vehicles
35 wait to turn left into the development. So those are
36 two left turn lanes at -- one at each of these proposed
37 access points.

38 And in addition to that, this was mentioned as
39 well, and this was a concern. Based on Anderson County
40 standards, there are thresholds for a roadway which can
41 handle a certain amount of volume before it needs to be
42 improved to the next level up or status. And so as
43 this is currently classified as a local roadway, but
44 with this development and the number of trips that are
45 anticipated to be generated, it would push that into a
46 collector status, which the reason that's important is
47 because that comes with additional pavement
48 considerations, lane width considerations, and so those
49 improvements are also recommended if and when this
50 development is put online.

1 So just to rehash we've got improvements to
2 Nunnally Road to improve it to that next level up with
3 status; that's winding the turn lane, or excuse me,
4 widening the lane widths and the cross section a little
5 bit to make it a little bit more comfortable to drive
6 with that amount of traffic. There are also additional
7 turn lanes at two of the project driveways, these first
8 two that are shown on the screen here, and improvements
9 to the turning radius from the southbound I-85 ramp
10 onto Nunnally Road.

11 And with that, I'll pass it back to Kim.

12 KIM HAMEL: I think just
13 the final information we wanted to share with you is
14 just the product line that we are intending to put in
15 this development. As Austin mentioned, we do have two,
16 two different lot sizes. We're trying to provide a mix
17 of housing opportunities. We've got a -- our standard
18 40 foot product, which will be placed on our 52 by 125
19 lots. And then we also have a 30 foot product which
20 has a smaller footprint, of course, and those will go
21 on our 42 by 125 lots.

22 One of the things we know is very important to
23 maintaining character and also sustainability with
24 building materials is we will not be installing any
25 type of vinyl on these homes. They'll be -- we've got
26 in your packet and also on the screen tonight, we'll be
27 doing some textured shake, board and batten and fiber,
28 fiber cement siding. Some of the other ways that we'll
29 -- we will enhance the facades on these is with brick
30 and stone accents, and those -- the ones that we are
31 picking for this neighborhood specifically have a
32 pretty strong, heavy trim package. So we'll have water
33 tables. We'll also just, you know -- get to the next
34 slide -- basically enhance those facades as much as
35 possible and give a very nice street presence. We're
36 going to keep these neutral earth tone palette, nothing
37 crazy and wild, just things that will actually blend
38 into the environment.

39 And again, the other thing I did want to mention
40 is we will have a mix of single story ranchers and also
41 two story living. I know we've got a lot of people
42 that get tired of stairs, so it's important for us to
43 provide that opportunity. Three to four bedrooms in
44 each of the homes, and each one of them will have a two
45 car garage.

46 This is just some samples of our elevations.
47 Again, our intent is to at least provide two different
48 color combinations, two different material choices, and
49 then put in those accents, again, with your water
50 tables here, and you've got some stone accents on some

1 of your one story homes.

2 And I think that's, that's it for us tonight. We
3 appreciate your time.

4 DAN HARVELL: All right,
5 thank you. We may call you back for questions.

6 KIM HAMEL: No problem.
7 Thank you, sir.

8 DAN HARVELL: At this time,
9 we have citizens signed up to speak. I remind you to
10 please come to the microphone. You have three minutes
11 to speak, and the first one is Liesel Anderson, or
12 Liesel. Liesel, okay.

13 LIESEL ANDERSON: Am I just
14 coming here?

15 DAN HARVELL: Yes, yes.

16 LIESEL ANDERSON: Good evening.

17 My name is Liesel Anderson. I'm a mechanical engineer
18 working for Michelin. My husband, Jeff, and I have
19 owned our home at 139 Royal Oaks Drive for 12 years.
20 After lots of searching, we were excited to find a home
21 that met our needs in an excellent neighborhood with a
22 strong sense of community. We valued the fact that our
23 neighborhood was built with houses of similar lot sizes
24 surrounded by an area clearly designated with the same
25 R-20 expectation.

26 I speak tonight on behalf of not only myself, but
27 my husband and our community, specifically in regards
28 to the negative impacts the proposed rezoning will have
29 on the education of children in District 4.

30 According to US census data from 2018 to 2022 the
31 average household size in Anderson is 2.27 persons per
32 household; 23.6% were deemed to be under 18 years old,
33 with just 6.6% found to be under five. For a planned
34 development of 220 homes, 499 people would be added to
35 the community. 118 children would reside in those
36 homes, 33 of which would be under five, meaning
37 Anderson District 4 would need to be prepared to handle
38 an increase of 85 students.

39 According to the National Center for Education
40 Statistics, District 4 has a total of 3005 students
41 with 207 full time teachers. This equates to a
42 student/teacher ratio of 14.53 to one. Adding an
43 additional 85 students would increase the student
44 teacher ratio to 14.94 to one. While this slight
45 increase in student teacher ratio may seem negligible,
46 I urge you to consider the following: According to US
47 News, 44% of elementary students in District 4 tested
48 below proficiency for reading, while 42% tested below
49 proficiency for math. While similar results were shown
50 for middle schools, high school displays a large

1 disparity in results. 22% of high school students
2 tested below proficiency for reading. Worse yet, 61%
3 of high schoolers tested below proficiency for math.
4 Three out of every five students lack the basic math
5 skills deemed necessary to graduate high school.
6 Introducing more children into the classrooms will
7 increase the student teacher ratio, giving children
8 even less attention and care than they are getting
9 today. Using budget information found on District 4's
10 website, 2024 to 2025 budget is set for \$39.5 million.
11 This equates to \$13,134 per student. District 4 needs
12 to be prepared to allocate an additional \$1.1 million
13 by 2027 to properly educate these students should this
14 housing development pass. These kids will need
15 librarians, custodians, bus drivers and resource
16 officers to properly support their education. That
17 will not wait for the 10 year expansion of growing
18 forward to be complete.

19 Due to this and the many other reasons you will
20 hear presented tonight, we strongly oppose the rezoning
21 of Nunnally to IZD to ensure we safeguard our future.
22 Thank you.

23 DAN HARVELL: Thank you.

24 **APPLAUSE**

25 DAN HARVELL: All right, the
26 next speaker is Christine Christensen.

27 CHRISTINE CHRISTENSEN: I have some
28 packets of information to be distributed.

29 DAN HARVELL: Staff will
30 hand it out, ma'am, thank you.

31 And I might note for the record that Mr. Gilreath
32 has recused himself from this issue.

33 CHRISTINE CHRISTENSEN: My name is
34 Christine Christensen and I live in ---

35 DAN HARVELL: Please speak a
36 little closer to the microphone, please.

37 CHRISTINE CHRISTENSEN: My name is
38 Christine Christensen and I live in Royal Oak Shores,
39 which is adjacent to the parcels that are being
40 considered for rezoning. I am speaking on behalf of my
41 neighbors in Royal Oak, Inlet Point, and Nunnally. We
42 oppose the rezoning for several reasons. Nunnally Road
43 is approximately 18 feet wide, less in some places
44 because the road has crumbled. There is no berm to
45 pull over in many places. An average first responder
46 vehicle, school bus or cement truck's width is
47 approximately eight foot to eight and a half foot wide.
48 That leaves little space between two passing vehicles.
49 Add adrenaline to the first responder's driving, a
50 distracted cement truck driver, and this could be a

1 recipe for disaster. A loaded cement truck can weigh
2 over 66,000 pounds. Try stopping that with little time
3 to react.

4 A recent accident in Anderson involving a cement
5 truck and a stop vehicle resulted in a child fatality.
6 We don't want that scenario to happen in our community.

7 In addition, many of our residents walk this road
8 for a form of exercise. This activity will become a
9 thing of the past once construction begins.

10 The number of vehicles that will be making
11 multiple trips in and out of the planned community will
12 also further -- cause further deterioration of the
13 road. We have no guarantee from Meritage Homes that
14 the damage done to Nunnally during the construction of
15 these 220 homes, nor the repavement of Nunnally in its
16 entirety, will be addressed. Meritage Homes takes its
17 profits back to Arizona, while we the taxpayers are
18 required to pay to fix the roads.

19 I have provided Hardin Landing site maps in your
20 folder. The site map depicts a stream in the lower
21 right corner of the map. This is a dry bed stream.
22 There is no mention of the flowing stream that runs
23 parallel to 85. As per the EPA, live streams require
24 35 foot buffer on each side of the stream. Land cannot
25 be disturbed a certain distance from the center line of
26 the stream.

27 Questions that need addressed. Is Meritage's
28 failure to mention the flowing stream intentional, and
29 are the homes being built over this wetland? Should
30 the EPA be involved prior to the development of this
31 land?

32 Thank you for allowing me to speak.

33 DAN HARVELL: Thank you,
34 ma'am.

35 **APPLAUSE**

36 DAN HARVELL: Next is Joe
37 Capello.

38 JOE CAPELLO: I'd asks that
39 the staff take these into the record and distribute
40 please. Thank you.

41 Good evening. My name is Joe Capello, and I am
42 here representing residents of Inlet Point, Royal Oak
43 Shores and Nunnally Road to express our concerns about
44 the proposed Hardin Landing development. Specifically
45 the impact on quality of life and safety for current
46 residents.

47 As mentioned earlier, Nunnally Road is currently
48 classified as a minor local road based on Anderson
49 County's ordinance number 2023-007 and generally
50 carries significant volumes of foot and bicycle

1 traffic, and is used by children. Traffic volumes must
2 remain relatively low in order to provide the necessary
3 safety for residential neighborhoods. According to the
4 Hardin Landing traffic impact analysis, the zoning
5 change would result in the daily traffic volume to be
6 increased by three times to almost five times more than
7 what it would be without the zoning change. This will
8 lead to the reclassification of Nunnally Road to a
9 collector road due to the approximate 400% increase in
10 traffic volume. The Hardin Landing development results
11 in a less safe environment for current residents.

12 Nunnally Road is in disrepair and needs upgrades
13 to handle more traffic safely. I'd ask that you please
14 see pictures on page two of your printed handout
15 showing Nunnally Road conditions. There's no plan to
16 improve other parts of Nunnally Road with the proposed
17 development. And there's a limited budget within
18 Anderson County Roads and Bridges, which leaves no
19 current plan for a full Nunnally Road repair anytime
20 soon.

21 Additionally, the Hardin Landing proposal only
22 widens the road on the development side for traffic
23 utilizing new left turn lanes. Pictures on page three
24 of your printed handout illustrate just how little room
25 currently exists for two way traffic on Nunnally Road.

26 Finally, the Hardin Landing proposal overlooks the
27 impact of traffic on quality of life, especially for
28 our residents that are Nunnally Road. I'd ask that you
29 please see pictures on page four of the printed
30 handout, which depicts the locations of entrance and
31 exit points into the Hardin Landing development.

32 Whether it's morning or evening hours, cars exiting
33 Hardin Landing will broadcast their headlights into the
34 front of the homes on Nunnally Road, creating a
35 decrease in the quality of life for these residents.

36 Additionally, the increase in traffic builds at
37 these locations and will create busy areas with added
38 congestion and increased noise for these residents, all
39 of which have an impact on quality of life.

40 On behalf of the residents of Nunnally Road, Inlet
41 Point and Royal Oak Shores, we respectfully ask the
42 Planning Commission to consider safety and quality of
43 life impact shared with you today and prioritize our
44 residents' well-being.

45 Thank you for allowing me to be here.

46 DAN HARVELL: Thank you.

47 **APPLAUSE**

48 DAN HARVELL: I must ask you
49 to please refrain from outbursts like that. We are
50 hearing what you're saying. So we don't need to -- we

1 don't need that added to it. Thank you.

2 Next is Garland Perkins.

3 GARLAND PERKINS: Good evening.
4 My name is Garland Perkins, and my husband and I live
5 in Royal Oak Shores with our two young boys. In an
6 effort to be considerate of your time this evening, you
7 might have noticed that we've divided up different
8 topics of concern related to the rezoning, amongst
9 ourselves. And prior to tonight's meeting, residents
10 on Nunnally Road, Inlet Point and Royal Oak Shores, all
11 met to discuss the proposed development and rezoning.
12 It's clear, and I'm sure you can see it this evening,
13 that there is unified opposition to the rezoning and
14 this development. In fact, we do have a petition with
15 168 signatures, representing nearly 75% of all the
16 homes on Nunnally and in Inlet Point and Royal Oak
17 Shores. It should be noted, everyone that we spoke
18 with signed this petition. The remaining percent is
19 only comprised of people who were not home when we were
20 there, and we are not aware in our research thus far,
21 of any of our neighbors who are in favor of this. A
22 copy of the petition is here for your records.

23 The Hardin Landing proposal is in direct conflict
24 with the county's land development regulations,
25 specifically preserving natural and scenic features,
26 promoting the public's health and safety, as you just
27 heard, preventing overcrowding of land and avoiding
28 undue concentration of population in schools as Liesel
29 mentioned.

30 Additionally, we are concerned with the track
31 record of Meritage Homes. We understand with speaking
32 with some local construction companies that they do
33 have a history of environmental non-compliance
34 violations and have been ordered to cease and desist on
35 at least three permitted projects in Anderson County.
36 It should also be noted that their rating on the Better
37 Business Bureau is 1.15.

38 My neighbors will continue to elaborate on
39 additional issues when it's their time to speak. And
40 we really appreciate your time and consideration this
41 evening. Thank you.

42 DAN HARVELL: Thank you,
43 ma'am. Next is Robert Harris.

44 ROBERT HARRIS: Good evening.
45 My name is Robert Harris, at 214 Inlet Point Drive. I
46 am here on behalf of the residents of Inland Point,
47 Royal Oaks and Nunnally Road to express our absolute
48 objection to the proposed rezoning of land on Nunnally
49 Road leading to the Hardin Landing development.

50 This is due to a substantial and negative

1 environment impact. We understand the importance of
2 growth, but believe that responsible development must
3 protect both the environment and public health.

4 First, deforestation is a major concern. Removing
5 trees near a highway will significantly increase the
6 heat island effect, trapping heat that impacts both
7 residents and neighboring communities. Trees provide
8 essential cooling and help maintain air quality by
9 absorbing carbon dioxide and other pollutants such as
10 dust and particle matter from both construction and
11 highway exposure. Without trees, we face not only
12 increased heat, but also exposure to higher levels of
13 highway pollution affecting at-risk populations like
14 young children whose lungs are still developing, as
15 well as those with respiratory issues.

16 The planned style of the development encourages
17 heavy air conditioning use, which will encourage
18 greenhouse gas emissions and worsen ozone depletion
19 without trees to counterbalance these effects.

20 Second, we're concerned about air and noise
21 pollution. Trees act as natural sound barriers, and
22 the removal would expose our communities to constant
23 highway noise. Increased emissions from anticipated
24 rise in vehicle traffic on Nunnally Road would further
25 degrade air quality, affecting everyone's health.

26 Additionally, deforestation would eliminate
27 habitats for local wildlife, including birds and small
28 mammals that control insect populations. As animals
29 lose their natural habitats, incidents of wildlife
30 crossing the highway will rise, creating safety risks
31 for both drivers and animals.

32 The water runoff issue is another pressing
33 concern. Without trees to stabilize the soil and
34 absorb rainwater, pollutants are more likely to flow
35 into the creek that feeds Lake Hartwell, which could
36 harm local ecosystems. Light pollution is also
37 expected to increase with artificial lighting from a
38 compact development disturbing not only residents'
39 sleep pattern, but also affecting nocturnal and
40 migratory species such as frogs and birds.

41 Anderson County's comprehensive plan prioritizes
42 protecting green spaces, supporting air and water
43 quality and preserving animal habitats. The plan
44 recognizes the critical role trees play in our daily
45 lives. This development, however, is in direct
46 conflict with these goals and would degrade the quality
47 of our life for our communities. Responsible
48 development must protect our environment and prioritize
49 our residents.

50 Thank you for your time.

1 DAN HARVELL: Thank you.
2 Next is Carol Mercer.

3 CAROL MERCER: Good evening.
4 My name is Carol Mercer. I live at 118 Balmoral Road.
5 While I'm not in direct contact with this development,
6 I am concerned for the impact of this development and
7 rezoning on Lake Hartwell.

8 This property has a blue line stream running
9 through it, and from the plans, I don't see a buffer.
10 It could be there, but I don't know. I live on 18 Mile
11 Creek, which has lost water depth due to runoff from
12 the developments that are being built up 187. And this
13 development has lots that are equivalent to R-5 and R-7
14 with an overall density of R-15. I would like to see
15 more around the 160 homes which an R-20 would allow and
16 less clear cutting.

17 DAN HARVELL: Thank you.
18 Next is Faye Whipkey.

19 FAYE WHIPKEY: Good evening.
20 My name is Faye Whipkey and I live on 221 Inlet Point
21 Drive with my husband Steven. We are also opposed to
22 rezoning.

23 I'd like to use my time to address chapter 70 of
24 the county's comprehensive zoning regulations as
25 adopted by ordinance number 99-004, by the Anderson
26 County Council.

