

MEMBERS

GARY STANCELL, *District 2*
Chairman

DAVID COX, *District 6*
Vice Chairman

BOB BALLENTINE, *District 1*

PHILIP SMITH, *District 3*

JON HUMPHREY, *District 5*

CLAY COUNTS, *At Large*

MICHAEL WATSON, *District 4*

PICKENS COUNTY

SOUTH CAROLINA

PLANNING COMMISSION



AGENDA

Pickens County Administration Building
Emergency Operations Center
222 McDaniel Avenue, Pickens, South Carolina

May 8, 2023

Planning Commission Workshop - 6:00

Planning Commission Meeting - 6:30 pm

I. Welcome and Call to Order

Moment of Silence
Pledge of Allegiance

II. Introduction of Members

III. Approval of Minutes

April 10, 2023

IV. Public Comments

Members of the public are invited to address the Planning Commission on relevant topics not on this agenda.

V. Public Hearings

Proposed Text Amendments to UDSO:

9A – Section 504 (a) Maximum number of lots

9B – Section 505 - Open Space Subdivisions

9C – Matrix of land use dimensions

9E – Section 603 and Section 606 – Number of parking spaces and landscaping of parking lots

10A – Section 104 – RV's as a dwelling unit.

10B – Section 302 – Minimum acres for an RV park

10C – Section 315 – Tiny Home Development Standards

10D – Section 314 – Townhome development standards

11 – Article 10 – Traffic Study Policy

12 – Amendment to Land Use Application regarding Traffic Studies

13 – Section 1012 – Removal of Common Drives

.

VI. New Business

VII. Commissioner and Staff Discussion

VIII. Adjourn

PICKENS COUNTY PLANNING COMMISSION

MINUTES

of

April 10, 2023

6:30pm

PICKENS COUNTY ADMINISTRATION BUILDING Main Conference Room

NOTICE OF MEETING AND PUBLIC HEARING: Pursuant to Section 30-4-80 of the S.C. Code of Laws, annual notice of this Commission's meetings was provided January 1, 2023 via the Pickens County Website and posted next to the Offices of the County Planning Department. In addition, the agenda for this meeting was posted outside the meeting place (Pickens County Administration Building Bulletin Board) and was emailed to all persons, organizations, and news media requesting notice. Notice for the public hearings was published in the *Pickens County Courier*, posted on the properties subject of public hearing(s), and emailed to all persons, organizations, and news media requesting notice pursuant to Section 1205(d)(1) of the Pickens County Unified Development Standards Ordinance.

MEMBERS PRESENT:

Gary Stancell, Chair
David Cox, Vice Chairman
Bobby Ballentine
Clay Counts
Mike Watson

MEMBERS ABSENT:

Phil Smith
Jon Humphrey

STAFF PRESENT:

Todd Steadman, Planner
Trad Julian, Planning Supervisor

Welcome and Call to Order

Mr. Stancell, the Presiding Official, called the meeting to order and asked those in attendance to join in a moment of silence and then asked everyone to recite the Pledge of Allegiance.

Mr. Stancell then asked for the members of the Commission to introduce themselves.

Approval of Minutes

Mr. Stancell called for approval of the minutes of the December 12, 2022 meeting.

Mr. Counts made a motion to approve the minutes. Mr. Cox seconded.

Mr. Stancell called for a vote. The motion passed unanimously (5-0).

Public Comments

Chairman Stancell asked if there was anyone present who wished to make a public comment regarding an item not on the agenda. There were no public comments provided.

1
2 **Public Hearings**
3
4

5 Mr. Stancell then opened the public hearing portion of the meeting and called for the first case to be heard.
6

7 **LU-23-0013:** Land Use Review for the creation of a small animal processing facility to process animals sold
8 under the Six Mile Farms label. The subject property is located at 213 Smith Memorial Highway. The applicant
9 is Harold Crane. The property owner of record is Harold Crane. TMS# 4058-18-21-9597
10

11 Mr. Stancell asked the applicant, Harold Crane, to speak on the matter.
12

13 Mr. Crane stated that this was going to be a small scale operation, closed to the public, for his animals only, and only
14 in operation about two days a week. He stated that about 30% of the proposed building would be for the processing
15 and the balance for storage. This building would be sited on a 2-acre tract he would carve out of a larger 20-acre
16 tract. He stated that his motivation was two-fold: to reduce costs due to his driving 86-miles each way for processing
17 a hog and 66-miles each way to process a cow and that reservations for those services are almost a year in
18 advance. His plan is to process about 6 head (combined cattle and hog) per month. He also pointed out that this
19 would give him better quality control. There would be no employees. He stated that the property has been in pasture
20 for many generations and was primarily an agricultural use.
21

22 Mr. Stancell then asked if there was anyone there to speak in favor of the project.
23

24 Fae Kelly – Spoke in favor. She is a neighbor.
25

26 Elizabeth Brown – A customer spoke in favor.
27

28 Marie Crane – Spoke in favor.
29

30 Mr. Stancell then asked if there was anyone there to speak in opposition to the project.
31

32 Wayne Evans – Afraid it will be Pandora's box. No guarantee of what will happen in the future. It does not meet the
33 character of the area and is within ½-mile of a church. He also presented the Commission with a signed petition and
34 letters submitted in opposition to the project.
35

