

# Four proposed subdivisions total about 746 acres in Seneca

## Nearly 1,900 residential lots are expected

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SENECA — Four subdivisions recently submitted to the Oconee County Planning Department total about 746 acres and are expected to have

nearly 1,900 residential lots in Seneca off Keowee River.

County planning director James Coley presented the four subdivisions at Thursday's planning

SEE LOTS, PAGE A6

ple" could potentially go in and out of the subdivisions daily. Later in the meeting, commissioner Mike Johnson said the DOT would estimate 6,000 road trips per day.

"That's more than the population of Walhalla," Spicer said.

"So on basically 800 acres, we're going to have another Walhalla," commission chairman Frankie Pearson added.

Spicer then questioned what emergency services will be necessary for the incoming homes, with Coley saying it was "probably something that'll need to be addressed."

"We're going to need a new one," Spicer said.

Pearson asked Coley to keep the commission updated on the development's progress adding this wasn't "a little 200-home subdivisions."

"It's going to change the traffic on 130," he said.

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### SENECA



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One proposed subdivision could be about 4 miles away from the Rochester Highway and U.S. 123 Highway intersection.

FROM PAGE A1

commission meeting. A total of 1,894 residential lots are planned with an additional 61 acres designated for commercial use, Coley said, adding a special exception would be needed from the county Board of Zoning Appeals for commercial areas in the lake overlay.

According to design plans, all four are proposed to be on Rochester Highway (130) — about 4 miles away from the Rochester and U.S. 123 Highway intersection — and include five access points on the highway.

"For reference, the Newry Mill is right here to the south and then the north, here is the Duke (Energy Nuclear) Plant," Coley said.

Oconee property records show the 769.91-acre property of where the subdivisions will sit is currently zoned control free, owned by Keowee River Preservation Group LLC and valued at \$6 million.

Details for the projected subdivisions are as follows:

- Waters Edge Reserve at Keowee River

- Total site area: 64.9 acres

- Total residential lots/units: 240 (204 single-family homes, 36 townhomes)

- Total area breakdown: 0.74 acre of open space, 1.12 acre of park area

- The Bay Shore at Keowee River

- Total site area: 212.5 acres

- Total residential lots/units: 559 (Plat 2A: 170 townhomes, 145 single-family homes; Plat 2B: 40 single-family homes, 23 waterfront homes; Plat 2C: 123 single-family homes, 58 waterfront homes)

- Total area breakdown: 7.2 acres of open space, 10.76 acres of amenity area, 2.38 acres of park area, 4.41 acres of commercial area

- Mariners Village at Keowee River

- Total site area: 138 acres

- Total residential lots/units: 320 (126 single-family homes, 111 waterfront homes, 83 townhomes)

- Total area breakdown: 4.75 acres of open space, 2.20 acres of amenity area, 0.25 acre of utility easement

- The Pinnacle at Keowee River

- Total site area: 331 acres

- Total residential lots/units: 775 (435 single-family homes, 162 waterfront homes, 178 townhomes)

### PLANNERS DISCUSS DEVELOPMENT TRAFFIC

The South Carolina Department of Transportation (DOT) and Oconee will require a traffic study for Rochester be done ahead of construction, Coley said.

"Traffic studies should identify the traffic improvements that are required to maintain the level of service ... and that's like a letter grade. So, 'A' is perfect, it's free flowing, you don't have to stop for anything, it's good," he said. "'F' is like bumper-to-bumper,

nonstop, can't go anywhere, it takes you an hour to go a mile. So whatever letter grade of level of service there is right now, that's what they would be required to maintain through that traffic. That's what it (traffic study) should identify, whether it needs deceleration lanes, separate turn lanes, traffic lights, whatever the improvements are."

Coley also said they're limited in what can be done to ease traffic along Rochester because it has long dikes, making it harder to widen the road.

"An easy fix to traffic would be a four-lane, but that's not going to be a possibility," he said. "This (traffic study) will have to identify other options for that to do the best-case scenario to maintain the level of service."



Pearson

Commissioner Teresa Spicer mentioned "close to 5,000 peo-