27 The second paragraph of section 5:30, innovative
28 zoning district, on page 84 of the adopted plan states
29 that, quote, it should be emphasized that these
30 provisions are not to be used to circumvent the intent
31 or use of conventional zoning classifications as set
32 forth in Chapter 70 of the Anderson County code of
33 ordinances. The innovative zoning district is intended
34 to provide characteristics that are harmonious with
35 surrounding communities that could not be achieved
36 through conventional zoning classifications. End
37 quote.

38 Frankly, developing this land should be achievable
39 through conventional zoning which is harmonious with
40 the surrounding conventional zoned communities.

41 Thank you for hearing my concern.

42 DAN HARVELL: Thank you,
43 ma'am. And the last speaker is Paul Sundberg. Yes,
44 sir. Your time will begin when you start speaking.

45 PAUL SUNDBERG: All right,
46 good evening. My name is Paul Sundberg and my wife and
47 I live at 301 Royal Oaks Drive. I've been asked to
48 talk with you about Nunnally Road and the traffic
49 impact analysis that was done for Meritage. I want to
50 point out a couple of things that I found out.

1 The traffic impact analysis is not sensitive
2 enough. The analysis says that because of the
3 development, there will be four to five times increase
4 in traffic trying to turn left at the Nunnally Road
5 stop sign during both peak morning hours between seven
6 and nine and peak afternoon hours four to six. The
7 analysis errs by assuming that all those extra cars
8 wanting to turn left at the stop sign in the morning
9 and the afternoon are equally distributed across those
10 two peak hours. So it assumes that the impact of that
11 increase is also equally distributed across those more
12 peak morning and afternoon hours. It's likely the
13 increased traffic could be heaviest at some defined
14 time within those two hours. And the longer your peak
15 interval, the less the perceived traffic impact,
16 because it spreads the impact out so much. Because
17 their peak is a long two hour stretch, the actual
18 congestion and backup at the stop sign is
19 underestimated and will be much worse.

20 The traffic impact analysis is not complete. As
21 done, the analysis only says that the stop sign
22 intersection should be widened for cars wanting to turn
23 right onto the I-85 entrance ramp. It doesn't consider
24 the traffic backup because of cars wanting to turn left
25 at that stop sign.

26 You'll see on second page of the handout that
27 there's only approximately 100 feet between the stop
28 sign and the new Highway 187 stop light, so only about
29 four cars at a time can be in line waiting for the
30 light to turn green. Cars turning left at the stop
31 sign will need to wait for the space to pull out to get
32 in line for the stop light. The analysis minimizes the
33 traffic impact because it assumes that cars will be
34 able to seamlessly turn left without waiting for the
35 line at the new light.

36 On the third page, the analysis doesn't consider
37 the traffic backup that will happen from cars having to
38 wait at the stop sign because they have to yield to
39 traffic that is continuing from 187 down the entrance
40 ramp onto the interstate. That traffic on the entrance
41 ramp will cause additional congestion and delay at the
42 stop sign.

43 The bottom line, the bottom line is, and this
44 can't be emphasize enough, regardless of what Meritage
45 proposes to do to try to improve Nunnally Road to
46 handle increased traffic from the developments, it's
47 the significant delays at this stop sign that's going
48 to be unsafe -- an unsafe bottleneck that will
49 constrict traffic flow out from Nunnally Road.

50 Thank you.

1 DAN HARVELL: Thank you. At
2 this time this closes the public hearing.
3 HENRY YOUMANS: Mr. Chair?
4 DAN HARVELL: Yes.
5 HENRY YOUMANS: We have
6 representatives for Roads and Bridges if you want to
7 get additional information about ---
8 DAN HARVELL: Okay. Well,
9 but -- yeah. I was actually going to ask Ms. McAbee if
10 she would come and address us concerning these issues,
11 some that have been mentioned.
12 BRITTANY MCABEE: Thank you, Mr.
13 Chairman. Since this is an IZD, which is a concept,
14 they are not required to submit a traffic study up
15 front. They have done a traffic study, as you've seen
16 from citizens reporting this, but they have not
17 submitted that to us. So I cannot make any comments on
18 what -- I can tell you that they did ask for a scope.
19 I can tell you what that scope was, as far as like it
20 was Nunnally at the on ramp, and it was 187 at the on
21 ramp, was the scope for the traffic study. But I
22 cannot comment on anything that was in that traffic
23 study because I have not reviewed it.
24 DAN HARVELL: Okay. Thank
25 you. Thank you.
26 Any questions from the board at this time for the
27 staff or the developers?
28 JANE JONES: We're only
29 voting on the change in zoning?
30 DAN HARVELL: Yes, only the
31 change in zoning at this time.
32 JANE JONES: And to the
33 developer, you need this change in order for the -- to
34 have smaller lot sizes, is that your main objective? I
35 also saw in the amenities that there was some things
36 that might require this change.
37 KIM HAMEL: The change
38 gives us the flexibility to cluster the lots up at the
39 front of the development, where it is not as
40 environmentally sensitive. So we are basically coming
41 to you to get flexibility in design, to provide the
42 additional open space. The amenities is, you know, is
43 something we want to provide to the, to the residents
44 that will live there. But primarily the IZOD zoning
45 gives us the ability to cluster that development up
46 towards the front, which, yes, does result in smaller
47 lots, but it also allows us to protect the more
48 environmentally sensitive areas along the western
49 border.
50 JANE JONES: Thank you.

1 DAN HARVELL: Anything else
2 from the board?
3 WILLIAM MOORE: Mr. Chairman,
4 I'd like to go ahead and make a motion, if possible.
5 DAN HARVELL: Yes, sir.
6 WILLIAM MOORE: I would like
7 to make a motion to deny this project for the
8 commonwealth and the well-being of the community. I
9 feel like Nunnally Road is a huge problem. I feel like
10 there's a lot of things as a county that we need to
11 take in consideration of how many homes have been
12 approved on 187. A lot of those hadn't even come out
13 of the ground yet. So I think we need to take all
14 those into consideration before we pile some more
15 traffic on 187. And that's my explanation.
16 DAN HARVELL: Okay, thank
17 you. Thank you, Mr. Moore. Do I have a second to that
18 motion?
19 DAVID COTHRAN: I second.
20 DAN HARVELL: We have a
21 second for Mr. Cothran. Any discussion amongst the
22 board before we take a vote?
23 DAVID COTHRAN: Mr. Chairman?
24 DAN HARVELL: Mr. Cothran.
25 DAVID COTHRAN: I would just,
26 I would just like to add to Mr. Moore's comments. I
27 think -- sometimes I think rezoning requests are
28 painful. I think that the show of community input has
29 been very helpful. Sometimes you wonder, what does the
30 community actually think? You can assume things, but
31 hearing and seeing the impact and the feeling of those
32 that would be most impacted, when zoning was put in
33 place for a specific reason. We have bemoaned many
34 times the unzoned areas in the county, urging them to
35 zone to protect. And I think it is incumbent upon us
36 to respect that as it was originally zoned.
37 WESLEY GRANT: I would like
38 to strongly agree with Mr. Cothran. I have strong
39 beliefs that these families, they invested in their
40 homes and communities based on this being R-20. And I
41 think it's important to me to honor that. And I
42 certainly support those comments.
43 DAN HARVELL: Thank you, Mr.
44 Grant. Mr. Burdette, any comments?
45 Okay, I will actually reiterate what you've heard
46 from the other Commissioners. Overall, not a lot of
47 Anderson County is zoned because it's quite an effort
48 for a precinct, a voting precinct which is, which is
49 the division by which the zoning takes place, it's
50 quite a bit of effort for that to happen amongst the

1 citizens themselves. I did it in my precinct over in
2 High Point, many, many, many years ago, and I know it
3 was not an easy process.

4 In that process, the community that decides to do
5 that comes together, and they decide what they want
6 their property to look like going forward. And that's
7 exactly what zoning has done. That's exactly the land
8 use plan that their zoning states.

9 So for that reason, I am -- I personally also am
10 not in favor of changing the zoning that has been in
11 effect all these years that was so determined by the
12 property owners that own the property and have paid
13 taxes here.

14 So with that, I'll call for a vote. The vote is
15 -- the motion is to deny this project as stated. And
16 those in favor of denial, please raise your hand.
17 Unanimous.

18 Also, for the minutes, let the record show that
19 Mr. Burdette was not present for the first vote on the
20 first projects, but he was here on this one.

21 Okay, and we welcome Mr. Gilreath back.

22 I'll give you just a moment to leave if you need
23 to get up and leave at this time.

24 Okay, at this time, we'll move on to item 6(C) on
25 the agenda, amendment request. Request to amend
26 ordinance number 2022-046, to allow for ingress and
27 egress of industrial and commercial traffic on Dixon
28 Road, tax map number 95-00-03-006. This is in County
29 Council District 5. And staff.

30 HENRY YOUMANS: Mr. Chair,
31 before we give the staff report, staff was informed by
32 County Council -- county attorney today about a change
33 in regards to the consideration for this zoning
34 amendment. Attorney Thayer is here to explain that.

35 DAN HARVELL: Yes, sir, Mr.
36 Thayer, if you'll come and elaborate to us.

37 ALESIA HUNTER: Mr. Chairman,
38 I'll explain it. Earlier there was some confusion
39 about this being an amendment having to go before
40 Council or required just to come before you all.
41 Earlier today, we were getting -- we received
42 clarification that it will need to, regardless of what
43 you vote, outcome of what you vote, that it will go to
44 Council. It's not actually amending the ordinance
45 itself. This is an ingress/egress. But due to that
46 agreement to rezone the property, it was a policy and
47 agreement that the access would not come on Dixon Road.
48 So this is why we're here. They're requesting the
49 ingress/egress be allowed to use Dixon Road.

50 So regardless of how you vote, this will be

1 proceeded to Council for a vote.

2 DAN HARVELL: All right, so
3 we'll take all information as information, and we will
4 vote just as an advisory board to what County Council
5 will decide later on.

6 ALESIA HUNTER: That's
7 correct.

8 DAN HARVELL: All right.

9 HENRY YOUMANS: As for the
10 report, the applicant is Gershi Adler for -- on behalf
11 of Dixon Park LLC, Craig Shiflet is the current owner.
12 Property location is 3508 Dixon Road. It's the
13 Centerville Station A precinct, Council District 5.
14 Acreage is 91.78 is I-2 and 5.83 is zoned R-20. The
15 current zoning is I-2 and R-20.

16 The amendment is to allow ingress and egress for
17 industrial and commercial traffic on Dixon Road. And
18 it will require County Council to consider that
19 amendment. Surrounding zoning north is I-2, south is
20 R-20, east is PD and west is R-20.

21 On the recommendation of Gaye Garrison Sprague,
22 the traffic engineer for Anderson County Roads and
23 Bridges, requires built volumes that meet the right
24 turn lane at both proposed site accesses. Right turn
25 lanes on Dixon Road and both access A and access B are
26 required, otherwise the parcel is land locked and will
27 be unable to utilize the current I-2 zoning.

28 Public outreach. The staff certifies that the
29 actions were completed by October 21, 2024. Rezoning
30 notification postcards were sent to 271 property owners
31 within 2000 square feet of the subject property.
32 Rezoning signs were posted. And the information
33 regarding the public -- Planning Commission public
34 hearing was advertised in the Independent Mail.

35 This is the tract that was previously approved by
36 the Planning Commission for I-2. This is the proposed
37 ingress and egress. This is the posting of the sign on
38 the property.

39 This project has met the requirements of Chapter
40 48 Zoning. Referral to the County Council. This is
41 your report.

42 DAN HARVELL: Okay, thank
43 you. At this time, we'll open a public hearing. Do we
44 hear from the owner, developer and/or engineer?

45 GERSHI ADLER: Hi, good
46 evening. My name is Gershi Adler on behalf of the
47 applicant. Thank you for your time and consideration.

48 Just a quick follow-up to Mr. Youmans' staff
49 report. As he mentioned, this property was previously
50 rezoned to I-2. The issue just is that that rezoning

1 did not allow for access by commercial traffic to and
2 from the property. And it basically made the property
3 completely unusable.

4 So our request is to rectify that, and by -- we're
5 doing that through an amendment of the rezoning, asking
6 you to allow for access to the property. In
7 anticipation of that request, we did perform a traffic
8 impact study. The traffic impact study had a few
9 recommendations. The widening and improving of Dixon
10 Road, the addition of two right turn lanes onto the
11 property, and the adjustment of nearby traffic signals
12 to better enhance the flow of traffic. Those
13 recommendations were given and reviewed and agreed to
14 by the Anderson Road and Bridges and SCDOT. We are
15 happy to implement those requirements so that access to
16 the property can be achieved. Thank you very much.

17 DAN HARVELL: Thank you.
18 All right, we may call you back if there are questions
19 from the board.

20 The first citizen signed up is Dain Over.

21 DAIN OVER: My name is Dain
22 Over. I live at 1203 Rice Lane. I'm here kind of
23 representing the elderly residents on Rice Lane.
24 There's a significant concern with regard to the amount
25 of noise that's going to be generated by the traffic
26 increase on Dixon Road.

27 After hearing the explanation in regard to the
28 widening of the road and the installation of two right
29 turn lanes, that kind of allays a couple of our fears.
30 But one of the bigger problems is the correction of the
31 infamous Whitehall and Dixon Road interchange, where
32 DOT put in traffic lights that don't seem to help
33 function -- the function of the intersection very well.
34 The residents are very much concerned with the amount
35 of traffic and the amount of noise that's going to be
36 generated by that traffic.

37 This appears to be a second iteration of the
38 attempt to access the property. Originally, we were
39 under the impression that the access was going to be
40 accomplished through the other side of the property.
41 We're not necessarily opposed to the business
42 activities taking place on the property. We're
43 concerned with speed, noise and access through those
44 exits on the property. Thank you.

45 DAN HARVELL: Thank you.
46 Next is Serge Breton.

47 SERGE BRETON: I live on 3300
48 Dixon Road, and already the speed exaggerating in front
49 of my house is crazy. I think it's a race track.
50 Maybe we should put something in the road to slow down

1 the traffic, because right now it's -- I'm getting
2 awake every night by speeding people.

3 Thank you very much.

4 DAN HARVELL: Thank you.

5 And just state your name, please.

6 SERGE BRETON: My name is

7 Serge Breton.

8 DAN HARVELL: Thank you.

9 All right, and last signed up to speak is Jack
10 McDonald.

11 JACK MCDONALD: Thank you, Mr.
12 Chairman. My name is Jack McDonald. I live at 109
13 Norfolk Circle in the Sullivan Hills subdivision, which
14 is south of the property where the access will come
15 from.

16 Two comments. The Dixon Road is -- was not built
17 or is not constructed for heavy traffic, for trucks and
18 the kind of traffic that will be generated from this
19 project.

20 Second thing is the Sullivan Hills Road, or
21 Sullivan Road, has turned into a shortcut to get from
22 28 Bypass to Whitehall, and is currently not -- does
23 not include truck traffic. And we should make it clear
24 that whatever you're doing to Dixon Road does not make
25 that a cut-through for other truck traffic to go onto
26 Sullivan Road to get to 28 Bypass.

27 And thank you for your time.

28 DAN HARVELL: Thank you.

29 That closes the public hearing at this time. Are there
30 any comments or questions from the board of
31 commissioners?

32 DAVID COTHRAN: Mr. Chairman?

33 DAN HARVELL: Mr. Cothran.

34 DAVID COTHRAN: This was
35 recent, so maybe everybody remembers, but having been
36 intimately familiar with this project, thought I'd give
37 you a little bit of the history.

38 This rezoning request, as has been indicated by
39 some of the speakers tonight, was originally for the
40 sale to a company which was assuring the residents that
41 the traffic would in no way impact Dixon Road. In
42 fact, the R-20 strip of housing was placed there
43 specifically to assure that that didn't happen and to
44 provide some buffer to the industrial reclassification.

45 The traffic was supposed to all exit out to Old
46 Pearman Dairy Road, or onto 28 Bypass, in some way,
47 thereby in no way was it going to impact Dixon Road.

48 I agree, Dixon road is not designed for heavy
49 traffic. That intersection is difficult, as it
50 currently exists with current traffic. And as far as

1 Sullivan Road goes, the county placed no through
2 traffic to trucks, which has done nothing but been
3 totally ignored. So I do think there would be an
4 increase on Sullivan Road, which is a very small road,
5 to get over to 28 Bypass.

6 In the community meeting that was presented
7 several months ago, there was some mention of upwards
8 -- possibility of several hundred tractor trailers
9 utilizing this. Whether that's true or not, I don't
10 know. But that was the information that the community
11 has. And as a result of that, I've been -- received
12 numerous comments from people in my district, as well
13 as County Council member Mr. Dunn, as to the concerns
14 related to this. I'm glad that it is going back to
15 County Council, because I think that was a little bit
16 confusing to anyone who read the packet. So that will
17 be good that Council gets to talk on that.

18 As far as widening or turn lanes on Dixon Road,
19 I'm not sure where that would be placed, as all the
20 property owners on Dixon Road essentially own to the
21 road. There is no county right-of-way on that road.
22 That has stopped some utility installation
23 successfully, and may be problematic unless the only
24 turn lanes would be in the R-20 current lots that are
25 on Dixon Road; again, which was placed there as a
26 compromise to allow this I-2 rezoning to take place.