36 David O'nan – Concerned about runoff to the pond and that it doesn't meet the UDSO.
37

38 Jimmy Goss – Worried about smells.
39

40 Doris Wilson – Concerned that DHEC will not be able to inspect.
41

42 Kevin Sexton – Lives down the street. Curious about why they can get a variance for this but builders can't get a
43 variance.
44

45 Monica Fowler – Lives close by. Concerned that it was not properly noticed
46

47 Todd Steadman pointed out that the project followed all normal and legal procedures and that an ad ran in the
48 Courier, it was posted on the website, and a sign was posted in the yard.
49

50 Kris Childress – Lives nearby. Concerned about what happens if Mr. Crane stops running the operation.
51

52 Doris Von Kaenel – Lives nearby. Concerned that Mr. Crane did not have experience operating a facility like this and
53 that a metal building was not in keeping with the neighborhood.
54

55 Tom Von Kaenel – Concerned about why the property was being rezoned.
56

1 Todd Steadman pointed out that there is no zoning in Pickens County and the proposed use is an allowed use with
2 conditions.

3
4 Calvin McMahan – A neighbor. If we could guarantee that it would only operate two days a week he'd be ok with it
5 but he is concerned about the smell.

6
7 Gary Stancell asked if anyone else wished to speak on the matter. No one spoke up so he closed the public input
8 session.

9
10 Mr. Cox clarified that a variance was being requested.

11
12 Me. Watson was concerned that a meat inspector will actually be there to inspect. And he was concerned about
13 introducing this use as this is a neighborhood.

14
15 Mr. Counts asked what the distance would be from the middle of the property to the nearest residential use.

16
17 Mr. Crane said it was probably 600 feet.

18
19 Mr. Watson made a motion to deny the project.

20
21 Mr. Counts made a second.

22
23 Mr. Stancell called for discussion.

24
25 Mr. Cox said we still had to deal with the 1000' issue. Said it was hard to find a place in Pickens that was 1000' from
26 a residential use. He went on to say he was concerned about the impact this would have on property values.

27
28 Mr. Counts said he does like to support and eat locally grown products.

29
30 Mr. Watson reiterated that the good of the neighborhood outweighed the benefits to one person.

31
32 Mr. Ballentine asked if the motion stated why we were denying it.

33
34 Mr. Steadman re-read the motion.

35
36 Mr. Stancell called to stop the discussion.

37
38 Mr. Watson made a motion to amend the earlier motion.

39
40 Mr. Cox seconded.

41
42 Mr. Watson amended the motion to deny the project due to its not meeting the UDSO.

43
44 Mr. Counts seconded.

45
46 Mr. Stancell called for discussion. He went on to say that he did not oppose the project.

47
48 Mr. Ballentine clarified that we were still discussing the amendment.

49
50 Mr. Stancell called for a vote on the amendment. It passed 4-1. He then called for discussion on the amended
51 motion.

52
53 Hearing none Mr. Cox called to end discussion.

54
55 Mr. Stancell called for the vote.

1 The motion to deny passed 3-2 with Mr. Ballentine and Mr. Stancell dissenting.

2
3 The Chair then addressed the issue of the Public Hearing on the proposed changes to the UDSO and asked if there
4 were any members of the public wishing to speak on that matter. No one spoke.

5
6 Mr. Stancell suggested that since it was late the Commission wait until the April 24th workshop to address the
7 ordinance changes.

8
9 **New Business:** Trad Julian presented the Commission with a letter outlining the County's position on a
10 condition of approval made by the Commission regarding requiring the County to upgrade the roadway at
11 the project on Laurel Ridge Drive (SD-21-0014).

12
13 ***Commissioners and Staff Discussion***

14
15 Mr. Steadman reminded the Commission that they will have a workshop on the UDSO changes at 6:00 on April 24th
16 and that it will be held in the Emergency Operation Center.

17
18 Mr. Steadman also asked the Commission to reserve May 22 for a joint workshop with Council to discuss growth
19 issues.

20
21 ***Adjourn***

22
23 There being no additional matters to be taken up by the Commission, Mr. Stancell made a motion to adjourn. Mr. Cox
24 seconded. Mr. Stancell called for discussion. Hearing none he called for a vote. The motion passed unanimously (5-0).

25
26 The meeting was adjourned at 8:33 pm.

27
28
29 Submitted by:

30
31
32
33 _____
34 Secretary

_____ Date

35
36
37 Approved by:

38
39
40
41 _____
42 Chairman

_____ Date

ORDINANCE 9A

TEXT AMENDMENT TO UDSO ARTICLE 5

In the exploration of ways to help manage the type of growth the County is and expects to experience in the years ahead, staff has made a series of recommendations. One recommendation is to limit conventional subdivisions to 10 lots. This protects families and small developers by allowing that option to exist but only on a smaller scale. On the other hand, it promotes larger developments to use either the Open Space Subdivision or the Master Planned Development options, both of which provide better protections and benefits to the County.

Section 504: Conventional Subdivisions

504 (a) Maximum number of lots.

