

Red=Deletions

Blue=Additions

Black=Unchanged from Second Reading

Amendment 2: Roads

Barnes, Fant, Harrison, Tzouvelekas, Shaw, Norris, Meadows

~~D. Add a new LDR Section 8.8.2 to read as follows:~~

~~**“8.8.2 Required Improvements on County Roads**~~

~~Any road being accessed by a proposed development must be widened to current County standards along the extent of the property being developed, with appropriate taper back to existing width. Any required widening shall include full width overlay, not slot widening. To implement these improvements the following requirements shall apply:~~

~~A. If the TIS thresholds in Table 9.1 are not met, the road(s) must be widened to at least 22 feet wide. If TIS thresholds are met, the road(s) must be widened to 24 feet wide (to the nearest intersection).~~

~~B. Left turn lanes will be required at the primary access for all subdivisions/developments meeting the thresholds set forth in Table 9.1. The County Engineer has the authority to require additional improvements related to adjacent to the development to ensure the safety of the driving public.~~

~~C. Additionally, the road(s) where the subdivision access is located must be resurfaced from the subdivision entrance to the nearest servicing intersection (as designated by the County Traffic Engineer) if the OCI is less than 60 on a county road.”~~

E. Amend LDR Sections 9.2 A, 9.3, and 9.4 to read as follows:

“9.2 Study Requirements

A. A TIS shall be under the direct charge of and sealed by a registered SC Professional Engineer with expertise in traffic engineering. An impact study shall analyze traffic conditions for the existing year conditions, build-out background year “no build” conditions, and build-out year “build” conditions. The study will be used to assess the need for changes in traffic control devices and roadway improvements necessary to accommodate the new development traffic. The study must also justify the proposed access plan and demonstrate the effects of the development on public roadways. ~~The study shall include any subdivision approved by the Planning Commission~~ **be conducted in accordance with the requirements of Article 9 of this ordinance.** The study area will be limited to a maximum of 3 peak hours and not to exceed adjacent or nearby ~~3~~ **3** intersections within ~~1/2~~ **3/4** ~~1/2~~ mile radius from the property boundary. **In unzoned areas, a TIS will be conducted when a subdivision will generate 50 peak-hour trips and the**

study area will be limited to a maximum of 3 peak hours and not to exceed adjacent or nearby 3 intersections within ¾ mile radius from the property boundary. However, the study area may be expanded at the discretion of the County Traffic Engineer, if 3 intersections are not available within a ¾ mile radius from the property boundary. A study area site map showing the site location is required.”

“9.3 Responsibility for Mitigation

The developer of a site will be responsible for making roadway improvements and installing traffic control devices that may be necessary due to the impacts on the new development based on the recommendations from the study. ~~These include impacts through the study area of the development wherever possible.~~ If additional right-of-way is required as a result of the study, the developer shall make a reasonable effort to obtain the necessary right-of-way to perform the recommended improvements, including offering an amount as appraised by a licensed SC real estate appraiser. If right-of-way cannot be obtained, the developer is required to make a written request to the appropriate county staff for a waiver, including documentation of the “fair market value” offer. The waiver will be granted under the conditions that county staff determines that one or more of the following conditions exists and that the applicant pays a fee in lieu of constructing the recommended improvements (including right-of-way acquisition) as determined by the average cost of similar projects for the most recent 3-year period: A. The project will be in conflict with an approved and funded GPATS, SCDOT, C-Funds or County project. B. The project is proposed to be constructed where sufficient right-of-way cannot be obtained. C. The reasonable offer is not accepted. D. The project cost is environmentally prohibitive. Use of fees. All fees collected by the County pursuant to these provisions shall be accounted for separately from other monies, shall be expended only for any necessary road improvements and shall be expended within the timeframe as outlined in state law regarding “Fee-in-lieu-of.”

“9.4 Mitigation Alternatives

The traffic impact study will ~~help to~~ determine what, if any, mitigation measures are needed and applicable on County roads. ~~Mitigation will only be required if the LOS increases higher than LOS C, if SCDOT left-turn lane guidelines are met, or if the delay for any movement increases by 25% or more.~~

~~Additionally, improvements may be required if a project is located in a corridor “high-growth corridor” as identified by County Planning and Engineering Staff. “High-growth corridors” are identified as roads or groups of roads (and intersecting streets when applicable) in areas that have experienced at least 1.5% annual population growth, or roads/intersections currently operating at LOS D or higher.~~

Mitigation measures are not limited to physical improvements. It can include operational improvements along the roadway, at off-site intersections and site access points, as well as programs and incentives designed to specifically alter travel behavior, or a combination of measures. Table 9.2 above outlines some examples of mitigation measures.”