27 So given the fact that that was all the
28 compromise, it is a little bit disheartening, I think,
29 to the community people that I've spoken to that we
30 would be considering going back to that to allow
31 tractor trailer traffic onto Dixon Road.

32 DAN HARVELL: Okay, thank
33 you. Any other comments from the board? Okay.
34 Hearing none, I'll call for a motion to -- and noting
35 that this is only an advisory vote up or down to County
36 Council -- so do I have a motion to approve or deny at
37 this time?

38 DAVID COTHRAN: Mr. Chairman,
39 based on comments and the aforementioned statements, I
40 would recommend for denial.

41 DAN HARVELL: Okay, we have
42 a motion for denial by Mr. Cothran. Do we have a
43 second?

44 WESLEY GRANT: Second.

45 DAN HARVELL: We have a
46 second from Mr. Grant. Any discussion amongst the
47 board at this time? Hearing none, I'll call for a
48 vote. Those in favor of denial please raise your hand.
49 And that is Mr. Burdette, Harvell, Mr. Moore, Mr.
50 Cothran, Mr. Grant and Ms. Jones. Those not in favor

1 of denial, Mr. Gilreath. And so ordered.
2 All right, moving on to item 7(A), consent agenda,
3 the Hills at Broadway Lake. Staff.
4 TIM CARTEE: Thank you,
5 Mr. Chairman. The following subdivision has exceeded
6 the preliminary plan approval time limit, and the
7 developer requests an extension renewal to proceed with
8 this development. This subdivision complies with
9 Anderson County subdivision regulations. And staff
10 requests that the subdivision be renewed and staff
11 conditions as previously approved.
12 This is the Hills at Broadway Lake subdivision,
13 and the developer is Jason Allen. It's located on
14 Shirley Drive, which is right off of Broadway Lake
15 Road. And these are 26 road frontage lots. And the
16 preliminary approval date was December 12, 2022.
17 This is your report. Thank you, Mr. Chairman.
18 DAN HARVELL: Okay, thank
19 you. At this time, we will hear from the developer,
20 owner, engineer, if you so wish to speak? Anyone here
21 in representation.
22 TIM CARTEE: And this is
23 just only for the consent agenda.
24 DAN HARVELL: Okay.
25 TIM CARTEE: That's all.
26 Developer will not be here to speak for that.
27 DAN HARVELL: All right.
28 Well, just making sure. All right. Do I have a -- do
29 I hear a motion from the Board to approve or deny this
30 extension?
31 JANE JONES: Is there any
32 time attached to this. Or are we just -- are we
33 approving it for a certain period of time, the
34 extension or not?
35 TIM CARTEE: Normally it's
36 six months to one year.
37 JANE JONES: Motion to
38 approve the extension.
39 DAN HARVELL: Okay, we have
40 a motion for Ms. Jones to extend the -- to go forward
41 with the extension. Do I hear a second.
42 WILLIAM MOORE: I'll second.
43 DAN HARVELL: We have a
44 second for Mr. Moore. Any discussion amongst the
45 board? Those in favor of extension, please raise your
46 hand. Mr. Burdette, Mr. Gilreath, Harvell, Mr. Moore,
47 Mr. Cothran, Mr. Grant and Ms. Jones. So ordered.
48 All right. Moving on to item 8(A), single family
49 subdivision, Cypress Grove, Lawson Road. Tax map
50 number 177-00-06-006. This is in County Council

1 District 2. Staff.

2 TIM CARTEE: Thank you,
3 Mr. Chairman. 162 postcards were sent out to the
4 property owners within 2000 feet of the proposed
5 development. This is a single family conservation.
6 The applicant is SW Development Partners. The engineer
7 record is Bluewater Civil Design. Location and access
8 is Lawson Road, which is state maintained. And this,
9 again, is in Council District 2. Surrounding land use
10 is residential and vacant. This area is unzoned. It's
11 approximately 53.8 acres, and the number of lots are
12 169. No variance is requested. And a flood plain is
13 on the southern corner of the property and east side of
14 the property along the sewer line easement. For the
15 traffic impact analysis, I will turn this over to Roads
16 and Bridges.

17 BRITTANY MCABEE: Thank you, Mr.
18 Chairman. As you're aware, this is 172 single family
19 detached homes with two accesses on Lawson Road. A
20 traffic impact study was conducted by Access
21 Engineering. The existing counts were taken on
22 September 4 of this year. The study was conducted per
23 our guidelines. The study addressed Lawson Road at the
24 two site accesses; Lawson Road at 76 which is Belton
25 Highway, and Lawson Road at Jewel Martin Road.

26 Build volumes did not warrant any turn lanes at
27 the site accesses or at any of the study intersections.
28 And the movements at all of the study intersections
29 were acceptable.

30 This concludes the review of the traffic study.

31 DAN HARVELL: Thank you.

32 TIM CARTEE: Here's a
33 boundary survey of the proposed project. And here's
34 the proposed layout. Here's your aerial with your tax
35 map. Here's the signage for the proposed development.

36 This project has met the requirements of Chapter
37 24 Land Use. And this is your report. Thank you, Mr.
38 Chairman.

39 DAN HARVELL: Thank you. At
40 this time, we'll ask for the developer, owner, engineer
41 to come forth and give us a presentation. Anyone here
42 to do such?

43 MADELYN SILER: Good evening.
44 My name is Madelyn Siler, and I work for Bluewater
45 Civil Design in Greenville. We're the engineer of
46 record on this project. And I just wanted to touch on
47 a few points on our proposed application. Our client
48 has brought this 53 acre parcel to us. It's currently
49 unzoned. We are proposing 169 lots for 3.19 units per
50 acre. We are proposing a conservation subdivision, and

1 our site plan meets the following conditions that are
2 required for the subdivision per the ordinance.

3 We are providing a 50 foot exterior buffer along
4 all property lines. We are providing a 50 foot
5 riparian buffer off of all waters of the state. 25%
6 open space is required for the lot size we are
7 providing. Including all required buffers, we are
8 proposing 40% open space. 27% of this will be
9 designated for common open space that will be
10 accessible to the residents of the community. Within
11 the common open spaces, we are proposing a community
12 area with a pavilion, walking trails and a fire pit.
13 In the ordinance, it states that 50% of lots must
14 directly front the open space, and we are proposing 96%
15 of our lots fronting meaningful open space that they
16 will be able to use.

17 Public gravity sewer is available on the eastern
18 portion of our site that will be provided by Anderson
19 County. Public water is available provided by Broadway
20 Water District. Any cost associated with any required
21 infrastructure upgrades will be the sole responsibility
22 of the developer.

23 For the traffic we did consult a traffic engineer,
24 Access Engineering to conduct a traffic impact study.
25 It showed that no improvements at any of the
26 intersections or Lawson Road were warranted, and SCDOT
27 and Anderson County have both given their concurrence
28 for this traffic study finding.

29 That is all the notes that I have. I'll be happy
30 to answer any questions.

31 DAN HARVELL: All right, we
32 may, we may call you back. Thank you.

33 All right. First citizen signed up is Eunice
34 Aughtry. Bruce Aughtry. I'm sorry, Bruce Aughtry.

35 BRUCE AUGHTRY: Yeah, Bruce
36 Aughtry. Again, I'm Bruce Aughtry from Greenville.
37 I'm associate with the developer as well as the
38 landowner. And I just -- I don't have a lot of points,
39 but first I want to thank you for this time and thank
40 you for what you do. Because I understand your job is
41 not an easy one.

42 We just in looking at this property was
43 determined, you know, that there seems to be a limited
44 amount of housing in the area, and that there was a
45 need for housing, given the facilities across the
46 street; there's mental health facility, as well as the
47 veterans nursing home up the street. And additionally,
48 Belton, who has not seen a whole lot of development.
49 So it seems to be somewhat isolated. And unlike some
50 places in the county that I know you have those traffic

1 issues and the problems associated with growth, I don't
2 think that we bring that to the table.

3 So that's really, unless you've got any questions,
4 that's really all I had.

5 DAN HARVELL: All right,
6 thank you, sir.

7 Next is Seth Wilford. Pardon? All right, you
8 defer. Thank you.

9 All right. Darren Boul.

10 DARREN BOUL: Hi and thank
11 you for your time. So my name is Darren Boul. I live
12 at 400 Lawson Road, which is the 25 acres that is on
13 the other side of the creek from where this 170 houses
14 on .13 acres per lot is going to be built.

15 My wife and I recently just finished our nice
16 dream home on this 25 acres, and it's quiet, peaceful,
17 and it's a dream come true for us. And I speak for
18 myself and our neighbors for the following concerns.

19 So number one is safety. I have serious concerns
20 about neighboring 169 homes with the amount of
21 trespassing, speeding, theft and other that maybe
22 concern with that. I've already had issues with this
23 on our land that I've dealt with since we've lived
24 there for the last three years.

25 Noise. Again, it's a quiet community, and
26 building 170 homes will take years, years of nail guns,
27 years of backup alarms, years of slamming and banging,
28 and then the additional 170 homes long term after the
29 houses are done. It'll pollute the quiet, late
30 afternoons we spend out there on our farm, and it'll
31 it'll pollute the quiet weekends we spend out there as
32 well.

33 The road is certainly not able to handle an
34 increase of 170 homes on it. It's a narrow road with a
35 speed limit of 45 miles an hour already. It's a two
36 lane narrow road. So it will most likely have to be
37 widened, and I don't want to lose property or trees,
38 which provide a barrier between our new home, our dream
39 home, and Lawson Road.

40 Number four, I'm concerned about the creek. What
41 is the buffer for the creek? Will there be a fence
42 protecting it from the creek and my land? I'm
43 concerned about silts and other trash during the
44 construction process ending up in the creek.

45 Number six, my neighbors and I have invested a lot
46 of money into the property -- properties that we own.
47 We all seem to share the same values and privacy and
48 community. There are about 20 homes on Lawson Road,
49 and there's only one or two that are less than two
50 acres. So adding these 170 homes into our community

1 will strongly change the landscape and decrease our
2 home values.
3 And that's all I have. Thank you.
4 DAN HARVELL: Okay, thank
5 you.
6 JANE JONES: Can I ask you
7 a question?
8 DAN HARVELL: If you'll
9 return to the microphone? Return to the microphone,
10 please.
11 DARREN BOUL: Yes, ma'am.
12 JANE JONES: How do you
13 address the fact that the developer said there's not a
14 lot of development in -- going on in that area. And I
15 know that's true. How would you address that
16 statement? How do you feel about it? You live there.
17 DARREN BOUL: Well, I mean,
18 I think there specifically, we've all kind of built our
19 houses and bought the property there for the privacy
20 and for the peace and quiet. So as far as the rest of
21 the development in the county, I can't speak to that.
22 JANE JONES: I just meant
23 in that specific area you live in.
24 DARREN BOUL: Like I said,
25 there's, there's only 20 houses, I think, or so on
26 Lawson Road, and we all have lots that are bigger than
27 two acres.
28 JANE JONES: Thank you.
29 DARREN BOUL: We've got 25.
30 I know my neighbors have 10 and 15 acre parcels. And
31 it's just strongly going to decrease our property
32 value. And it's going to, it's going to -- it's not
33 going to be good for us.
34 DAN HARVELL: Okay. Thank
35 you, sir. Any other comments or questions from the
36 board? Hearing none, I'll call for a motion on this
37 project. Do I hear a motion? We have a motion from
38 Mr. Burdette to approve. Do I hear a second?
39 WESLEY GRANT: Second.
40 DAN HARVELL: We have a
41 second from Mr. Grant. Any discussion amongst the
42 board at this time?
43 I would like to clarify. I did hear correct, 3.1
44 houses per acre? All right. And 3.1 per acre and this
45 is, of course, septic, correct? Gravity sewer? Okay,
46 all right.
47 MADELYN SILER: Yes, sir,
48 there's a gravity sewer line that runs parallel to the
49 creek.
50 DAN HARVELL: Okay, I'm --

1 thank you. I'm sorry I missed that.

2 STEVEN GILREATH: Mr. Chairman,
3 I would like to add that just being familiar with area
4 that this -- I don't see that this fits with anything
5 that's in this area. You look at balancing the
6 interest of subdividers, homeowners and the public, I
7 just, I don't see this -- I don't see this in the
8 community.

9 DAN HARVELL: All right.
10 Thank you, Mr. Gilreath. Anyone else? Pardon?

11 **INAUDIBLE COMMENT FROM AUDIENCE**

12 DAN HARVELL: Okay. We'll
13 allow you to come up and speak three minutes. Please,
14 state your name and address, please. That's okay. We
15 understand people work.

16 LEONARD GENTEL: Name's Leonard
17 Gentel. I live at 427 Lawson Road. I had recently
18 moved to Lawson Road. I had moved away for a while.
19 Had a house in -- up in Woodruff, and I've seen how
20 Woodruff -- what's going on up in there. I bought my
21 property and my house, same thing as my neighbors, so
22 we can have our horses and our quiet, and our stuff
23 like that.

24 If you drive up and down Lawson Road, like I do
25 every day there -- it's used as a cut-through. Putting
26 another hundred, what, 170 houses on that property over
27 there, I guarantee you you're going to put three more
28 cars per house on that, on that road. My neighbors, I
29 watch them walk them down the road all day long. They
30 go out for their walks with their dogs and everything
31 else. We moved out there for the reason that I don't
32 have to lock my doors. And I honestly believe, after
33 living in other states and seeing what happens when
34 people migrate -- because these are going to be lower
35 income houses, there's no doubt. They're going to be
36 on postage stamps. They're not going to be five,
37 \$600,000 houses going in there. And it's going to
38 bring in, I promise, a bad element to our area. And I
39 don't think that's fair to allow.

40 You want to put houses out there, put one on every
41 five acres, one on every 10 acres, not one on a postage
42 stamp. That's ridiculous. I mean, the properties
43 there, we worry about all the, you know, the impact on
44 the animals that are there, the people that hunt in the
45 areas. Are we going to have people out there
46 screaming, oh, you can't hunt going by your house
47 because you're a hunter. I've seen it happen. And I
48 just think allowing that many houses in a small area is
49 not good for our area. That's why we bought where we
50 did. That's why I moved to Anderson in that area, for

1 that reason. And I just, I mean, I if -- I wish you go
2 up and drive down our road, meet the people before you
3 turn around and say, yeah, well, let's put 170 homes on
4 53 acres. That's, you know, you want to build a home?
5 Do you want to be a developer? Go ahead and put 10
6 homes in there.

7 DAN HARVELL: Okay, sir,
8 please address the chair, only the chair.

9 LEONARD GENTEL: Put 10 homes
10 there. Put one on every five acres, little hobby
11 farms. You know, you don't have to get rich on
12 everything.

13 DAN HARVELL: That's time.
14 Thank you, sir.

15 LEONARD GENTEL: Thank you.

16 DAN HARVELL: All right.
17 Let me review. We have a motion from from Mr. Burdette
18 to approve. We have a motion from -- or a second from
19 Mr. Grant. All right, any further discussion amongst
20 the board? And we've heard the comments from Mr.
21 Gilreath. So I'll call for the vote. The motion is to
22 approve. Those in favor of approval, please raise your
23 hand. Approval. Mr. Grant, Mr. Moore and Mr.
24 Burdette. Those opposed of approval, Mr. Gilreath,
25 Harvell, Mr. Cothran and Ms. Jones.

26 All right, do we need a recess for 10 minutes?
27 Any of the board? We do not. Okay. All right.

28 All right. Item 8(B), single family subdivision,
29 Old Farm Estates. Located Lebanon Road. Tax map
30 number 91-00-10-003. This is in County Council
31 District 4. Staff.

32 HENRY YOUMANS: Mr. Chair, 74
33 property owners within 2000 feet of the proposed
34 development were notified via postcard. The proposed
35 subdivision's name is Old Farm Estates. Its intended
36 development is single family. The applicant is Richard
37 Henry and Sons LLC. The surveyor engineer is
38 Ridgewater Engineering and Surveying. Its location is
39 the intersection of Eastview Drive and Lebanon Road.
40 It's County Council District 4. Surrounding land use
41 is residential.

42 Current zoning is R-20. It's approximately 21.9
43 acres. The number of lots is 30. There's no variance
44 requested at this time. And there was no traffic
45 impact analysis done for this particular project.

46 This is the preliminary plat for the subdivision.
47 This is the tax map aerial for the complete parcel.
48 This is the R-20 zoning map for the parcel. And the
49 posted sign for the proposed division.

50 This project has met the requirements of Chapter

1 48 Zoning. This is your report.

2 DAN HARVELL: Thank you. At
3 this time we'll open the public hearing. Do we have a
4 owner, developer, engineer, that would like to address
5 the board?

6 WESLEY WHITE: Thank you.
7 Commission, I'm Wesley White with Ridgewater
8 Engineering. We are here at 211 Society Street in
9 Anderson. With me is Rick Sutliff, the developer and
10 builder for this property. He also has already
11 purchased and owns it.