The maximum number of lots (or dwelling units) in a Conventional Subdivision shall be determined by the gross acreage of the subdivision site divided by the minimum lot size allowed but shall not exceed 10 lots.

ORDINANCE 9B

TEXT AMENDMENT TO UDSO ARTICLE 5:

In the exploration of ways to help manage the type of growth the County is and expects to experience in the years ahead, staff has made a series of recommendations. One recommendation is to limit conventional subdivisions to 10 lots. This protects families and small developers by allowing that option to exist but only on a smaller scale. On the other hand, it promotes larger developments to use either the Open Space Subdivision or the Master Planned Development options, both of which provide better protections and benefits to the County. In looking at the current standards for Open Space Subdivisions it was determined that there were opportunities to strengthen the ordinance. The major changes were to increase the amount of required open space from 20% to 30%, require a provision for parking, require tree plantings, and to protect the areas being set aside as open space.

Sec. 505 Open space subdivisions.

Open Space Development provisions may be applied to any single-family detached subdivision. In addition to any conditions of land use approval that may apply to a specific property, the following shall apply to all Open Space Subdivisions:

505 (a) Quality development standards.

An Open Space Subdivision shall comply with the open space and residential development standards of Sec 507 as a prerequisite for approval.

505 (b) 30% of the total acreage for all Open Space Subdivisions is to be set aside as permanent open space per 507 (a)

506 (a) All projects must demonstrate to the County Engineer adequate lane width for on-street parking or adequate driveway length and width for adequate off-street parking or show designated guest parking areas.

506 (b) All projects must provide a 5' minimum sidewalk along any road frontages that have curb cuts.

507 (a) Common open space.

Acreage not utilized for residential lots, roadway access and utilities shall be placed in common open space or devoted to recreation amenities.

(1) A minimum percent of the gross project site area shall be reserved for common open space, as follows: no less than 30% of the total site must be set aside as open space for conservation, preservation or passive recreational use, such as walking trails and picnicking. Examples of areas to be considered for open space protection are scenic vistas, natural water courses, woodlands, waterfalls, coves, geologic features, wetlands, floodplains, lakes, creeks, and land with slopes exceeding twenty-five (25) percent.

(2) Land devoted to stormwater detention facilities may not be counted toward the 30% minimum unless the facility is a permanent lake or pond, and is designed and intended for recreational access and use by the occupants of

the development.

- (3) In Master Planned Developments, additional common open space may be provided and may include active recreation areas for the proposed development, such as swimming pools, tennis courts, community facilities, etc.
- (4) Required buffers on the perimeter of the property may be included in the minimum open space requirement.
- (5) While common open space shall not be required to be contiguous, no individual portion of the 30% minimum required open space shall be less than 50 feet wide in its narrowest dimension, except as follows:
 - a. The open space area, by the very nature of its designated boundaries, is less than 50 feet in width. Examples include strips of steep slopes and “fingers” of floodplains that extend up drainage swales.
 - b. Parkways between road travel ways, which must be at least 26 feet in width in order to be counted as part of the minimum 30% requirement.
- (6) No portion of the residential lots shall be credited toward the minimum open space requirement unless the portion is included within the conservation easement. No portion of any street right-of-way or public or private utility easement shall be credited toward the minimum open space requirements.
- (7) The required common open space shall be platted at the same time that adjacent residential lots are platted, in whole or in phases.
- (8) 75% of the required open space shall be protected prior to construction and remain protected throughout construction unless the Planning Commission determines the area can be accessed for improvements.
- (9) Open Space Subdivisions require planting two (2) 2.5” caliper canopy trees per lot or dwelling unit. These trees are to be planted in the common open space, rights-of-ways, buffers, and or other areas approved by the Planning Department and shall be planted using best practices and a planting detail approved by the Planning Commission.
- (10) All lighting shall be Dark Sky Compliant.

9C. MATRIX

TEXT AMENDMENT TO UDSO ARTICLE 5

Council requested a matrix to make it easier for citizens to view critical information for various uses.

TABLE 5.5: LAND USE MATRIX

		WELL & SEPTIC TANK	PUBLIC WATER & SEPTIC TANK	PUBLIC WATER & PUBLIC SEWER
MULTIPLE LOT RURAL SPLIT	Min Size	0.5 acre (21,780 sf)	0.5 acre (21,780sf)	8,000 sf
	Width	50 ft	50 ft	50 ft
	Front	20 ft	20 ft	20 ft
	Side	7 ft	7 ft	7 ft
	Rear	10 ft	10 ft	10 ft
CONVENTIONAL SUBDIVISION	Min Size	1 acre (43,560 sf)	0.5 acre (21,780 sf)	8,000 sf
	Width	50 ft	50 ft	50 ft
	Front	20 ft	20 ft	20 ft
	Side	7 ft	7 ft	7 ft
	Rear	10 ft	10 ft	10 ft
OPEN SPACE SUBDIVISION	Min Size	1 acre (43,560 sf)	0.5 acre (21,780 sf)	5,000 sf
	Width	50 ft	30 ft	20 ft
	Front	20 ft	15 ft	10 ft
	Side	7 ft	5 ft	0 ft
	Rear	10 ft	5 ft	0 ft
MASTER PLANNED DEVELOPMENT	Min Size	0.5 acre (21,780 sf)	10,890	No Min
	Width Front Side Rear	Concept Plan	Concept Plan	Concept Plan
COMMERCIAL	Min Size	1 acre (43,560 sf)	0.5 acre (21,780sf)	10,000 sf
	Width	100 ft	50 ft	50 ft
	Front	20 ft	20 ft	20 ft
	Side	7 ft	7 ft	7 ft
	Rear	10 ft	10 ft	10 ft
	FAR	0.50	0.50	0.50
INDUSTRIAL	Min Size	1 acre (43,560 sf)	0.5 acre (21,780sf)	20,000 sf
	Width	100 ft	100 ft	50 ft
	Front	20 ft	20 ft	20 ft
	Side	7 ft	7 ft	7 ft
	Rear	10 ft	10 ft	10 ft
	FAR	0.75	0.75	0.75