12 What Mr. Cartee is going to pass you out, in case
13 you guys weren't -- didn't get a copy of it, we have
14 two -- one letter from the property owner, the previous
15 property owner who sold it. Gives a little bit of
16 history, background of the property and why they sold
17 it to Mr. Sutliff and his sons to develop.

18 And then the second one is Mr. Sutliff reached out
19 to the principal of Mount Lebanon Elementary, which is
20 just to the south, as you can see on the overall that
21 we've got there, and he was willing to voice his
22 support for the community adjacent to there.

23 This property is zoned R-20. We haven't tried to
24 change that or anything. We're using it for what it's
25 intended -- what it was zoned for in that area. So
26 there's -- these are going to be septic lots. There is
27 not sewer adequately available. The site is served by
28 Sandy Springs Water, which is available on Eastview.
29 We've done it with the 38 lots as it's zoned, which
30 allows us to just keep a single entrance. We've
31 positioned that entrance to the west on Eastview to
32 limit the impacts to Lebanon Road and school traffic
33 there.

34 The, of course, the subdivision road name and all
35 that's been approved. So we feel like this meets the
36 chapter 48 as intended.

37 I'll let Mr. Sutliff introduce himself and ...

38 RICHARD SUTLIFF: Good evening,
39 Mr. Chairman and Commission. My name is Richard Henry
40 Sutliff, Jr. I've been in construction for 40 years.
41 Had my own company here for the last 34.

42 The school right behind this particular property,
43 two of my six kids went to that school from
44 kindergarten on. We love the area. We live over
45 behind Denver Farms. And I'm happy to answer any
46 questions you may have.

47 DAN HARVELL: All right,
48 thank you.

49 All right. At this time, we have four citizens
50 signed up to speak. First is Alison Evans.

1 ALISON EVANS: Hello. I'm
2 Alison Evans. I live at 1415 Alton Road.
3 I also moved out into the country because I love
4 it and I love the space. I love the area. I've lived
5 in the upstate for 35 years. There is a very large
6 neighborhood within a mile of this area, maybe a
7 fraction of the area -- of that neighborhood is
8 developed. I really hate to see another neighborhood
9 come when there's one that has many, many lots yet
10 undeveloped, ready to go.
11 The traffic on 178 Lebanon area is already getting
12 pretty heavy. It's difficult to recognize it as a
13 rural area anymore.
14 That's probably all I have to say.
15 DAN HARVELL: Okay, thank
16 you.
17 ALISON EVANS: It breaks my
18 heart. Thank you.
19 DAN HARVELL: Thank you,
20 ma'am. Next is Cathy Proner.
21 CATHY PRONER: My name is
22 Cathy Proner, and I live at 275 Blackman Road,
23 Pendleton, which is directly off of Eastview Road, and
24 not far from the junction with Lebanon Road.
25 I've reviewed the information presented by the
26 Planning Commission regarding Old Farm Estates, and
27 would like to question why there was no traffic impact
28 analysis required for this development. Eastview and
29 Blackman Roads have become major commuter routes for
30 those employed by Michelin, Arthrex and others, as well
31 as a large number of parents taking their children to
32 and from Mount Lebanon school. There are several times
33 a day when it's dangerous to pull out of my driveway or
34 to cross the road to simply get my mail. Cars fly down
35 the road with little or no thought to those of us who
36 live there and neighbors inform me that Eastview
37 traffic is just as dangerous.
38 The intersection of Eastview and Lebanon,
39 immediately adjacent to this proposed subdivision, is a
40 five way and traffic often backs up at this location.
41 The prospect of 30 homes with one to two cars per home
42 being added to an already busy intersection would only
43 complicate an already difficult situation. I believe,
44 at the very least, it is imperative to have a traffic
45 analysis performed as a reasonable prerequisite to
46 possible approval of this application.
47 I'm also concerned about the rampant development I
48 see around us. We have already had our taxes increased
49 due to the need to expand Pendleton High School and the
50 intangible of quality of life has not been addressed.

1 Do we really want to turn this beautiful area into
2 nothing but high density subdivisions? That's not why
3 we came here.

4 My hope would be that we would allow our
5 infrastructure to catch up with what is already built
6 or approved before we add more density to our area.

7 One further concern I will share is the future of
8 availability of water. Our area has experienced severe
9 droughts over the 45 years I have lived here, with the
10 most recent events being 2007 to 2009, 2010 to '13 and
11 2015 to 2016. Were it not for the recent hurricane,
12 our drought status would likely be much worse. Since
13 these events, we have far more homes in the area. And
14 my question would be, how are you planning to provide
15 for the future water needs of these residents?

16 And I thank you for your time and your
17 consideration this evening.

18 DAN HARVELL: Thank you.
19 Next is Karen Elrod.

20 KAREN ELROD: Good evening.
21 My name is Karen Elrod. I live at 757 Eastview Drive,
22 probably the closest of anyone who so far has spoken.
23 I have personally lived there since 1993. Built my
24 house on family property, and my other family live
25 adjacent to me and diagonally from me.

26 And I've personally experienced hearing and
27 actually seeing traffic accidents at the corner of
28 Eastview and Lebanon Road, where people had to be
29 airlifted. And my concern is for the traffic in that
30 area and for the population at the schools. Already we
31 have several subdivisions on Welpine Road, which serves
32 district -- is served by District 4 schools, and some
33 of them aren't complete yet.

34 And I'm concerned about overcrowding and the
35 education of our children. I personally have had my
36 daughter go through District 4 and complete District 4,
37 but I feel like her quality education in the future, if
38 she were to have children, her children would -- their
39 education would be impacted.

40 And that's all I have, sir.

41 DAN HARVELL: Thank you.
42 And lastly is Greg Huckins.

43 GREG HUCKINS: Good evening,
44 Mr. Chairman, my name is Greg Huckins. I live at 211
45 Thompson Road with my wife and my three children. I'm
46 here on behalf of myself and also my communities from
47 Jolly Wingo, Eastview Drive, Lebanon Road and Thompson
48 Road.

49 As concerned residents of our community, we would
50 like to bring to your attention several critical issues

1 stemming from the ongoing proposed developments in our
2 area. We understand the importance of growth, but we
3 also believe unplanned and inadequately managed
4 expansion can have severe repercussions on the quality
5 of life for current and future residents.

6 The proposal outlines our concerns and
7 recommendations for mitigating these impacts to ensure
8 sustainable and responsible development. First, as was
9 stated earlier, traffic congestion and safety. The
10 intersections of Jolly Wingo Road, Eastview Drive,
11 Lebanon Road and Thompson Road are already experiencing
12 increased traffic congestion and safety issues.

13 According to preliminary data provided by the
14 community, average daily traffic on Lebanon Road
15 already exceeds 5000 vehicles per day. Also increased
16 traffic not only leads to congestion, but also raises
17 concerns about road safety for pedestrians. Cyclists
18 love to use the area and also drivers. As residential
19 development increases the strain on these roads will
20 exacerbate.

21 Our recommendations. We urge that the committee
22 conduct a comprehensive traffic impact assessment,
23 including potential upgrades to traffic signals, road
24 widening, pedestrian safety measures, and also
25 implementing traffic calming solutions and
26 infrastructure improvements that will be essential to
27 accommodate these increased volumes.

28 Also property values and community character play
29 a big part in us being here today. The types of homes
30 being built have raised concerns about the potential
31 impact on property values, as stated from almost
32 everyone here this evening. While diversity in housing
33 is important, we must ensure that the new developments
34 align with the character of the existing community.

35 We propose that the committee set clear guidelines
36 for future developments, ensuring that they match the
37 architectural standards, the esthetic values of our
38 community. This can be achieved through design review
39 processes to protect property values and maintain the
40 community's unique character, which it is very unique.

41 Noise and light pollution, we have discussed that
42 already.

43 Increased construction and residential density
44 contribute to noise and light pollution, which can
45 disrupt the tranquility of our neighborhood and the
46 negative -- and negatively affect residents' well
47 being.

48 Our recommendation is that we request that
49 implementation of stricter noise ordinances, lighting
50 standards for new developments, and additionally

1 include -- in the inclusion, green buffers and sound
2 barriers to help mitigate the impact of the noise and
3 light on the surrounding residential areas.

4 Again, what has been discussed already this
5 evening, strain on school resources. The rapid growth
6 of our area is putting a strain on Mount Lebanon
7 Elementary and other schools within our district. The
8 school -- the school's principal has indicated that
9 eight new classrooms are being added at this time to
10 accommodate the already -- the influx of new students,
11 as it stands.

12 With over 700 homes either built or in process of
13 being built, the local school system is at risk of
14 being overcrowded, which can adversely affect the
15 quality of education. We urge the committee to
16 consider the long term educational impacts of these
17 developments. We propose a collaboration with the
18 school district plan for additional educational
19 infrastructure, such as new schools or expansions.

20 DAN HARVELL: That's
21 time, sir. Thank you very much.

22 This closes the public hearing. Does anyone on
23 the board have any questions or comments? Ms. Jones.

24 JANE JONES: I had a
25 question about a page that's in our packet in reference
26 to this. It says a site easement will be needed in the
27 stormwater management area to ensure proper site
28 distance can be provided for left turns onto Eastview
29 Drive. Has that been addressed?

30 WESLEY WHITE: Yes, ma'am,
31 that's -- as noted also in that, we can -- we'll
32 address that during the actual design phase of it.
33 We've left adequate space in that front left corner, or
34 I guess it'd be the northwest corner for a detention
35 pond. But there's adequate room there for -- with the
36 right-of-way that's already there for adequate sight
37 distance. So yes, we're prepared to take that into
38 account.

39 JANE JONES: Thank you.

40 DAN HARVELL: Any other
41 comments or questions? All right, at this time I'll
42 entertain a motion to approve or deny this matter. Do
43 I hear a motion?

44 WILLIAM MOORE: Mr. Chairman,
45 at this time, just like we discussed before, I would
46 like to make a motion to deny. I just feel like we've
47 got, we've got a lot of homes coming out of the ground
48 in our district, and I think for the commonwealth and
49 well being of the community and people of the
50 community, I think we need to take a step back and

1 evaluate some of this growth and see where we stand and
2 let it blossom. And for that reason, I deny.

3 DAN HARVELL: Okay, we have
4 a motion for denial by Mr. Moore. Do I hear a second
5 for denial?

6 JANE JONES: I'll second.

7 DAN HARVELL: We have a
8 second from Ms. Jones. Any discussion amongst the
9 board before the vote? Okay, call for the vote. Those
10 in favor of denial please raise your hand. That would
11 be Ms. Jones, Mr. Cothran, Moore and Harvell. Those
12 against denial, please raise your hands. That would be
13 Mr. Grant, Mr. Gilreath and ...

14 BRAD BURDETTE: I voted for.

15 DAN HARVELL: You voted for
16 denial, okay. All right, okay, so that is five to two
17 for denial.

18 All right, moving on to Item C, single family
19 subdivision, Ridgeway Estates, Airline Road, tax map
20 number 126-02-01-021. Resides in County Council
21 District 5.

22 TIM CARTEE: Thank you,
23 Mr. Chairman.

24 DAN HARVELL: Yes, staff.

25 TIM CARTEE: This
26 development, 461 property owners within 2000 feet of
27 the proposed development were notified via postcard.
28 And again, this development is Ridgeway Estates. This
29 is a single family development. The applicant is
30 Amiliya G, LLC, Slavic Cholak. And the engineer of
31 record is Ridgewater Engineering and Surveying. The
32 location and access is Airline Road. It's in District
33 5 County Council. Surrounding land use is residential.
34 The area is unzoned. Tax map is for your review. It's
35 on 16.57 acres and 38 lots. No variance is required.
36 And no traffic impact analyses are required for this 38
37 lots.

38 Here's the layout of the proposed development.
39 Here's your aerial overview. Here's the sign notifying
40 the public. This project has met the requirements of
41 Chapter 24 Land Use. This is your staff report.

42 DAN HARVELL: Thank you. At
43 this time, we'll open the public hearing to hear from
44 the owner, developer, engineer.

45 WESLEY WHITE: Thank you,
46 Commission. Wesley White with Ridgewater Engineering,
47 here at 211 Society Street in Anderson. And with me is
48 Mike Urofsky (phonics) with Adrian B Holmes. And I'll
49 let him introduce his company here in a minute.

50 This property is located off of Airline Road and

1 Ellen Street. We've done the -- more than the minimum
2 lot size, which allows for 60 foot widths for sewer and
3 water, so there is sewer available and water. Well,
4 we've spoken with Starr-Iva Water and Sewer, and
5 they're more than willing to serve this property, and
6 are excited about some growth in that area. From there
7 end, they're aware that the community out there needs
8 it. Subdivision road names have been approved.

9 We've done a single entrance off of Airline.
10 There's plenty of site distance through that area.
11 It's a pretty good straight-of-way, and it's where the
12 county's maintenance takes over. So it'll be a county
13 encroachment that we deal with there. Does meet all
14 the requirements of Chapter 24 for unzoned areas with
15 water and sewer.

16 So we just request you guys approval. Does tie
17 into that community out there. And I think that's one
18 of the reasons that Adrian Homes has chosen that area.
19 They're excited about adding some growth to that
20 corridor that needs it desperately, I think, and needs
21 some improvement to the housing out there.

22 Mike.

23 MIKE UROFSKY: Good evening.
24 I'm Mike with Adrian B. Holmes. Michael Urofsky.
25 Slavic, the owner of the company, was not able to
26 attend because we found out yesterday morning that
27 we're approved for the Commission. So he flew out to a
28 minister's meeting, and he asked me to replace him.

29 I've been working for Adrian B. Homes for the last
30 five years. We build homes anywhere from the 250,000
31 range to 800, \$975,000. So we understand that there's
32 a huge pricing difference. And depending on the area,
33 we try to do affordable homes or custom homes. And in
34 this area we're trying to do affordable homes. There's
35 pictures of what we're proposing to build. They're
36 around 1700 square feet to 2200, I believe.

37 If you have any questions, feel free to ask. I'd
38 love to answer them.

39 DAN HARVELL: All right.
40 Thank you very much. We have no one signed up to
41 address this from the citizen side. So at this time,
42 are there any questions from the board for the
43 developer, engineer? Mr. Cothran.

44 DAVID COTHAN: Do you have an
45 estimate of the price point on the homes.

46 MIKE UROFSKY: So the smaller
47 will be like around 285. The bigger home will be
48 around 300. And the other one would be 315. Again, it
49 depends on the price of material, because during COVID
50 the frame lumber package went up by \$30,000. So we

1 can't dictate the price of material. But if nothing
2 changes drastically, that'll be the price point for the
3 homes, the proposed price point.

4 DAN HARVELL: Thank you.
5 Anyone else from the board? Okay, hearing none, I'll
6 call for a motion to approve or deny this project. Do
7 I hear a motion? Motion to approve or deny? Do I
8 hear?

9 STEVEN GILREATH: I'll make a
10 motion to approve.

11 DAN HARVELL: We have a
12 motion from Mr. Gilreath. Do I have a second for
13 approval? We have a second from Mr. Grant. Any
14 discussion amongst the board? Any comments? Anyone?
15 All right, hearing none, we'll take the vote. Those in
16 favor of approval, please raise your hand. We have Mr.
17 Grant, Mr. Cothran, Mr. Moore, Mr. Gilreath, Mr.
18 Burdette. Those not in favor. Ms. Jones and Harvell.
19 It passes. So ordered.

20 All right, moving on to Item 8(D), single family
21 subdivision, the Reserve at Powdersville Walk,
22 Powdersville Main. Tax map number 237-00-01-001-011;
23 213-00-04-003-006. This is in County Council District
24 6. Staff.

25 TIM CARTEE: Thank you,
26 Mr. Chairman. 535 property owners within 2000 feet of
27 the proposed development were notified via postcards.
28 This development is the Reserve at Powdersville Walk.
29 It's a single family conservation development. The
30 applicant is Toll Southeast LP Company. Engineer of
31 record is Seamon Whiteside. The location access is
32 Powdersville Main, which is state maintained, and
33 Merritt Drive, which is county maintained. And again,
34 as you stated, this is in Council District 6.
35 Surrounding land use is residential and elementary
36 school. This area is unzoned. There's 98.3 acres, and
37 they're requesting 149 lots. No variance is requested.

38 And I'll turn this over to Roads and Bridges for
39 the traffic analysis.

40 DAN HARVELL: Ms. McAbee.

41 BRITTANY MCABEE: Thank you, Mr.
42 Chairman. Going over this traffic study, it was pretty
43 in depth. We are dealing with 149 single family
44 detached homes with two accesses. One access is on
45 Powdersville Main across from Siloam Road, and the
46 other is on Merritt Drive. The one on Merritt Drive is
47 new to this property in this proposal. The traffic
48 study was conducted by Impact Designs. Existing counts
49 were taken on August 15 of this year. The study was
50 conducted per our guidelines. The study recommends

1 restriping the median south on the Siloam intersection
2 to form a northbound left turn lane with the maximum
3 storage that can be obtained. South Carolina DOT is
4 requiring this, and we concur. Powdersville Walk
5 approach will be signed to allow right turn only during
6 certain times on school days to address concerns raised
7 at the Planning Commission meeting regarding the
8 previous submission of this development. We recommend
9 that the sign contain this language: Right turn only
10 7:30 to 8:00 a.m. and 2:15 to 2:45 p.m. on school days,
11 or similar wording to be approved with the final plat.

12 The other recommendation was to convert the new
13 intersection of Merritt Drive and access B to a two way
14 stop controlled by installing a stop sign on the
15 northbound approach of Merritt Drive.

16 No other roadway improvements are necessary to
17 meet the traffic impact requirements of Anderson
18 County. School traffic was the subject of extensive
19 discussion in previous Planning Commission meetings.
20 The October 2024 traffic impact study included this
21 information about Concrete Primary School operations.
22 And I'm going to read this verbatim that was in the
23 study. Concrete Primary School is located on the
24 northeast corner of Powdersville Main and Siloam Road.
25 Based on field observations on September 4, 2024 the
26 queue of vehicles extends beyond the school driveway
27 onto Powdersville Main during both the morning drop off
28 and afternoon pickup times. On the day the site was
29 observed, the cars queued to turn into the school
30 blocked both directions during the morning drop off.
31 During the afternoon pickup, vehicles were queued as
32 far out as the travel lane -- as far out of the travel
33 lane as possible on the eastern shoulder of
34 Powdersville Main, south of the school driveway, well
35 in advance of the release of students. Queued cars
36 encroached slightly on the northbound lane, but did not
37 block it entirely.

38 Additionally, in the afternoon, vehicles assessing
39 the school from the north were queued beyond the
40 southbound left turn lane into the south bound through
41 travel lane, effectively blocking Powdersville Main in
42 that direction. Furthermore, in the event that
43 Powdersville Main to the north of the site is blocked
44 by traffic at the primary school, the additional site
45 traffic that would be shifted to Siloam Road would only
46 increase delay on the westbound approach by point two
47 seconds per vehicle during the a.m. peak hour. That is
48 the end of the quote of the study.

49 It is our understanding that School District 1
50 does have a new elementary school that should reduce

1 the enrollment at Concrete, which will be in place by
2 the time the Reserve at Powdersville Walk is expected
3 to be built out in 2028.

4 That concludes the review of the traffic memo.
5 DAN HARVELL: All right,
6 thank you, Ms. McAbee. We may have more questions for
7 you.

8 TIM CARTEE: Here's the
9 proposed layout for this development. Here's the
10 aerial of the properties. Here's the signage for the
11 public. This project has met the requirements of
12 Chapter 24 Land Use. This is your staff report.

13 DAN HARVELL: Thank you, Mr.
14 Cartee. At this time we'll open the public hearing and
15 invite the owner, developer, engineer, to address the
16 board.

17 MICHAEL CAIN: Good evening,
18 Can y'all hear me now?

19 DAN HARVELL: Yes, sir.

20 MICHAEL CAIN: All right.

21 Good evening, Planning Commissioners, my name is
22 Michael Cain with Toll Brothers. Familiar face, past
23 four years that we've presented over and over again,
24 the Reserve at Powdersville Walk. With me tonight I
25 have the development team, Allen Reid from Impact
26 Design, Chris Grody with Seamon Whiteside. And I have
27 several of the property owners here with me.

28 So again, presenting the Reserve at Powdersville
29 Walk, this is the fourth time that we've come here
30 before you. This time with a revised layout to
31 accommodate some of the concerns that we've seen in the
32 past, as outlined in Ms. McAbee's outline there that
33 she presented, but this time with an additional
34 entrance off of Merritt Drive on the southern end of
35 the site. This will allow for basically two ingress
36 and egress entrances while still adhering to the
37 conservation subdivision ordinance.

38 The site plan, again, has been presented the past
39 several years and over again, we still meet and exceed
40 the Anderson County zoning code for conservation
41 subdivision. Density here is proposed at 1.52 lots per
42 acre. So very low density still proposed. The lots
43 that are here are still larger than the minimum
44 requirements set forth in the conservation subdivision;
45 approximately 9000 to 15,000 square foot lots. The
46 proposed open space meets and exceeds the requirements,
47 showing a 31% of total open space shown versus the
48 requirement of 25% in the conservation subdivision.

49 A unique feature here on this site is the first
50 baptismal pool in Powdersville Walk is still being

1 preserved and will be highlighted in the development.
2 A 50 foot perimeter buffer is established all along the
3 property so no adjacent lots are right up against the
4 perimeter property line.

5 Stormwater was also a comment in the past, and I
6 want to just make sure that you all know that is being
7 handled in various locations strategically throughout
8 the site, and at some point it will -- if this gets
9 approved tonight, this will have to be reviewed by both
10 local and state agencies for civil engineering and land
11 disturbance.

12 Creeks are being preserved within this open space,
13 as highlighted on the preliminary plat. And the
14 traffic study, again, has been an issue for the past
15 few years. And again, continuously gets submitted to
16 Anderson County and SCDOT for their review, and each
17 time they have been approving the traffic study. And I
18 will also note that Toll Brothers has gone above and
19 beyond to implement additional feature -- or additional
20 criteria, such as the time constraint on Powdersville
21 Main. And please keep in mind that we are now adding
22 the secondary ingress/egress point to the south.

23 If you have any specific questions regarding the
24 traffic study, Allen Reid, again, from Impact Design,
25 is here to answer those.

26 Infrastructure continues to be coordinated with
27 all the utility providers for handling the capacity of
28 each service line request for this subdivision. And in
29 order for us to make the additional entrance, we did
30 increase the total lot count since we were here last.
31 But keep in mind that Anderson County's maximum for one
32 entrance is capped at 99 lots.

33 The additional entrance now has a direct route to
34 fire station seven, located at the intersection at
35 Highway 81 and Circle Road. This was a comment
36 previously with the congestion along Powdersville Main;
37 therefore this allows a direct connection to take
38 Circle Road into our development.

39 The second entrance also provides better street
40 networking, which is highlighted in the Anderson County
41 comprehensive plan. The second entrance also provides
42 an alternative route for getting around school traffic
43 concerns. To know Anderson County schools, just like
44 Ms. Brittany mentioned in her report, the Anderson
45 County School District 1 just broke ground on a new
46 school two miles away, called Oak Hill Elementary.
47 Again, two miles directly down the street. And that is
48 to alleviate a lot of the capacity concerns with
49 Concrete Elementary. Anderson County schools noted
50 that when school opens fall of 2026 that it would help

1 alleviate the current school capacities in District 1.
2 Our future residents will not be moving in until
3 2027, after the school has been built out. Residential
4 land use makes sense here, given the surrounding
5 residential uses. And the proposed lots also fit
6 within there, ranging from surrounding lots at 5000 to
7 half an acre in the surrounding community. The
8 proposed -- or, sorry -- the property owners are also
9 here with me tonight, and have allowed Toll Brothers to
10 be the developer and home builder that they have chosen
11 over the past four years. Toll Brothers is a luxury
12 home builder, and we have been -- we have a presence in
13 Anderson County with our communities such as Wrenfield
14 and our upcoming Waterford Point. Our homes in
15 Anderson County are built with high quality materials.
16 No vital -- vinyl siding is proposed here. And our
17 homes range from approximately half a million dollars
18 to a million dollars. Approximately 40% of our home
19 sales actually in Wrenfield were bought by locals in
20 Anderson County.

21 With your consideration tonight for approval, the
22 proposed preliminary plat meets and exceeds the
23 required zoning code, is in line with the comprehensive
24 plan and has given the opportunity to set the standard
25 for the conservation subdivision in going above and
26 beyond the requirements.

27 Our next steps, obviously, would be to meet with
28 local and state agencies as we go through construction
29 plans and adhere to their development standards.

30 If you have any questions before or after public
31 comment, I'm happy to address them. But I would like
32 to turn it over to one of the property owners'
33 representatives here tonight. Unfortunately, she has
34 to step out, but she is speaking on behalf of one of
35 the property owners if she could speak.

36 DAN HARVELL: Okay.
37 MICHAEL CAIN: Thank you.
38 DAN HARVELL: Thank you.
39 KIMBERLY MCCRACKEN: Hey. My name
40 is Kimberly McCracken. I'm speaking on behalf of Gail
41 Keener. She is one of the owners of the property for
42 the Reserve at Powdersville Walk. I am writing to you
43 as a widow, a lifelong servant of Jesus Christ and a
44 dedicated member of this community. As you review the
45 proposal for the development of the land I own, I
46 implore you to consider my request with fairness and
47 compassion, and I ask that you vote in favor of this
48 development. I have lived a long life, and it's not
49 easy for me to ask for help, but I find myself in a
50 situation where I must sell my land to ensure I can

1 continue to live with dignity and security. I have no
2 children to rely on, and my circumstances have led me
3 to this point where selling my property is necessary
4 for my well being. I served this community for many
5 years, and now it is time for me to take the steps
6 needed to care for myself.

7 The development being proposed meets all of the
8 ordinances and requirements set forth by Anderson
9 County. It checks every box and then some. It will
10 bring new high quality homes to the area with low
11 density. It will provide tax revenue for the county,
12 and it will preserve the baptismal site, which I know
13 is important to many people. This development will
14 benefit Anderson County and the community, not take
15 away from it.

16 I understand that there are some voices who oppose
17 this development, and I respect their right to express
18 their opinions. However, the fact that some may object
19 simply because they don't want Powdersville to grow is
20 not a reason to deny this project. Growth is
21 inevitable, and it is something that our county must
22 embrace in order to thrive. This development will not
23 create problems any greater than those caused by the
24 hundreds of new homes that have already been built in
25 this area over the past year.

26 As a widow, I'm asking for your compassion and
27 understanding. I'm asking you to make a decision based
28 on public opinion or pressure from outside interest.
29 I'm asking you to vote based on what is right, based on
30 the facts and based on the ordinances that are in
31 place. I have every right to sell my land, and this
32 proposal is the best and most responsible use of it.
33 You as members of the Planning board, took a pledge to
34 make ethical, fair and informed decisions. I trust you
35 to do what is right and to vote in favor of this
36 development, which will benefit the community, the
37 county, and myself. I urge you to vote to approve. It
38 is in line with all that is required and will ensure a
39 better future for us all.

40 Thank you for your time and consideration.

41 DAN HARVELL: Thank you,
42 ma'am. Any questions at this point from the board
43 before we hear from the citizens?

44 JANE JONES: I have some
45 questions about that second entrance on Merritt Road.

46 MICHAEL CAIN: Yes, ma'am.

47 JANE JONES: Who's going to
48 pay for that road -- are you going to pave that road?
49 I know Merritt's paved down -- I drove down in there,
50 and you'll have to extend it on around behind the

1 cemetery to get to your property, won't you? The road
2 doesn't go that far.

3 MICHAEL CAIN: The cemetery
4 ...

5 JANE JONES: The Siloam
6 cemetery.

7 MICHAEL CAIN: Tim, do you
8 mind pulling up an aerial please? Thank you.

9 JANE JONES: Your property
10 is -- that you're talking about is behind the cemetery
11 there.

12 MICHAEL CAIN: Correct.
13 You're talking about on Powdersville Main, ma'am?

14 JANE JONES: Yes. But the
15 entrance that you've got over on Circle Road, I was --
16 couldn't figure out how -- who's going to pave that
17 road on around your property?

18 MICHAEL CAIN: So we're
19 responsible, and we'll coordinate with Roads and
20 Bridges, but we're going to be paving our section
21 through that linear piece on the south end to tie into
22 Merritt. As far as what happens outside of that,
23 that's got to be coordinated during permitting with
24 Roads and Bridges, correct?

25 JANE JONES: Well, that's a
26 real narrow road there when you turn in on Merritt and
27 there's a number of mobile homes. It's not a mobile
28 home park, but they're single family. They own acreage
29 in there. What's going to happen to those mobile homes
30 through there? Because you'll have to widen that road.

31 MICHAEL CAIN: Again, Mrs.
32 Jones, that will be coordinated if this gets approved
33 tonight -- and Brittany, let me know if I'm speaking
34 out of turn -- but I assume that we would have to
35 coordinate with you on what that would have to entail,
36 correct?

37 JANE JONES: Well, I was
38 just asking what your plan was for paving that road.
39 Are you going do it or the highway department?

40 MICHAEL CAIN: We're going to
41 pave what's shown on the plat up to the intersection at
42 Merritt Drive and road access B that Ms. Brittany
43 mentioned in her report. Beyond that, again, that's
44 what I'm saying, is that -- do we -- we would
45 coordinate during permitting; correct?

46 BRITTANY MCABEE: He is correct
47 that he is responsible for building the new road that
48 will access Merritt Drive. But the amount of traffic
49 that they are sending on Merritt Drive does not warrant
50 any kind of improvements to Merritt.

1 JANE JONES: Well, two cars
2 can't really pass each other on that. But I was just
3 curious about what was going to happen to that road in
4 the -- if you -- are going to have to buy more right-
5 of-way on that road to widen it or you don't have --
6 that's going to be a later concern? Okay, you answered
7 my question. You answered my question.

8 MICHEL CAIN: Sorry, yeah.
9 Again, the traffic study warranted what was required to
10 what Ms. Brittany just said. So we're only responsible
11 up to the intersection. Beyond that, again, in the
12 future, I don't know, I can't speak to that, because we
13 don't know what, what could happen. So I don't, I
14 don't have an answer off site, but we are, we are
15 making an improved road within our site that would
16 connect all the way over to Powdersville Walk or
17 Powdersville Main.

18 JANE JONES: Well, just,
19 just looking at it, the people that live in your
20 subdivision are going to go to Powdersville Main,
21 because that's going to be -- that other entrance is
22 going to be really long to get around. And it's -- my
23 question was, you know, the condition of the road. But
24 you answered my question.

25 MICHAEL CAIN: Okay.
26 STEVEN GILREATH: How many lots
27 were on the first -- on the previous attempt when you
28 came -- when you presented the last time?

29 MICHAEL CAIN: Eighty-nine,
30 with one curb cut off of Powdersville Main.

31 STEVEN GILREATH: Eighty-nine
32 lots.

33 MICHAEL CAIN: Yes, sir.

34 JANE JONES: They added 60
35 to it. And it's 149 now.

36 DAN HARVELL: Any other
37 questions of the developer? All right, hearing none.
38 We may call you back, sir.

39 MICHAEL CAIN: All right.
40 Thank you.

41 DAN HARVELL: All right.
42 First citizen signed up is Walter Eikner.

43 WALTER EIKNER: Hi. My name
44 is Walter Eikner. I live at 402 Powdersville Main.

45 And the traffic study seems to focus on the Siloam
46 side where the entrance is, but doesn't address the
47 throughput on Powdersville Main from Othol Court all
48 the way back to Cooper is only two lanes, and if
49 there's one lane of traffic sitting in it, they're
50 driving through mine and my neighbor's yards.

1 forward and state your name and address, please, sir.
2 JEFF WILSON: My name is
3 Jeff Wilson. I live at 250 Courtney Street. I'm here
4 to represent Anderson School District 1. I'll just
5 have to say -- and Anderson County Sheriff's Department
6 can back me up -- Powdersville Main is the worst school
7 traffic road in the entire county. It continues to be
8 -- the county -- I get calls almost every week. The
9 sheriff's department gets calls every week.
10 Unfortunately, we're backing up that road, and it's a
11 standstill in the mornings, it's a standstill
12 afternoon. We've had lots of accidents there. True,
13 we are about to take 300 kids out of that 800 student
14 -- but we had the same issues when there were 600 kids.

15 Our projections -- there's already 1000 homes in
16 Powdersville approved. Our projections, Concrete will
17 be back at 800 within five years. So the problem is
18 not going to be solved here with us building a new
19 school. So that is not the answer.

20 We are very concerned. We've looked at the
21 possibility of widening, doing those. We've not gotten
22 any of that approved by DOT. They're not interested in
23 turn lanes and widening of that road. So we don't have
24 an answer to that. It is by far the worst traffic area
25 for schools in the entire county. So not even to get
26 into the students that it's going to be bringing into
27 the Concrete area, those -- every one of those kids
28 would go to Concrete. So we're projecting about point
29 seven -- in the Powdersville area, about point seven
30 kids per household. Nation, it's about point three
31 four. But if you build a house in Powdersville or
32 Wren, families are going to buy it. We have great
33 schools in this county, and we're not seeing -- you
34 have folks come before you all the time that say,
35 older folks are going to move in these homes. They're
36 not going to move into a home right across from
37 Concrete Elementary. They're going to be -- which is
38 about to become a full elementary school.

39 So we oppose it for lots of reasons, mostly the
40 safety of that road. We are very concerned, and we've
41 not been able to fix it, nor have we got the state to
42 be able to help us to do some things to that road, to
43 help us.

44 So the school district is opposed to this. Thank
45 you.

46 DAN HARVELL: Thank you.
47 Next is Mark Booth.

48 MARK BOOTH: Thank you for
49 your time this evening. My name is Mark Booth. I live
50 at 136 Benton Park Drive. The Benton Park subdivision

1 is 73 homes that back up to the southern border of this
2 proposal. I actually share a property boundary with
3 this proposed development.