ORDINANCE 9E

TEXT AMENDMENT TO UDSO ARTICLE 6:

Staff was asked to review the UDSO for ways to provide for better protection of and replacement of our tree canopy and protecting our waterways. One of the areas with greatest potential was to have landscaped standards and paving standards for parking lots that will have over 25 spaces. This only relates to new or refurbished parking lots.

Sec. 603 Number of parking spaces required.

603 (a) Parking for residents, employees, customers and visitors.

Space for the parking of motor vehicles must be provided on every property that contains a principal use, for the safety and convenience of the people who live or work on the property, shop or do business on the property, or otherwise visit the property in the normal course of activity of the principal use.

(1) Minimum number of parking spaces required.

The minimum number of off-street parking spaces to be provided for residents, employees, customers and visitors for each type of land use shall be determined by the following Table 6.1, rounded up to the nearest whole parking space. Developments containing two or more of the uses listed on Table 6.1 shall provide the number of spaces required for each use (except as may be reduced under Shared Parking, below).

(2) For any use not shown on Table 6.1, the Director of Community Development shall determine the appropriate minimum parking requirements for the use based on the requirements for similar uses, the operating characteristics of the use, or such other data, surveys or information upon which the Director deems relevant. Such an interpretation shall be considered an "administrative decision" for the purposes of appeal under the provisions of Article 13 of this Development Standards Ordinance.

(3) All parking spaces in excess of the minimum required parking shall be installed as a pervious surface with a material or technique approved by the Stormwater Department.

606 (f) Landscaping:

Vehicular use areas are defined as any area used for movement, circulation, parking, and/or display of any type of vehicle, including but not limited to parking lots, loading and unloading areas and sales service areas. Vehicular use areas under the jurisdiction of this Ordinance shall be located screened with a ten (10) foot Class 1 buffer and shall comply with the following standards:

A. When a parking lot contains twenty-five (25) or more spaces, an area equal to twenty (20) percent of the total interior square footage of the vehicular use area shall be dedicated to landscaping. The twenty (20) percent landscape requirement is in addition to any required buffers as outlined in this Ordinance and in Article 8 of the Pickens County Unified Development Standards Ordinance.

B. Landscaped areas shall contain a mixture of native canopy trees, understory trees, evergreens/conifers, and

shrubs. Article 8 of the Pickens County Unified Development Standards Ordinance details the minimum standards for plant sizes, substitutions, Installation, and maintenance of landscaped areas.

- C. All paved area planting plans must demonstrate the likelihood of achieving 90% canopy coverage from hardwood trees after fifteen (15) years of growth. The objective is to prove reasonable likelihood of achieving this coverage at the time of planting/final approval.
- D. The minimum landscape area for each tree shall be no less than one hundred seventy (170) square feet with four (4) foot minimum distance between all trees and ~~any~~ paving at the time of planting, measured at the base of the tree.

ORDINANCE 10A

TEXT AMENDMENT TO UDSO ARTICLE 1:

There has been a high incident of people asking to live in a recreational vehicle or camper year-round as a permanent residence. The County standards do not allow for this. As a way to allow this use to continue it was determined that some standards needed to be established to keep the dwellings safe and to protect neighboring properties.

104 (g) Recreational Vehicle (RV) as a Private Dwelling

104 (1) Purpose: The purpose of this section is to provide standards for the parking and utilization of RV's as a residential unit on private property. The purpose of this ordinance is to ensure that RV's are properly sited with adequate vehicular access and adequate access to other public services while protecting the public health, safety, and welfare,

104 (2) Use Standards for RV's as a private dwelling.