4 I couldn't agree more with the comments about
5 traffic. If you've driven down Circle Road more than
6 once in a blue moon, it's like an unimproved road. The
7 shoulder is terrible. If your tire goes off, your
8 whole car is going off, and good luck on keeping your
9 tires. It's terrible. You're -- we're going to need a
10 additional turn lane where it meets Highway 81. This
11 traffic coming out of the development at Siloam Road,
12 you're going to need a traffic light right there just
13 to handle the school. And then the church also has a
14 preschool and a cooperative home school there. And
15 then you're going to need another light at Siloam Road
16 and 81 to get that -- help bleed all that traffic out
17 of the area. As far as water, REWA owns the pump
18 station that -- or the lift station that handles our
19 neighborhood. I'm going to give him a second.

20 WILLIAM MOORE: Me too,
21 sweetie.

22 MARK BOOTH: REWA runs the
23 lift station that handles our 73 home sites. We've
24 heard that this new development will be feeding into
25 the lift station in my community. Who's going to cover
26 the access to that, the damaging of the woodlands that
27 are part of our HOA owned property? Can this lift
28 station even handle another 149 homes? And the 149
29 homes is more residential properties than there
30 currently are on Powdersville Main road. You will
31 double the residential traffic by 100%. The area
32 cannot handle it.

33 I've been in law enforcement 30 years. I wouldn't
34 want to deal with all the stuff going on right there.
35 If you bring in 100% more homes, it's just untenable.
36 I would wonder what Sheriff McBride's feelings are on
37 the development there.

38 I've got so many points from so many neighbors
39 that are very concerned about all this. Would an
40 alternate plan be considered? Turn it into a green
41 space, the green initiative from 2016 that the
42 committee signed. Could we turn it into a park and
43 sports fields and name it after the property owners.
44 And still compensate them in some way, but do something
45 that's beneficial to the whole community. And, you
46 know, give us another place to gather.

47 And as far as during the development phase, in the
48 runoff down into the unnamed creek that goes to Brushy
49 Creek that goes to Saluda River, have any environmental
50 authorities been consulted on that? DHEC, EPA? Just a

1 lot of things to be considered before, I think, this
2 goes to a vote. The retention pond that's in Benton
3 Park, is that going to be shared with the new
4 community? Is that going to be re-engineered? Who's
5 going to cover the cost of that? If we have problems
6 with the lift station or the retention pond, who do we
7 get in touch with about that? Is that going to be our
8 HOA or their HOA? Is that going to be the county?

9 HENRY YOUMANS: Time.
10 DAN HARVELL: Thank you.
11 MARK BOOTH: Thank you.
12 DAN HARVELL: Next is Travis

13 Dupree.

14 TRAVIS DUPREE: Good evening,
15 commission, Travis Dupree, 119 James Lake Way.

16 So I'm a little conflicted with this, because I'm
17 actually in the development industry. I work for a
18 water and wastewater utility provider in North Carolina
19 and South Carolina. I have 20 years of experience in
20 this industry, including 13 with the city of North
21 Myrtle Beach, which I would review and approve these
22 type of site plans and give my recommendations to the
23 Planning Commission for the city.

24 This particular area where this is going is really
25 stressed right now, as the gentleman said from the
26 school district. The roads leading up to Powdersville
27 Main from Three Bridges and from the other direction of
28 153 is completely a disaster in the morning, in the
29 afternoons. And then on top of that, there are no
30 sidewalks in the area. There's no pedestrian
31 capability from basically 153 all the way south in any
32 way, shape or form, unless you're going down Highway
33 81. So if you want to try to traverse over to, let's
34 say, Concrete Elementary, you don't have a way to do
35 that from 153 or to make your way over to the high
36 school, elementary school, middle school and so on.

37 So I just wanted to basically look at it from the
38 point of view of being a professional engineer in the
39 state of South Carolina and North Carolina. I think
40 there's opportunity here, but I just can't see how you
41 can put 149 homes into this small of a space.

42 Now, if you could look at reducing it to 50 homes,
43 it probably would make sense. There still would need
44 to be roadway improvements, because at the end of the
45 day, for instance, Merritt Road that was being talked
46 about, if you look at that road, that road is not to
47 today's standards. Circle Road when you entered it --
48 when you use that road to get access to 81, it's a
49 nightmare. In fact, during recent elections,
50 preliminary elections, that road was so backed up

1 because people were trying to get to the library. Now,
2 obviously that's not -- doesn't occur every day.

3 Then on top of that, our medical resources are
4 stretched. In fact, I saw as recently as last Friday,
5 during the football game, it took up to 20 minutes for
6 the medical -- the paramedics to get there. So
7 obviously, they're trying to cover a big area, and
8 there's just not enough of them to do it. So between
9 public safety, pedestrian traffic, roadway, even
10 including the stormwater, possibly, there's just not
11 enough resources currently.

12 DAN HARVELL: Thank you.

13 Next is Victoria Henson.

14 VICTORIA HENSON: I have some
15 documents here. I have some documents here.

16 DAN HARVELL: Staff will
17 give those to us.

18 VICTORIA HENSON: My name is
19 Victoria Henson. I live on 111 Homestead Road, which
20 abuts with Merritt Drive.

21 And I'm here to specifically address some of the
22 dishonesty surrounding Merritt Drive. The first thing
23 you'll see there is the postcard we received. The plat
24 number is wrong. It leads to an address in Belton, and
25 the exit on Merritt Drive is not noted on the postcard.
26 And I talked to some people who didn't even know there
27 was going to be a new exit onto Merritt Drive.

28 The traffic study that Ms. McAbee noted was August
29 15, which predates the addition to Merritt Drive. I
30 don't believe there's been an adequate road study done
31 for that, because it is a local residential road. It
32 shares an entrance with Homestead Road. They do not
33 have separate entrances, so when two cars pull up to
34 them, one of them has to give the other the right of
35 way. There's -- that would have to be changed
36 significantly. With an increase in traffic that will
37 cause many, many wrecks. And I almost got into one
38 today pulling out of my own road on Homestead.

39 And it's been mentioned that it's a relief for the
40 Concrete traffic. So when that traffic is blocked, all
41 of it will come to Merritt Road, which is a local road.
42 People walk on it. People play on it. There's
43 children in the neighborhood. There's no room for this
44 traffic. You can turn left onto Merritt to go onto 81
45 or you can turn right and circle around onto Homestead,
46 which is what many people will do when they are unable
47 to turn left. Homestead is a single lane road. And
48 you'll see on page two that many large trucks come down
49 that road and take up the entire road. There's no room
50 for traffic on that road. I have to pull off into the

1 grass anytime a large truck comes by.
2 And page one as well will show you the adjoined
3 entrances of Merritt and Homestead. Merritt Road is
4 also only 496 feet long, so you're going to get about
5 10 cars maybe once they start pulling out to go pick up
6 their kids from school, and then that's going to be
7 jammed. And they're not going to be able to turn left
8 onto 81 because that's already a problem coming out of
9 Homestead and Merritt and anybody trying to get out
10 during rush hour traffic.

11 So I would request the council do -- request a
12 more extensive traffic impact study, not only on
13 Merritt Drive, but on Homestead Road.

14 DAN HARVELL: Thank you.
15 David Woodson.

16 DAVID WOODSON: My name is
17 David Woodson. I live at 558 Powdersville Main.

18 My sister and I own 42 acres of this land that's
19 being proposed for the subdivision. I live directly in
20 front of the school, and I can go in the morning, which
21 I go to work, have no problem going right or left. In
22 the evening, my wife leaves and goes to pick up -- get
23 kids at Clemson and then at Fort Shoals, and she leaves
24 at the busy time and has no problem leaving.

25 The land we've been selling is 103 years old in
26 our family. We had it appraised in 2016 and the
27 highest value for it is a single family residential
28 homes.

29 It's a conservation subdivision, and 31% of the
30 land will not be developed. There will be a buffer
31 around the margins of this, and trees will be left
32 between the development and the existing subdivisions.
33 And that space, if you have measured it out, and it's
34 equal to a five car garage, so 50 feet is a pretty good
35 distance between that and the existing people.

36 There will also be -- the branch that goes down
37 the side of that land will be not bothered; it will
38 continue to go to the ponds or below it.

39 And the Planning Commission has ethics and sworn
40 to follow them. I ask you to approve this subdivision.
41 This is the fifth proposal we've presented in gradually
42 trying to change things which would fit in with the
43 community.

44 People complain about the traffic. Powdersville
45 Main has become a cut-through there, people coming as
46 we found out. We've had, since I started -- my sister
47 and I tried to sell, we've had over 19 single family
48 subdivisions and developments with 1600 lots and four
49 town house developments and 350 attached family units.
50 Toll Brothers has now been able to develop a second

1 entrance off of Merritt road. The new elementary
2 school will help reduce the flow in Concrete. The
3 traffic study has been done with both entrances, and
4 they both meet the codes. I just ask you to seriously
5 consider approving the subdivision. There's no reason
6 that I can see that the development would not be
7 approved and go through. Thank you.

8 DAN HARVELL: Thank you,
9 sir. That completes the citizens comments, so we'll
10 close the public hearing. Do we have any comments or
11 questions from the board at this time? Ms. Jones.

12 JANE JONES: I guess it's
13 been stated that this is the fourth time we will have
14 voted on this project. It was rejected three times,
15 and the number is -- has been increased by 60 houses
16 for this proposal. I just wanted to make sure we're
17 all on the same page.

18 DAN HARVELL: All right.
19 So, and just to reiterate that, we've gone -- we've
20 added 60 more houses due to a -- due to another
21 entrance/exit, correct?

22 JANE JONES: Correct.

23 DAN HARVELL: All right.
24 Anyone else? All right, hearing none, I'll entertain a
25 motion to approve or deny this, as stated. Do I hear a
26 motion?

27 JANE JONES: I make the
28 motion to deny the project based on the reasons that
29 have been given. The main thing is the insufficient
30 infrastructure, and that consists of the schools and
31 the fire and the roads. You know, the fire department
32 would have to cover this, the volunteer fire
33 department, and the sheriff would have to. And you
34 know, the highway department doesn't have the staff to
35 come up and man the traffic after the schools up there.
36 And we just don't have the infrastructure to take on
37 anymore, considering what we've already approved in
38 that general area. So my motion is to deny.

39 DAN HARVELL: Okay. Motion
40 to deny by Ms. Jones. Do I hear a second to deny? Do
41 I hear a second for denial?

42 DAVID COTHRAN: Second.

43 DAN HARVELL: We have a
44 second from Mr. Cothran. Any discussion amongst the
45 board at this time? Hearing none, I'll call for the
46 vote. Those in favor of denial, please raise your
47 hand. That would be Ms. Jones, Mr. Grant, Mr. Cothran,
48 Harvell and Mr. Gilreath. Those opposed to denial, Mr.
49 Moore and Mr. Burdette. So ordered.

50 All right, moving on to item 8(E), and I believe

1 Commissioner Moore, you're excusing yourself.

2 WILLIAM MOORE: Yes, sir.

3 DAN HARVELL: Okay, let the
4 record show that Mr. Moore is leaving at this time.

5 All right, single family subdivision, Shady Grove,
6 Holliday Dam Road, tax map number 273-00-08-026. This
7 is in County Council District 7. Staff.

8 HENRY YOUMANS: Mr. Chair, 76
9 property owners were, within 2000 feet of the proposed
10 development, were notified by postcard of the proposed
11 development. Subdivision name is Shady Grove. It's a
12 single family development. The applicant is Shady
13 Grove Land Company, LLC. Glenn Associates and
14 Surveying is the survey engineer. And the access is on
15 Holliday Dam Road, 4.2 miles north of Honea Path.
16 Council District 7. Land use is residential.

17 Previously, this development, when it started, at
18 that particular time, you could develop up to seven
19 lots without having to come before the Planning
20 Commission, and that is what was done earlier. So they
21 are requesting to do three additional lots to complete
22 out that parcel that they are developing, and that's
23 the only thing that they want to do, is develop those
24 three lots. Zoning is R-A. Tax Map number is there
25 for your reference. It's 7.69 acres, number lots of
26 three. No variance or traffic impact study was done.

27 This is the survey of the area next to the prior
28 development and the remaining part of that parcel,
29 showing the lots that they want to finish with this
30 subdivision.

31 This is the tax map aerial showing the exact
32 location of those lots. The previous lots on the left
33 are the seven that were done before. The three are the
34 proposed lots that are before your -- before you
35 tonight for approval. And that is the remainder of the
36 parcel.

37 This is R-A zoning, as previously stated. That is
38 the proposed sign for the subdivision. This project
39 has met the requirements of Chapter 24 Land Use. And
40 this is your report.

41 DAN HARVELL: Okay. Thank
42 you. At this time, we'll hear from the owner,
43 developer, engineer. Anyone here to represent the
44 owner, developer, engineer? Okay, hearing no one,
45 we'll move to the citizens comments. Mr. Jim Taylor is
46 first.

47 JIM TAYLOR: Good evening,
48 Chairman Harvell, good evening members of the Planning
49 Commission. My name is Jim Taylor. I'm a resident of
50 Honea Path. I live at 201 Sunset Drive, and I've been

1 a lifelong resident of Honea Path. But I'm also the
2 only sole general partner of the John C. Taylor, Jr.
3 Family Limited Partnership, which is in Friendship
4 community. And it's in Friendship community where this
5 property abuts Holliday Dam Road, which is one of the
6 roads involved. And also, for the record, I have two
7 sons that live on Shady Grove Road, which goes in front
8 of this same property that you have there. Also worthy
9 of note, Senator Mike Gambrell lives right off Shady
10 Grove Road, too, very close to this proposed
11 development.

12 I'm only coming before you today just to make sure
13 you bear in mind we need to always observe and have
14 measured growth within the county of Anderson. I've
15 just returned from an extended trip in Pennsylvania,
16 and up there I've seen the effects of unbridled growth
17 and high density population, which we absolutely do not
18 want here.

19 Whatever we set our hands to on the county level
20 or on the city level, we need to make sure that it is
21 methodical and it is well thought out, as I'm hearing
22 you express your versions of what your concerns are
23 tonight. And I'm going to ask that you bear that in
24 mind when you consider other friends, because we have a
25 lot of people here from the community of Friendship
26 community.

27 And I have been blessed in my 75 years here on
28 earth to share my life with a lot of these people. And
29 I bear and ask you to hear them out and hear our
30 concerns. Make sure, whatever you decide or set your
31 hand to, that we have well regulated, reasonable growth
32 for Anderson County.

33 I appreciate your time. Thank you.

34 DAN HARVELL: Thank you,
35 Mr. Taylor.

36 Mr. J.L. Leak.

37 JAMES LEAK: James Lewis
38 Leak. I live at 3814 Shady Grove Road, which is just
39 kind of catty corner to the property in question.

40 The friendship community is a rural community, and
41 if you'll recall, several years ago, we requested the
42 R-A zoning to maintain that character of the community,
43 to help through that. The number of houses he wants to
44 put in on this land does not really set with the rural
45 community. Some other land, some of the Taylor land,
46 has been developed, and they did it to where it
47 maintained the rural feel. They did five acres, 10
48 acres, whatever, with houses spaced far apart.

49 On this land, he's already put three -- built
50 three houses, and he's going to have to flag pole a few

1 of his lots to get more houses in. He has additional
2 land below this, which we are sure that once he gets
3 this, that he'll come back and request more houses.
4 And it just does not fit with the community to have
5 houses put in there like that, like it would if it were
6 closer into a city.

7 Another concern is the roadway. Most of these
8 properties are going to front on Holliday Dam Road,
9 which is for all practical purposes a farm road that's
10 never been updated. It's narrow. There's a pretty
11 significant curve along the property where these lots
12 would be egressing that road. There's also a hill. So
13 there will be site distance issues with that. And it's
14 just a lot of traffic through there now of transverses
15 from Honea Path to Greenville and back. So the road is
16 already stressed. And putting -- there's a possibility
17 he could put up to about another 30 houses on all the
18 land he has there. And that's really going to stress,
19 especially in this particular zone of the roadway. And
20 the smaller lots -- there's no sewer in that area. So
21 if we ever have sewer issues with any of those houses,
22 there's no redress that you can accomplish with it
23 because they're on small, you know, smaller lots, and
24 there's no sewer for them to tie onto. And I'm on the
25 fire department there, and we're already stretched
26 thin, and this is just going to be more for us to have
27 to contend with.

28 And we just -- we're just kind of opposed to it as
29 -- a few houses there is fine, but a lot of houses in
30 there just does not sit well within the community, as
31 far as the character. Thank y'all.

32 DAN HARVELL: Thank you.
33 Next is Norlene Leak.

34 NORLENE LEAK: I live with
35 him. 3814 Shady Grove Road. Like Louis just said, our
36 zoning is R-A. And I just don't see where 36 acres of
37 tract homes is going to fit in with our community. We
38 basically don't have any infrastructure, with the
39 exception of public water, and we have internet. So
40 like he said, Holliday Dam Road is a narrow road.
41 There's no shoulder. I don't think they've done
42 anything to it since we've lived there since 1991
43 except fill a few potholes here and there.