- (a) Each request to use an RV as a private dwelling shall require the applicant to complete and submit an application provided by the Building and Codes Department. This application must be approved prior to an RV being authorized as a private dwelling.
- (b) RV's being utilized as a dwelling shall meet all the same standards for a traditional dwelling in regard to minimum lot sizes, street frontage, setbacks, and curb cuts.
- (c) RV's shall count as a principal building in regard to Section 104(d) of the UDSO and only one RV shall be allowed per residential property
- (d) No RV can be parked within a FEMA designated Flood Plain or Flood Way.
- (e) 911 Addressing shall be applied for each RV.
- (f) Emergency Vehicle Access shall be provided.
- (g) Each RV must maintain registration through the Department of Motor Vehicles so that vehicles stay in a "mobile-ready" state.
- (h) Applicants shall sign an affidavit that the RV is free from dents, broken windows, loose parts, window AC units, leaks, or duct tape.
- (i) All RV's must be anchored per American National Standards Institute (ANSI) standards for RV's
- (j) Each RV must be connected to a public sewer system or DHEC approved septic system
- (k) Each RV must have its own power meter and power connection that has been inspected and approved per the International Residential Code (IRC).
- (l) RV's shall be equipped with smoke alarms per IRC standards.
- (m) RV's shall be added to the County Assessment/Tax system the same as Mobile Homes (by VIN) and shall be taxed separate from the land but still linked to the Parcel.
- (n) RV's shall be subject to an annual inspection by the Building Codes Department to ensure adherence to all of the standards cited in 302(b). It is the responsibility of the RV owner to schedule this inspection annually.

Sec. 1603 Definitions.

Dwelling: A vehicle, structure, building or portion of a building arranged or designed to provide living facilities for one(1) or more persons including permanent or semi-permanent provisions for living, sleeping, eating, cooking, and sanitation.

ORDINANCE 10B

TEXT AMENDMENT TO UDSO ARTICLE 3:

In the process of making general updates to the UDSO, Council requested that the minimum acreage of an RV park or campground be changed from a minimum of 2-acres to a minimum of 5-acres. This was determined to be a more reasonable size for a legitimate RV park or campground.

Sec.
302

Recreational Vehicle (RV) Parks and Campgrounds.

302 (a) Purpose.

The purpose of this section is to provide opportunities and standards for the parking and utilization of RV's as a residential unit and for developed campgrounds and recreational vehicle parks that are properly sited with adequate public street access and adequate access to other public services which may be necessary. In order to create a desirable and successful recreation environment while protecting the public health, safety, and welfare, Planning Commission review and consideration will be required for all RV Parks and Campgrounds; unless exempted in the following sections.

Definitions:

RV Park: A site of **five-acres** or more dedicated solely for the purpose of leasing individual sites for parking RV's on a temporary basis.

Campground: A site of **five-acres** or more dedicated solely for the purpose of leasing individual sites for tent camping or individual cabins rented on a temporary basis

Site: a designated piece of land within an RV park or Campgrounds upon which an RV or tent may be placed.

302 (b) Use Standards for an RV Park or Campground

- (1) Each park must have direct frontage and access to a collector or arterial street.
Access to each individual RV site or camp site and any other provided structures shall be from internal/private streets. Individual sites shall not be accessed directly from a public road.
- (2) RV parks and campgrounds must be a minimum of **5-acres** in size.
- (2) No site within an RV park or campground shall be used as a permanent residence and shall only be for the use of travel trailers, pickup campers, coaches, motor homes, camping trailers, other vehicular accommodations, tents, park model units, and on-site rental cabins. No occupant may stay in a given campground for more than one hundred eighty (180) days in any calendar year.
- (3) Overall density of the park or campground shall be limited to no more than four (4) sites per acre. When a proposed park or campground will have 4 sites or less Planning Commission review as enumerated in Section 1203 will not be required.
- (4) Each site in the campground or park shall have a minimum area of eight hundred (800) square feet and have a stabilized and compacted vehicular parking pad of packed gravel, paving, or other suitable material large enough for the standard sizes of the types of recreational vehicles allowed plus room for one additional car or truck. At least one site must be ADA accessible. When permanent units (Cabins) are provided, at least one (1) unit must be ADA accessible.
- (5) All sites shall be setback from all side and rear property lines by a minimum of ten (10) feet and a minimum of twenty (20) from the edge of any public road right-of- way or the edge of any private road or drive. When the park or campground is adjacent to a residential use, that ten (10) feet of separation must be vegetated and maintained to provide a solid evergreen screen 8' high.
- (6) Sites may be served by on-site sewage disposal system as permitted by SCDHEC; however, each individual site may not be served with an individual system.
- (7) For sites within the park that are not otherwise served with sewage disposal connections, an onsite bath house (provisions for restroom and bathing facilities) must be provided.
- (8) Sites shall not be served by individually metered power or water service. When multiple sites are being provided, master meter(s) must provide service to the entire park. All sites must have access to public water, either directly or communally.
- (9) For parks with more than 4 sites a storm shelter shall be provided per IRC standards.

ORDINANCE 10C

TEXT AMENDMENT TO UDSO ARTICLE 3:

In an effort to provide citizens of Pickens County with a wide range of housing opportunities an ordinance to allow tiny home developments has been drafted. Anyone who wishes to build a single tiny home on their property already has that right.

315 (d) Tiny Home Developments

314 (d) - 1 - Purpose: The purpose of this section is to provide standards for tiny home developments. The purpose is to ensure that tiny homes are properly sited with adequate vehicular access and adequate access to other public services while protecting the public health, safety, and welfare, of the citizens of Pickens County.

314 (d) - 2- Definition: For the purposes of this ordinance, Pickens County considers a tiny home to be a self-contained dwelling unit built with any compliant method and materials that is not on wheels (sometimes referred to as a Park Model) and is less than 600 square feet. Tiny homes on wheels - including Park Models - should refer to Section 104 (RV's as a dwelling unit).

314 (d) - 3 - Tiny Homes Development Standards

- (a) Each tiny home development must have direct frontage and access to a collector or arterial street. Access to each home site and any other provided structures shall be from internal/private streets. Individual home sites shall not be accessed directly from a public road.
- (b) Tiny home developments must be a minimum of 5-acres in size.
- (c) Overall density of the development shall be limited to no more than four (4) homes/lots per acre if utilizing a septic system and no more than eight (8) units per acre if on public sewer.
- (d) Each home shall be sited on an individually deeded lot.
- (e) If a tiny home is being fabricated off-site it must provide all appropriate certifications to Building Codes to verify the structure was built in accordance with all applicable building codes.
- (f) Each lot in a tiny home development shall have a minimum area of twelve-hundred (1200) square feet with a stabilized and compacted vehicular parking pad of packed gravel, or paving, no smaller than 400 square feet.
- (g) All lots shall be setback from all side and rear property lines by a minimum of ten (10) feet and a minimum of twenty (20) from the edge of any public road right-of-way or the edge of any private road or drive.
- (h) Tiny home developments shall adhere to the same bufferyard standards as a mobile home park (Table 8.2 of the Pickens County UDSO).
- (h) Setbacks within a tiny home lot in a tiny home development shall be 5' for the front, sides, and rear.
- (i) A minimum of two 2.5" caliper hardwood trees shall be planted per dwelling site in the ROW's or other public areas.
- (j) All lighting shall be Dark Sky compliant.

- (k) Sites shall be served by an on-site sewage disposal system permitted by SCDHEC;
- (l) Homes shall be served by individually metered power and water service.
- (m) All tiny home developments of more than 10 dwellings shall require Planning Commission review and approval.
- (n) Each unit shall be taxed as a single-family dwelling.

ORDINANCE 10D

TEXT AMENDMENT TO UDSO ARTICLE 3:

The frequency of requests to build townhomes in the County has increased dramatically over the past year. The current standards on townhomes are minimal. This ordinance is an attempt to provide more direction in the development of townhomes.

Sec. 314 (b) Townhome Developments

The following design standards shall govern the development of townhouse developments.

315 (1) Definition: A townhome is defined as an attached, privately owned single-family dwelling unit which is on its own parcel of land and is one consistent unit from the ground to the sky and is a part of and adjacent to other two or more other single-family dwelling units that are connected to but separated from one another by a common party wall having no doors, windows, or other provisions for human passage or visibility.

315 (2) Requirements:

1) Recreation amenities.

Every townhome development must contain open space equal to 30% of the total acreage of the property with that parcel set aside as a separate parcel of land dedicated as open space in perpetuity.

(1) Lot size:

Each townhome shall be sited on an individual lot at least 2000 Square feet in size.

(2) Dimensional Requirements:

- a. Front setbacks 25' with a 15' setback allowed if using rear yard parking or rear alleys loading driveways
- b. Side setbacks are 0' for interior lot lines and 15' for exterior lot lines (resulting in a minimum distance of 30' between townhome buildings).
- c. Rear setback shall be 15'
- d. Maximum building height shall be 35'
- e. Maximum impervious surface coverage allowed is 65%.
- f. Minimum lot width shall be 20'

(3) Density

- a. Density of townhome developments (3 or more attached single family units) shall not exceed two (2) units per acre when served by individual on-site septic systems and (8) eight units per acre when served by a public system.

(4) Access

Direct vehicular access of an individual townhouse shall be limited to the internal street network. Where a development exceeding 10 units fronts on a collector or arterial street, at least two access points shall be allowed. No direct access for individual units shall be permitted on collector or arterial streets.

- (5) Off-Street parking shall be governed by Article VI.
- (6) Buffers requirements shall be governed by Article VIII.
- (7) Height restrictions shall be governed by Section IV-14.

315 (3) Design and other Requirements:

Townhouse projects shall meet the following requirements:

- (a) Buildings housing a series of townhouse units having a maximum length exceeding 120 feet shall have a change in plane or significant architectural detail for each 40 feet of unbroken plane having a minimum depth of five feet with a significant feature such as a courtyard or plaza incorporated into the façade's overall length. The plaza or courtyard shall have a minimum depth of 20' in depth and 20' in width. In no case shall an individual building exceed 200' in length.
- (b) For townhouses with front loading garages, the garage shall comprise less than 50% of the individual dwelling's width.
- (c) Driveways and walkways accessing individual townhouses shall be separated by landscaped strips at least 3' in width.
- (d) One upperstory tree shall be required along the front property line of the townhouses for every 30 feet of street frontage.
 - i. The required street trees must be indicated on the landscape plan; and
 - ii. New trees planted to meet this requirement shall be a minimum two-inch caliper.
- (e) Parallel on-street parking shall be designed as part of new streets and may be permitted subject to approval by the County Engineer on existing County-owned streets.
- (f) Underground utilities shall be provided.
- (g) All lighting shall be Dark Sky compliant.