44 I did have one issue with your criteria on the
45 sign. The sign is on the, on the tax map, but it is on
46 the opposite end from where he's putting these lots.
47 So it's in a very obscure place. The reason that we
48 notice it is because when we go to Greenville, we drive
49 that way. But nobody on Shady Grove Road would have
50 known what was going on, you know, if we hadn't

1 communicated.

2 And I was involved when we zoned that area R-A,
3 and at that time, there were no, no flagpole lots
4 allowed. I don't know when that changed. But I served
5 on the Citizens Advisory Committee when we had that for
6 20 years, and it did not change during the time that I
7 was on that committee. So I'm questioning, you know,
8 the flagpole lots.

9 And I do have a petition here that I've collected
10 about 300 names. I did some of it online, and I did
11 take off the dozen or so names that I knew were not
12 people from the community. There are people on this
13 list that I know live on Shady Grove Road. If your
14 phone locations are off, it skews it a little bit. It
15 might show up as like Greenwood or Pelzer or something
16 like that, just depending on how they have their phone
17 set. But I do believe that I have 300 legitimate
18 signatures that are opposed to the subdivision.

19 And again, Honea Path has very little capacity for
20 sewer, so I just don't see that we have the
21 infrastructure to support the subdivision.

22 And I do appreciate your time.

23 Would somebody like to take this?

24 DAN HARVELL: Yes. Please
25 submit that. We'll take a look at it.

26 JANE JONES: She mentioned
27 36 lots. My paperwork is showing three.

28 MARLENE LEAK: I said 36
29 acres, 36 acres.

30 DAN HARVELL: Yes, Mr.
31 Cothran.

32 JANE JONES: My information
33 says 7.69 acres and three lots.

34 MARLENE LEAK: Yeah, but the
35 track -- the whole tract is 36 acres. He's built three
36 houses. He's asking for three more. Now, just
37 tonight, we found out that there's another three. Now
38 he's got 10 lots instead of the three original houses.
39 So my -- I guess the indications are that he's going to
40 fill that up if, you know, if he's allowed to.

41 DAN HARVELL: Okay.

42 DAVID COTHAN: It's been a
43 long night. Let's clarify this.

44 DAN HARVELL: Speak to the
45 microphone, if you would.

46 DAVID COTHAN: Sorry. 7.69
47 give or take acres. Three lots is the request. No
48 variance is requested. It is zoned R-A. I just want
49 to clarify for us and for anyone, if we could just
50 specify what does R-A allows, and is this anything

1 outside of what the RA zoning would allow?
2 DAN HARVELL: Staff.
3 MR. YOUMANS: Mr. Chair,
4 it's just for the three lots. And the three lots of
5 the combined acreage of that 7.64 acres. He's only
6 here because the previous seven lots that he did
7 without having to do Planning Commission approval was
8 allowed under the particular ordinance at the time.
9 So now he's coming back for three lots to finish
10 what he initially started. And under R-A zoning, what
11 is required now are 50 foot setbacks. So he's only
12 allowed to do 50 foot, 50 foot setbacks for those three
13 lots for R-A. Any additional development that he would
14 have to do or wanted to do would have to come before
15 the Planning Commission.
16 So the only thing we're concerned about tonight is
17 those three lots to complete what he initially started.
18 DAN HARVELL: So just to
19 clarify, this does not violate the R-A intent?
20 HENRY YOUMANS: No. Matter of
21 fact, it is more stringent now because of the new
22 regulations of R-A.
23 DAVID COTHRAN: Okay.
24 TIM CARTEE: Mr. Chairman,
25 let me just add to that, depending on if Council --
26 well, the commission denies it, the applicant can come
27 back within three years at staff level, and he can go
28 up to four lots after three years. That's in our
29 ordinance.
30 DAN HARVELL: All right, and
31 I'll -- I would be doing this. Let me, let me defer my
32 questions until after the citizens have spoken.
33 Holly Springer is next.
34 HOLLY SPRINGER: Thank you for
35 listening. My name is Holly Springer, and I've lived
36 at 3716 Shady Grove Road for 15 and a half years.
37 In that amount of time I've seen the traffic
38 increase tremendously, to the point where four people
39 have driven through my pasture fence, taking down
40 telephone poles and destroying my fencing. There's
41 nothing to stop people from 247 to 76.
42 My greatest concern with any development out there
43 would be that the amount of traffic would create more
44 congestion, more traffic accidents. It is a state
45 road. I did confer with a state trooper who came out
46 the last time, which was about three months ago, and I
47 said, what can we do about the traffic situation here?
48 He said -- I said, what about speed bumps? He said,
49 you can't put speed bumps down on a state road.
50 My understanding was that this developer was going

1 to put in more housing than what it apparently right
2 now sounds like. That was what I was preparing to
3 address. But at this point in time, I just want to
4 make known that the traffic situation on Shady Grove
5 going right up to Holliday Dam, because I'm very close
6 to that road as well, is, is not -- it's not a good
7 situation right now.

8 DAN HARVELL: All right,
9 thank you.

10 HOLLY SPRINGER: That's all I
11 had to say. Thank you.

12 DAN HARVELL: Next is Bud
13 Black.

14 BRAD BLACK: Brad Black.
15 DAN HARVELL: Pardon?
16 BRAD BLACK: It's Brad
17 Black.

18 DAN HARVELL: Oh, Brad, I'm
19 sorry.

20 BRAD BLACK: I live at 731
21 Holliday Dam Road. I'm kind of right in the middle of
22 this mess.

23 Just a little history on this land. This land was
24 family owned land. My grandfather owned this land.
25 100 years it was farmland. The land got sold out from
26 under the family without us even being asked about it.
27 I have lived at 731 Holliday Dam Road for 42 years. I
28 built my house there. My granddaddy give me the acre
29 of land. And I'm opposed to -- there's three houses
30 there on the land now. In my opinion, there's three
31 too many. Thank you.

32 DAN HARVELL: Thank you,
33 sir. Next is Zachary Kennedy.

34 ZACHARY KENNEDY: Hey, there.
35 Zachary Kennedy, 735 Holliday Dam. I live in the house
36 that I think Mr. Brad was born and brought to.
37 My family, my wife and I and my three kids moved
38 from Greenville. We lived in a townhouse there, and we
39 own a business in Easley, but we decided to plant our
40 roots and live here in Anderson County.

41 One of the big reasons that we decided to live
42 here, and not just here but in that home, is because of
43 how it's situated. We also have decided to home school
44 our three children. So our home is not just where we
45 live, it's where we educate our children.

46 And if you don't mind, if it's possible, hopefully
47 it won't cut to my time. Can we pull that aerial view
48 up again? That's the first time I've seen that.
49 Because, if I'm not mistaken, one of these, I guess,
50 flag homes I want to say, is that -- I think that may

1 be right in -- okay, so that's right on the other side
2 of his house. So are we looking at two flag homes
3 total for this, this next -- okay. Because it is my
4 understanding that two is the maximum, until you get up
5 to 20 in a subdivision, and then it's 10%.

6 My guess here is that this gentleman is, is what I
7 would say, boiling the frog, with you guys, with us,
8 is, well, let me do three and, well, let me just do two
9 more. And then it's going to be, well, let's just
10 change the zoning a little bit and, and before you know
11 it, we're going to end up with what my children six
12 months ago were looking at in the morning, which was
13 cows and a donkey and a nice, safe, not Greenville
14 where we lived, and it's going to be, crap, now we've
15 got to put our house up and move, because this has now
16 become what we ran away from.

17 So I'm vehemently opposed to this development so
18 close to now that I see two -- you know, just on the
19 other side of Mr. Brad's house there -- two more
20 houses, which I believe to be just the start of filling
21 up that space back there. Thank you.

22 DAN HARVELL: Thank you.

23 Next is Greg Candler.

24 GREG CANDLER: My name is
25 Greg Candler.

26 Unless there's something wrong with my speedometer
27 in my truck, it's five miles to Honea Path, and I could
28 be wrong, to the city limits. But these housing
29 developers coming in and buying all this property, this
30 is a rural area, and these people -- we don't want this
31 in our community. I live right across the creek. And
32 you know, these developers are like car salesmen. They
33 don't care nothing about the people in the community.
34 And I really feel y'all's grief on y'all's job. I've
35 never been involved in anything like this. But like
36 they say, and he'll come back and want to put more.

37 But I don't agree with it, because it's a rural
38 area, and even though it's starting off with bigger
39 lots, like the old lots we had in the 70s and all with
40 acre lots and all, but I don't agree with it.

41 But on another note, for y'all's information, I'm
42 in the tire business in Piedmont on Highway 86. And I
43 heard the discussions in Powdersville. My daddy drove
44 a wagon down that road in the 40s. You cannot get in
45 and out up there. There's 500 and something going
46 behind my store. And a guy told me the other day,
47 between 85 and 25 there's 10,000 homes being built.
48 The sheriff's a good friend of mine. The county can't
49 handle it. We don't have enough officers. These
50 little tract homes that come in, what I've been

1 listening to all night for a quarter of an acre, to put
2 160 houses. If y'all want it to be like New York City,
3 that's what it's going to be. Because -- and these
4 houses, I've took pictures of them right behind my
5 store, and in two weeks they go from the ground to in
6 the dry, and they ain't worth a hoot. They're going to
7 be like the trailers were in the 90s.

8 So I just wanted to share that with y'all, because
9 it's done got out of hand with these developers,
10 because they don't -- there's another 145 acres just
11 got sold right there in Anderson County behind my
12 store, too. So they'll probably be coming to y'all to
13 build more stuff there.

14 So our roads can't handle it. If I pull out to
15 test drive a car, I have to sit there 15 minutes just
16 to get out. It don't matter what time of day, because
17 nobody works no more. So I feel sorry for y'all and
18 y'all's job, but if it was me, I'd say no, unless
19 they're going to put them on one acre lots or one and a
20 half acre lots. We don't need that stuff because we
21 can't -- the county can't handle it, period. Thank
22 you.

23 DAN HARVELL: Thank you.

24 We have one more citizen signed up, but he lists
25 his address as Dixon Road. I believe it was a Mr.
26 Julian. So I believe that was a confusion of signing
27 up on the wrong sheet.

28 So anyway, that ends the public hearing. Are
29 there any questions for the staff before we call for a
30 motion to -- I mean the board, before we call for a
31 motion to approve or deny this? All right, hearing
32 none, I'll call for a motion. Do I have a motion to
33 approve or deny? Even if only for the sake of
34 discussion.

35 JANE JONES: I'll make the
36 motion to deny the project.

37 DAN HARVELL: Okay, we have
38 a motion for denial by Ms. Jones. Do we have a second?

39 DAVID COTHAN: I'll second.

40 DAN HARVELL: We have a
41 motion to deny, seconded by Mr. Cothran. Discussion
42 amongst the board, or any statements to make?

43 DAVID COTHAN: Just a
44 question. Is this, is this any -- what is this in
45 relation to the airport, and when we talked about that
46 project so far back? Is this the same --- it's not the
47 same? Totally different.

48 STEVEN GILREATH: Seven or eight
49 miles.

50 DAVID COTHAN: That's what I

1 thought. I just wanted to make sure.
2 DAN HARVELL: Okay, the
3 pilot on board says seven, eight miles. Yeah.
4 DAVID COTHRAN: I mean, I was
5 educated at that meeting, that there was even an
6 airport up there. But I was trying to find it on my
7 Google maps, and I said -- I knew it was in that
8 vicinity, or somewhere up there.
9 STEVEN GILREATH: I can't read
10 the lot size. Is it two and a half acre? Or is that
11 207? And while we're looking at this, staff, can -- he
12 can keep going back, Tim, and adding lots up to four?
13 He can do three in-house.
14 TIM CARTEE: If the
15 commission denies his request tonight, then three years
16 from now, he can come back and ask for four. And
17 that's at staff level. He does not have to have
18 commission approval.
19 STEVEN GILREATH: So he can do
20 that in-house at the county?
21 TIM CARTEE: That's
22 correct.
23 FEMALE: Question. Why
24 was there four lots on the, on the aerial? The three
25 original lots, but then there was more.
26 STEVEN GILREATH: Our
27 information just says three lots.
28 DAN HARVELL: Our
29 information says three. And I have a question for the
30 staff, possibly the county attorney. Can you clarify
31 where we are with flag lots now compared to where we
32 used to be?
33 ALESIA HUNTER: Mr. Chairman,
34 that requirement has been changed, updated, so there's
35 no limitation on the flag lots.
36 DAN HARVELL: That's what
37 I'm asking.
38 ALESIA HUNTER: That's just a
39 spacing requirement for site distances.
40 DAN HARVELL: Okay, so it's
41 only spacing. It's not the limitation flag lot?
42 ALESIA HUNTER: That's
43 correct. It used to be ---
44 DAN HARVELL: Yes.
45 ALESIA HUNTER: It used to be
46 limitation.
47 DAN HARVELL: All right.
48 HENRY YOUMANS: Mr. Chair.
49 MALE: Everybody in
50 the community was telling me that these houses went on

1 market at \$520,000. They're down to 360 now. So that
2 tells you a little bit about the integrity of these
3 builders.

4 DAN HARVELL: Okay, thank
5 you. Thank you, sir. All right. We have a motion and
6 a second. Any other discussion amongst the board or
7 questions before ---

8 ALESIA HUNTER: Mr. Chair?
9 DAN HARVELL: --- we vote?
10 Yes.

11 HENRY YOUMANS: Just to
12 clarify the question. Lot eight is 2.82 acres. Lot 10
13 is 2.67 acres. And lot nine is 2.2 acres. So all of
14 the lots are over two acres.

15 DAN HARVELL: All right,
16 okay. All right, thank you, Mr. Youmans.

17 All right, anything else from just the board? All
18 right, let's vote. We have a motion to deny. Those in
19 favor of denial, please raise your hand. You have Ms.
20 Jones, Mr. Cothran and Harvell. Those against denial,
21 please raise your hand. And that would be Mr.
22 Burdette, Mr. Gilreath and Mr. Grant. And that is a
23 tie vote. Mr. Attorney, it's a tie vote.

24 JORDAN THAYER: (Inaudible.)
25 TIM CARTEE: Mr. Chairman,
26 if I may ---

27 DAN HARVELL: Yes, sir.
28 TIM CARTEE: The recent
29 changes on the ordinance, if it is a tie, excuse me, it
30 will be placed back on next month's agenda for either
31 an approval or a denial.

32 DAN HARVELL: Okay, all
33 right. All right, so that settles that one. Kind of.

34 All right, we have no public comments on non-
35 agenda items. Is there any other business to attend to
36 at this time? If not, do I have a motion and a second
37 to adjourn?

38 DAVID COTHRAN: Motion.
39 DAN HARVELL: Motion by Mr.
40 Cothran to adjourn. Second from Mr. Grant. All those
41 in favor leave.
42
43

MEETING ADJOURNED AT 8:55 P.M.

Anderson County Planning Commission

December 16, 2024

6:00 PM

Staff Report – Preliminary Subdivision

This development was previously denied on 8-13-2024.

314 property owners within 2000' of the proposed development were notified via postcard.

Preliminary Subdivision Name: Acorn Glen
Intended Development: Single Family
Applicant: DRB Group
Surveyor/Engineer: Gray
Location/Access: Rogers Rd. (County)
County Council District: 7
Surrounding Land Use: Residential
Zoning: Un-zoned
Tax Map Number: 218-00-21-044
Number of Acres: +/- 14.20
Number of Lots: 30
Variance: No

Traffic Impact Analysis:

Rogers Rd. is classified as a major rural collector with no maximum average vehicle trips per day.

Per Anderson County Ordinance No. 2024-042, Chapter 24 Land Use, this is your report for this proposed development.



Development Standards Subdivision Plat Application

Anderson County Code of Ordinance
Chapter 24 Land Use

Scheduled Public Hearing Date: 12-10-24

Application Received By: ME

Date: 10-25-2024

DS Number: 24-15A

Thank you for your interest in Anderson County, South Carolina. This packet includes the necessary documents for review of subdivision development plans to be reviewed by county staff.

Should you need further assistance, please feel free to contact Development Standards between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday at (864) 260-4719

DEVELOPMENT STANDARDS REVIEW APPLICATION

Note: All plats must first be submitted to Development Standards. After submittal, plats will be distributed to the proper departments for review.

APPLICATIONS MUST BE SUBMITTED BY THE POSTED DEADLINE AND PRIOR TO 3:00 PM. INCOMPLETE APPLICATIONS OR APPLICATIONS SUBMITTED AFTER THE POSTED DEADLINE WILL NOT BE PROCESSED. THE SUBMITTED PLANS WILL NOT BE REVIEWED UNTIL THE APPLICATION/SUBMITAL IS COMPLETE AND WILL BE PLACED ON THE NEXT REGULAR SCHEDULED AGENDA MEETING.