ORDINANCE 11

TEXT AMENDMENT TO UDSO ARTICLE 10:

Under the current wave of growth Pickens County is experiencing, one of the greatest causes of concern is the traffic impact these various projects have and will continue to have on our community. There are frequent calls for a developer to do a "traffic study". In an effort to standardize when a study is required, what type or types of studies are required, the geographic range of the study and how far into the future the study should consider traffic patterns, the County is proposing a Traffic Study Policy which will define these terms and automatically trigger the appropriate traffic research on a case-by-case basis.

TRAFFIC STUDY POLICY

Purpose

The purpose of the Pickens County Traffic Study Policy is to standardize the requirements for various development-related traffic studies in Pickens County. By establishing a set of metrics tied to best practices and commonly accepted data, the decision to require or not require a traffic study shall be made based on empirical data. These standards apply to County roads only with the SCDOT determining the studies required for state or federal roads.

Triggers for A Traffic Study Being Required:

The following chart shows the type and scope of traffic studies required for various projects:

Development trips/day generated	Traffic Impact Analysis	Traffic Circulation Analysis	Traffic Volume Study	Speed Study	Origin & Destination Study	Traffic Capacity Study
0-500	None ¹	None ¹	None ¹	None ¹	None ¹	None ¹
501-1000	Required	None ¹	None ¹	None ¹	None ¹	Required
1001-1250	Required	Required	None ¹	None ¹	None ¹	Required
Greater 1250	Required	Required	Required	Required	Required	Required

¹ Unless a development has a single entrance on an existing road that has previously had a traffic volume study that stated that the road was at capacity after previous development and would require structural changes to accommodate additional traffic flow.

Required Actions and Range of Study Based on Triggers:

Development trips/day generated	Peak Hour Calculation	Un-signalized intersection range	Signalized Intersection range	Future Time Horizon	Traffic Capacity Study
0-500	Yes				
500-1000	Yes	¼ mile	¼ mile	10 years	1 mile
1000-1250	Yes	½ mile	½ mile	15 years	1.5 miles
Greater 1250	Yes	2 miles	2 miles	20 years	2 miles

Trip Generation - Trip Generation calculations shall follow the most current Edition of the ITE (Institute of Transportation Engineers). At the time of adoption of this policy the most current edition is the Eleventh (11th).

Roadway/Paving Impact Analysis:

Based on the outcome of the studies outlined above, the County Engineer shall review the data and make a recommendation regarding, but not limited to:

- Roadway widening
- Addition of travel lanes
- Acceleration, deceleration, turning, or queuing lanes
- The addition or removal of sidewalks
- The addition or removal of bus stops
- Curb/stormwater management work
- Intersection signage including full signalization
- Other signage as necessary
- Parking study

Notes and Addendum

The County reserves the right to waive or require traffic studies based on unique factors specific to a particular project or location.

Definitions

Average Daily Trips - Average Daily Trips (ADT) are the total number of trips, both in-bound and out-bound, within a 24 hour weekday period, generated by a particular use or development.

Pass-By Trip - Trips generated by the proposed Project that would be attracted from traffic passing the proposed project site on an adjacent street that contains direct access to the Project.

Peak Hour Trip - Peak Hour Trips are vehicle trips, both in-bound and out-bound, occurring during a one hour period either during the AM Peak (7AM to 9AM) or the PM Peak (4PM to 6PM), generated by a particular use or Project.

Project - A Project subject to this policy encompasses all land use development projects affecting the built environment, including changes in occupancy or intensification of existing uses, over which the City has administrative or legislative authority, that require review and approval and issuance of a building permit, certificate of occupancy, or other land use approval by County staff, Commissions, or Council.

Traffic Count - A traffic count is a count of traffic along a particular road, either done a digital counter (hose), electronically via photography and OCR technology, or by human counters.

Traffic Impact Analysis (TIA) – A TIA is provided to assess the near-term and long-term effects of specific development activity on the roadway system in a comprehensive manner. Development activity may include rezoning, platting, development plan approvals, Thoroughfare Plan amendments, and annexations.

Traffic Circulation Analysis (TCA) – A TCA is provided to determine how a development's traffic relates to existing traffic on internal and adjacent roadways. A TCA can be required during the same stages of the development process as a TIA, or it can be required at the time of building permit, driveway permit, development plan, or certificate of occupancy. A TCA is smaller in scope and magnitude than a TIA and focuses primarily on localized impacts.

Traffic Volume Study - Traffic volume studies are conducted to determine the number, movements, and classifications of roadway vehicles at a given location. The data helps to identify critical flow time periods, determining the influence of large vehicles or pedestrians on vehicular traffic flow.

Speed Study - Spot speed studies are conducted to estimate the distribution of speeds of vehicle in the traffic stream at a particular position on highway. This is done by recording the speeds of vehicle at the specified location.

Origin and Destination Study - An origin-destination study is used to determine travel patterns of traffic on an installation during a typical day. This is a study to determine and analyze trips. Trips are defined as one-way movement, from where a person starts (origin) to where the person is going (destination).

Traffic Flow Characteristics - Traffic flow is the study of the movement of individual drivers and vehicles between two points and the interactions they make with one another.

Traffic Capacity Study - A traffic capacity study is done to determine the *maximum number of vehicles* in a lane or a road that can pass a given point in unit time per hour per lane or roadway. The traffic capacity indicates a capability or maximum rate of flow with a certain level of service characteristics that can be carried by the road. The traffic capacity of a roadway depends upon a number of prevailing roadways and traffic conditions.

Parking Study - A parking study is defined as the ratio of number of bays occupied in a time duration to the total space available. It gives an aggregate measure of how effectively the parking space is utilized.

Roadway/Paving Impact Analysis - This is recommended by the County Engineer to determine the ability of a given section of roadway to handle any proposed increase of various types of traffic based upon a proposed development.

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ORDINANCE 12

TEXT AMENDMENT TO LAND USE APPLICATION:

Any roadway, right-of-way or signage/signalization improvements necessary to make a proposed development safe and functional is the responsibility of the developer. In an effort to make that clear, the following amendment to the Land Use Application is being recommended.

Land Use Application

Insert as Item #9 of application process:

9. Each project shall be reviewed according to the County Traffic Study Policy. If a project requires a traffic study of any type, the project may still be approved by the Planning Commission with the condition that upon completion of the traffic study and the subsequent review of the traffic study by the County Engineer, any roadway, transit, or mobility modifications, improvements or additions recommended by the County Engineer shall be agreed to and implemented by the developer. Failure to agree to implement the work that the County Engineer has deemed necessary would mean the project is no longer approved and would require a resubmittal to the Planning Commission in order for the project to proceed.

ORDINANCE 13

TEXT AMENDMENT TO UDSO ARTICLE 10:

Staff has reviewed the UDSO in regard to shared drives, common drives, and private roads. Staff's recommendation is to leave shared drives and private roads as written and to eliminate common drives.

The reason for this is that it is not at all uncommon for what starts out as a common drive to later be asked to be accepted by the County as a road yet it is not built to the appropriate standards. In addition, by not having the surfacing requirements, maximum slope requirements, or hammerhead/cul-de-sac requirements to allow for emergency vehicle access, having up to 10 homes being serviced by a common drive places these properties and their inhabitants at risk.

Sec. 1012 Private residential access.

~~1012(b) Common Drive~~

- ~~(1) No more than ten (10) lots may have access to a common drive.~~
- ~~(2) All lots which gain access from a common drive shall be at least one (1) acre in size, exclusive of that portion of the lot which is traversed by the required easement.~~
- ~~(3) The common drive shall be located within an easement of at least fifty (50) feet in width or within a designated right-of-way of at least fifty (50) in width. If the common drive is located within a designated right-of-way, then that right-of-way shall be owned and controlled by a homeowner's association or other entity responsible of the drive's maintenance.~~
- ~~(4) All lots must meet minimum Development Ordinance requirements for minimum frontage onto the common drive.~~
- ~~(5) The common drive cannot originate from a shared driveway, another common drive or from a private road or be connected at both ends to a public road.~~
- ~~(6) The maintenance of the common drive must be mutually agreed upon by the respective property owners and this maintenance agreement shall be outlined in an access agreement to be recorded with the Register of Deeds and individually noted within the respective deeds.~~
- ~~(7) The following plat certification shall be placed upon every plat for every lot utilizing a common drive:

"The common drive and associated easement or right-of-way shown on this plat shall be a private access not owned, maintained, or supervised by Pickens County and not constructed pursuant to any plan for future acceptance by Pickens County. All easements and right-of-ways shown upon the plat shall not be accepted for maintenance by Pickens County at any time in the future unless constructed as a public road in accordance with The Pickens County Unified Development Ordinance, as amended."~~
- ~~(8) Only those lots approved by the Planning Commission or by Planning Staff and platted with the common drive may utilize said drive.~~
- ~~(9) The common drive must be named; said name shall be approved by Pickens County E-911 staff (when three (3) or more lots are utilizing the common drive).~~
- ~~(10) The following, minimum construction standards shall apply. The standards must be certified as being met by a surveyor or engineer licensed in the State of South~~

~~Carolina prior to plat approval:~~

- ~~a. Have a fourteen (14) foot driving surface with four (4) inch thick compacted stone base and height clearance of thirteen and one half (13.5) feet, and if a bridge is constructed as part of the private drive, a professional engineer shall certify the weight which the bridge will support and a sign shall be conspicuously displayed on each end of the bridge displaying the weight limits:~~
- ~~b. Be provided with an unpaved cul-de-sac having a radius of thirty (30) feet or ending in a (t) with two twenty five (25) foot extensions for vehicular turning movements:~~
- ~~c. Observe minimum road offsets for public roads. When an offset in alignment of a road occurs and where the topography is suitable, a minimum distance between eighty (80) feet and one hundred and twenty-five (125) feet shall separate opposing roads from centerline to centerline:~~
- ~~d. Observe the sight distance standards where the private drive intersects a public road to allow at least one hundred (100) feet of sight distance for each ten (10) miles per hour of the posted speed limit. The sight distance shall be measured from a seeing height of three and one-half feet to an object one foot in height above the grade of the public road. If the proposed drive does not meet the sight distance requirement, a waiver must be signed by the individual(s) constructing the private drive stating that the owner(s) is liable and responsible for any accidents, injuries, problems, and property damage resulting from improper sight distance:~~
- ~~e. Meet the County's and DHEC Storm Water Management and Erosion and Sediment Control Regulations:~~

1012 (b) Private Roads.

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