Proposed Subdivision Name: Acorn Glen

1. Name of Applicant: DRB Group - Chad Carson

Address of Applicant: 30 Patewood Drive Suite 180 Greenville, SC 29615

Telephone Number(s): 864-593-8493 Email: charlescarson@drbgroup.com

2. Property Owner(s): RW PROPERTIES LLC

Address: 3204 HWY 153PIEDMONT SC 29673

Telephone Number(s): _____ Email: _____

3. Engineer/Surveyor(s): Waverly Wilkes, P.E.

Email: wwilkes@grayengineering.com

Project Information

4. Project Location: Old Brickyard Road and Rogers Road

Parcel Number/TMS: 2180021044 County Council District: 7 School District: 1

Total Acreage: 14.20 Number of Lots: 30 Intended Development: Single Family Subdivision

Current Zoning: Unzoned Surrounding Land Uses: Single Family Residential

5. Have any changes been made since this plat was last before the Planning Commission? Yes

If so, please describe.

Additional common area added.

6. Is there a request for a variance? No if so, please attach the description to this application. (Variance Fee \$300.00)

7. SCDOT/ Roads & Bridges must be contacted for this development prior to Planning Commission review, please attach conformation letters.

A traffic impact study shall be required for access approval through the state and county encroachment permit process when a development will generate 100 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street.. see section 24 - 115(f) Traffic Impact Studies in the Anderson County Code of Ordinances.

8. Are there any current Covenants in effect for this proposed development? Yes No If Yes, please attach document.

Sec.24-335. – Review procedure; recommendations; approval.

Prior to making any physical improvements on the potential subdivision site, the subdivider shall create a preliminary plat containing the information required by section 24-336. If the subdivision administrator determines that the information provided on the plat fulfills the requirements of section 24-336, the subdivision administrator shall submit a written recommendation to the planning commission, to approve the "Preliminary Plat". If staff recommends approval, this does not guarantee that the Planning Commission will approve the Preliminary Plat, pursuant to Sec.24-335 (C) (3)

Planning Commission Decisions: In addition to the standards set forth in this chapter and the recommendations of staff, the Planning Commission will also take into consideration the following criteria when making its decision to reject or approve a preliminary plat:

- public health, safety, convenience, prosperity, and the general welfare;
- balancing the interests of subdivides, homeowners, and the public;
- the effects of the proposed development on the local tax base; and;
- the ability of existing or planned infrastructure and transportation systems to serve the proposed development.

Subdivision Plat Application Check List

The following checklist is to aid the applicant in providing the necessary materials for submittal.

• Application Submittal Requirements and Process

To submit a Subdivision Plat Application, you must provide the following to the Development Standards Office:

1. Two (2) 8 ½ x 11 copies of the Preliminary Plat Two (2) 17x24 (or larger) copies of the Preliminary.
2. Completed Subdivision Application
3. Check made payable to Anderson County Development Standards for Preliminary Plat Review.

(Fee for Preliminary Plat Review is \$500.00 plus \$20.00 per lot) (Fee for Revisions \$250.00)

Sec. 24-336. - Preliminary plat.

The preliminary plat shall contain the following information:

- (1) Location of subdivision on a map indicating surrounding areas at an appropriate scale sufficient to locate the subdivision.
 - (2) Map of development at a scale of not less than one inch equals 200 feet and not more than one inch equals 50 feet
 - (3) Name of subdivision, name and address of the owner(s), name of engineer or surveyor and the names of the owners of abutting properties.
 - (4) A boundary survey of the area to be subdivided, showing bearings measured in degrees, minutes and seconds and distances measured in feet and decimals thereof.
 - (5) Present land use of land to be subdivided and of the abutting property and/or properties.
 - (6) Acreage of land to be subdivided.
 - (7) Contour maps of the proposed subdivision, with maximum contour intervals of ten feet or three meters.
 - (8) Tax map number of original parcel or parcels prior to subdivision.
 - (9) Location of existing and proposed easements with their location, widths and distances.
 - (10) Location of existing water courses, culverts, railroads, roads, bridges, dams and other similar structures or features.
 - (11) Location of utilities and utility easements on and adjacent to the tract, showing proposed connections to existing utility systems.
 - (12) Proposed lot lines, lot numbers, lot dimensions and lot acreages.
 - (13) North arrow.
 - (14) Proposed road names pre-approved by E-911 Addressing Office for the county.
 - (15) Certification by licensed surveyor stating that all lot sizes meet minimum size standards.
 - (16) Designation of any areas that fall within any flood plain indicating the high water mark for same.
 - (17) For conservation subdivisions: Density table showing the total land area (acres), number of lots total, number of lots per acre, open space (acres and percent of total).
 - (18) For Conservation subdivisions: Clear delineation of open space on plat.
- Provide centerline data, road stations and label the point of curvature (PC), point of tangency (PT), and curve radius of each horizontal curve on the preliminary plat.

SIGNATURE OF APPLICANT & Property Owner:

I (we) certify as property owners or authorized representative that the information shown on and any attachment to this application is accurate to the best of my (our) knowledge. I (we) understand that any inaccuracies may be considered just cause for postponement of action on the request and/or invalidation of this application or any action taken on this application.

Signature of Applicant _____

Date 10-7-24

Signature of Owner _____

Date 10-7-24

Date: 10/4/2024

Site Name: Acorn Glen (Roger's Rd)

Address / TM#: Anderson County TM#: 2180021044

Planning Commission members,

Please allow this letter to address the comments received at our previous Planning Commission meeting at which our *Acorn Glen* project was denied. We feel we've been able to successfully address all concerns while still providing a site plan that will be a great addition to the Roger's Rd / Hwy 29 area.

- **Schools**

- o Concern – citizens are concerned that Anderson County schools are becoming overcrowded
- o Response – A capital contribution to Anderson County schools was proposed to try to help ease this concern. Unfortunately, it was determined that with no impact fee(s) currently assessed in Anderson, the school system would not have a viable route to receive these proposed resources. With that, we would certainly be open and willing to contribute financially on a per lot/house basis. This would hopefully benefit directly the schools that the children in our proposed neighborhood would attend.

- **Traffic**

- o Concern – remarks of increased traffic on Rogers Rd were brought up
- o Response – with 30 proposed lots, we don't anticipate a great change in the traffic on Roger's Rd. Efforts were made to provide a point of ingress/egress from both Roger's Rd as well as Old Brickyard Rd, but we were denied from SCDOT for the second entrance. We anticipate that the traffic from Acorn Glen would direct towards Easley Hwy while the 140+ lots in the nearby Parkview Glen remain primarily to Hwy 29.

- **Density**

- o Concern – remarks referencing other developments sparked a discussion of the growth of the area
- o Response – Anderson's current 10,000 sf lot minimum combined with the 15' side setbacks effectively reduce the amount of current density allowed and both adhered to in this plan. Following the previous meeting, we've also adjusted the site plan to bring open/green space to 27% (well over the required 15%).

After much effort creating our original plan as well as modifications, we would like to present our updated plan to Planning Commission. We feel like this submittal achieves our goal of a development that will compliment the area and surrounding homes while remaining compliant and in line with Anderson County's current Development Standards. In closing, we'd ask that Planning Commission review and reconsider their decision. Thank you for your time and effort and will be happy to address any additional questions you may have.



Chad Carson

Entitlement Manager, DRB

Charlescarson@drbgroup.com

(864)593-8493



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Planning Commission

Land Use Rezoning

August 13, 2024

Date of Planning Commission Meeting Subdivision Variance

PROJECT INFORMATION

NAME OF APPLICANT/PROJECT: DRB Group *Acorn Glen*

PROPERTY LOCATION: Rogers Road and Old Brickyard Road

COUNTY COUNCIL DISTRICT: 7

SCHOOL DISTRICT: 1

TOTAL ACREAGE: 13.62 +/- acres

NUMBER OF LOTS: 30

CURRENT ZONING: Unzoned

REQUESTED ZONING: N/A

PURPOSE: Single-Family Subdivision

RECOMMENDATION/DECISION RENDERED

APPROVAL DENIAL TIED TABLED VOTE 6 TO 0

Compatibility with Future Land Use Map

The recommendation of staff

^{NON-} Compatibility with Traffic Levels

Compatibility with Surrounding Properties

^{NON-} Compatibility with Density Levels

Use and Value of Surrounding Properties

Concerns for public, health, safety, convenience, prosperity and 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.

Concerns for the ability of existing or planned infrastructure and transportation system to serve the proposed development.

Other (please elaborate): DENSITY CONCERNS

TRAFFIC CONCERNS

SCHOOL POPULATION CONCERNS

Planning Commission Chairman: [Signature]

Date: 8/13/24

Anderson County Planning & Development

401 East River Street

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

(Revised July 2024)

*From
Cotton
Union*

Anderson County Planning Commission

December 16, 2024

6:00 PM

Staff Report – Shady Grove

On November 12, 2024, the Planning Commission voted on a Motion to Deny, which resulted in a 3-3 tie. By ordinance, the project is presented for a final vote for decision.

76 property owners within 2000' of the proposed development were notified via postcard.

Intended Development:	Single Family
Applicant:	Shady Grove Land Co., LLC
Surveyor/Engineer:	Glenn Associates Surveying, Inc.
Location/Access:	Holiday Dam Road, 4.2 Miles North of Honea Path
County Council District:	7
Surrounding Land Use:	Residential
Zoning:	R-A
Tax Map Number:	273-00-08-026 (portion)
Number of Acres:	+/- 7.69
Number of Lots:	3
Variance:	No
Traffic Impact Analysis:	None

Per Anderson County Ordinance No. 2024-042, Chapter 24 Land Use, this is your report for this proposed development.



Subdivision Plat Application
Anderson County Code of Ordinance
Chapter 38 Land Use

Scheduled Public Hearing Date: 11/12/24

Application Received By: ME

Date: 10/11/2024

DS Number: 24-26

Thank you for your interest in Anderson County, South Carolina. This packet includes the necessary documents for review of subdivision development plans to be reviewed by county staff.

Should you need further assistance, please feel free to contact Development Standards between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday at (864) 260-4719

DEVELOPMENT STANDARDS REVIEW APPLICATION

Note: All plats must first be submitted to Development Standards. After submittal, plats will be distributed to the proper departments for review.

APPLICATIONS MUST BE SUBMITTED BY THE POSTED DEADLINE AND PRIOR TO 3:00 PM. INCOMPLETE APPLICATIONS OR APPLICATIONS SUBMITTED AFTER THE POSTED DEADLINE WILL NOT BE PROCESSED. THE SUBMITTED PLANS WILL NOT BE REVIEWED UNTIL THE APPLICATION/SUBMITAL IS COMPLETE AND WILL BE PLACED ON THE NEXT REGULAR SCHEDULED AGENDA MEETING.

Proposed Subdivision Name: Shady Grove Land Co, LLC, IV

1. Name of Applicant: Michael Mills- Glenn Associates Surveying, Inc.

Address of Applicant: PO Box 12, Jenkinsville, SC 29065

Telephone Number(s): 803-345-5297

Email: mrmills@glennassociates.com

2. Property Owner(s): Shady Grove Land Co, LLC, LLC c/o Anderson Drake

Address: 301 North Main Street, Suite 501, Greenville, SC 29601

Telephone Number(s): 864-546-0342

Email: adrake@reedypg.com

3. Engineer/Surveyor(s): Michael Mills

Email: mrmills@glennassociates.com

Project Information

4. Project Location: Located 4.2 miles North of Honea Path

Parcel Number/TMS: 273-00-08-026-000 (Portion) 7.69 Acres County Council District: CCD 7 School District: 2

Total Acreage: 7.69 Number of Lots: 3 Intended Development: single family residential

Current Zoning: R-A Surrounding Land Uses: Residential Agricultural

5. List Utility Company Providers:

Water Supplier: Belton- Honea Path Water Authority Sewer Supplier: n/a Septic: private- individual

Electric Company: Duke Energy Gas Company: n/a Telecommunication Company: Western Carolina

6. Have any changes been made since this plat was last before the Planning Commission? no If so, please describe.

7. Is there a request for a variance? no if so, please attach the description to this application. **(Variance Fee \$200.00)**

8. SCDOT/ Roads & Bridges must be contacted for this development prior to Planning Commission review, please attach conformation letters.

A traffic impact study shall be required for access approval through the state and county encroachment permit process when a development will generate 100 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street., see section 38-118(f) Traffic Impact Studies in the Anderson County Code of Ordinances.

9. Has Anderson County School District # (appropriate district) been contacted for this development prior to Planning Commission review. YES NO

10. Are there any current Covenants in effect for this proposed development? Yes No If Yes, please attach document.

Sec.38-111. – Review procedure; recommendations; approval.

Prior to making any physical improvements on the potential subdivision site, the subdivider shall create a preliminary plat containing the information required by section 38-312. If the subdivision administrator determines that the information provided on the plat fulfills the requirements of section 38-312, the subdivision administrator shall submit a written recommendation to the planning commission, to approve the "Preliminary Plat". If staff recommends approval, this does not guarantee that the Planning Commission will approve the Preliminary Plat, pursuant to Sec.38-311 (C) (3)

Planning Commission Decisions: In addition to the standards set forth in this chapter and the recommendations of staff, the Planning Commission will also take into consideration the following criteria when making its decision to reject or approve a preliminary plat:

- public health, safety, convenience, prosperity, and the general welfare;
- balancing the interests of subdividers, homeowners, and the public: **(Appeals Fee \$200.00)**
- the effects of the proposed development on the local tax base; and,
- the ability of existing or planned infrastructure and transportation systems to serve the proposed development.

Subdivision Plat Application Check List

The following checklist is to aid the applicant in providing the necessary materials for submittal.

• **Application Submittal Requirements and Process**

To submit a Subdivision Plat Application, you must provide the following to the Development Standards Office:

- Two (2) 8 1/2 x 11 sized copies of the Preliminary Plat · Two (2) 17x 24 (or larger) copies of the Preliminary Plat

• Completed Subdivision Application · Check made payable to Anderson County for Preliminary Plat Review

(Fee for Preliminary Plat Review Is \$350.00 plus \$10.00 per lot) (Fee for Revisions \$200.00)

Sec. 38-312. - Preliminary plat.

The preliminary plat shall contain the following information:

- (1) Location of subdivision on a map indicating surrounding areas at an appropriate scale sufficient to locate the subdivision.
- (2) Map of development at a scale of not less than one inch equals 200 feet and not more than one inch equals 50 feet.
- (3) Name of subdivision, name and address of the owner(s), name of engineer or surveyor and the names of the owners of abutting properties.
- (4) A boundary survey of the area to be subdivided, showing bearings measured in degrees, minutes and seconds and distances measured in feet and decimals thereof.
- (5) Present land use of land to be subdivided and of the abutting property and/or properties.
- (6) Acreage of land to be subdivided.
- (7) Contour maps of the proposed subdivision, with maximum contour intervals of ten feet or three meters.
- (8) Tax map number of original parcel or parcels prior to subdivision.
- (9) Location of existing and proposed easements with their location, widths and distances.
- (10) Location of existing water courses, culverts, railroads, roads, bridges, dams, and other similar structures or features.
- (11) Location of utilities and utility easements on and adjacent to the tract, showing proposed connections to existing utility systems.
- (12) Proposed lot lines, lot numbers, lot dimensions and lot acreages.
- (13) North arrow.
- (14) Proposed road names pre-approved by E-911 Addressing Office for the county.
- (15) Certification by licensed surveyor stating that all lot sizes meet minimum size standards.
- (16) Designation of any areas that fall within any flood plain indicating the high water mark for same.

Provide centerline data, road stations and label the point of curvature (PC), point of tangency (PT), and curve radius of each horizontal curve on the preliminary plat.

SIGNATURE OF APPLICANT & Property Owner:

I (we) certify as property owners or authorized representative that the information shown on and any attachment to this application is accurate to the best of my (our) knowledge. I (we) understand that any inaccuracies may be considered just cause for postponement of action on the request and/or invalidation of this application or any action taken on this application.

Signature of Applicant _____

Date _____

Signature of Owner _____

Wm J Taylor III

Date 10/01/2024

Sec. 39-312. - Preliminary plat.

The preliminary plat shall contain the following information:

- (1) Location of subdivision on a map indicating surrounding areas at an appropriate scale sufficient to locate the subdivision.
- (2) Map of development at a scale of not less than one inch equals 200 feet and not more than one inch equals 50 feet.
- (3) Name of subdivision, name and address of the owner(s), name of engineer or surveyor and the names of the owners of abutting properties.
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- (16) Designation of any areas that fall within any flood plain indicating the high water mark for same.

Provide centerline data, road stations and label the point of curvature (PC), point of tangency (PT), and curve radius of each horizontal curve on the preliminary plat.

SIGNATURE OF APPLICANT & Property Owner:

I (we) certify as property owners or authorized representative that the information shown on and any attachment to this application is accurate to the best of my (our) knowledge. I (we) understand that any inaccuracies may be considered just cause for postponement of action on the request and/or invalidation of this application or any action taken on this application.

Signature of Applicant

Date 10/01/2024

Signature of Owner

Date



