



BUILDING CODES COMMITTEE MEETING

MONDAY, OCTOBER 3, 2022 | 6 PM

1st committee meeting

The Committee will meet in the Mauldin City Hall at 5 East Butler Road in the Council Chambers at 6 p.m.

Please note that members of the public may attend this meeting in-person but are encouraged to participate remotely. The meeting will be available remotely through Zoom. Please visit the City's website at <https://cityofmauldin.org/your-government/meeting-minutes-agendas/> to access the meeting via audio and videoconferencing.

Building Codes Committee Meeting



Building Codes (BDS) Committee AGENDA
October 3, 2022

Committee Members: Diane Kuzniar (Chair), Taft Matney, Frank Allgood

1. Call to Order The Honorable Diane Kuzniar

2. Public Comment The Honorable Diane Kuzniar

3. Reading and Approval of Minutes The Honorable Diane Kuzniar
 - a. Building Codes Committee Meeting: September 6, 2022 (Pages 3-8)

4. Reports or Communications from City Officers The Honorable Diane Kuzniar
 - a. BDS Director David Dyrhaug

5. Unfinished Business The Honorable Diane Kuzniar

None

6. New Business The Honorable Diane Kuzniar
 - a. An ordinance to rezone property consisting of approximately 94 acres located at 500 West Butler Road (tax map parcel: #M008.02-01-002.00) and providing an effective date (Pages 9-25)

 - b. An amendment to the Mauldin zoning ordinance establishing definitions, standards, and prohibitions for drive-thru facilities (Pages 26-32)

7. Public Comment The Honorable Diane Kuzniar

8. Committee Concerns The Honorable Diane Kuzniar

9. Adjourn The Honorable Diane Kuzniar

Building Codes Committee Meeting



Minutes

Building Codes (BDS) Committee

September 6, 2022

4th Committee Meeting

Committee Members present: Diane Kuzniar (Chair) and Frank Allgood. Councilman Taft Matney was not present at convening, but did attend via Zoom towards the middle of the meeting.

Others present: David Dyrhaug, Building and Development Services Director and Rebecca Vance, Interim City Administrator

1. Call to Order- Chairwoman Kuzniar
2. Public Comment- None
3. Reading and Approval of Minutes- August 1, 2022

Motion: Councilman Allgood made a motion to approve the minutes with Chairwoman Kuzniar seconding.

Vote: The vote was unanimous (2-0).

4. Reports and Communications from City Officers

- a. BDS Director David Dyrhaug- Mr. Dyrhaug reported his department is at 84% of a 83% ideal remaining budget percentage. A record number of building inspections came through last month at 1752. The number of permits for new homes decreased, but then came back up last month. 23 business licenses were issued last month.

5. Unfinished Business- There is no Unfinished Business

6. New Business

- a. An ordinance to rezone property consisting of approximately 5.8 acres located at 25 Old Mill Road (tax map parcel: #M008.04-01-002.03) and providing an effective date

This petition includes approximately 5.8 acres located at 25 Old Mill Road. The applicant has requested that this tract be rezoned from I-1, Industrial, to S-1, Trades & Commercial Services. The applicant would like the flexibility to consider developing the remainder of the property for the additional uses allowed in the S-1 zoning district.

Motion: Councilman Allgood made a motion to send this item to Council with Chairwoman Kuzniar seconding.

Vote: The vote was unanimous (2-0).

- b. Annexation and Establishment of Tanner Road Planned Development

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1. An ordinance to provide for the annexation of property owned by W. Earl Jones and Nancy L. Jones, and located at 30 Tanner Road (tax map parcel: 0547.03-01-043.01) by one hundred percent petition and to establish a zoning classification of PD, Planned Development for said property;
2. An ordinance to provide for the annexation of property owned by W. Earl Jones and Nancy L. Jones, and located at 30 Tanner Road (tax map parcel: 0547.03-01-043.02) by one hundred percent petition and to establish a zoning classification of PD, Planned Development for said property;
3. An ordinance to provide for the annexation of property owned by C. Lynn Farmer and Elaine F. Ayscue, and located at 50 Tanner Road (tax map parcel: 0547.03-01-043.00) by one hundred percent petition method; and to establish a zoning classification of PD, Planned Development for said property

These petitions include approximately 13 acres owned by Lynn Farmer and Elaine Ayscue located at 50 Tanner Road, and approximately 7.6 acres owned by Earl Jones and Nancy Jones located at 30 Tanner Road. The applicant has requested that these tracts be zoned PD, Planned Development upon annexation into the City of Mauldin. Flournoy Development Group is planning to develop a planned development.

A traffic impact study has been completed for the proposed development project. This study was performed by Allen J. Reid with Impact Designs, Inc. SCDOT is talking with the applicant on intersection improvements. Chairwoman Kuzniar asked if the improvements would be done before or after the development is finished. Mr. Dyrhaug said typically they are done before the development begins.

David Graffius was present from Gray Engineering. As of last week, the DOT will further study the intersections and they are amenable to an additional green arrow from Verdin to Butler and additional turn lanes to Woodruff Road.

Councilman Allgood asked about stormwater runoff and if there was any potential encroachment onto neighboring properties. Mr. Graffius said there would be a retention pond to hold stormwater from rain events.

Councilman Allgood then asked if the pond could be half underground and half above ground. Mr. Graffius said it would not be as effective if constructed that way. This will be a dry retention pond.

Councilman Allgood asked when the traffic questions will be answered so that Council will have all the information to make a decision. Mr. Graffius said he was not sure, it could be a couple of weeks.

Chairwoman Kuzniar asked if the retention pond would be screened. Mr. Graffius said there are trees on the western side that will be kept at the property. There will also be a line of evergreen trees planted near the pond. Chairwoman Kuzniar asked if the residents would find the retention pond unappealing. Mr. Graffius said the residents would be looking at the green buffer instead of the low-lying areas where the pond is located.

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Chairwoman Kuzniar asked about the conversion of workspaces to apartments. Mr. Dyrhaug said the statement of intent has been revised and if it needs to be converted, it will come back as a change to Council. Chairwoman Kuzniar said her concern is this will be all residential, without some nice retail. Mr. Dyrhaug said there could be businesses like boutiques, hair salons, coffee shops, etc. Small space retail, not like a full restaurant.

Motion: Councilman Allgood made a motion to send this item to Council with Chairwoman Kuzniar seconding.

Vote: The vote was unanimous (2-0).

- c. An amendment to Chapter 18, Article II (Nuisances) of the Mauldin Code of Ordinances to authorize the codes enforcement official rather than the building and zoning director to enforce certain provisions contained herein and for other matters related thereto

This ordinance, reviewed by the City Attorney, replaces the Building and Zoning Director with the Code Enforcement Official as the staff person responsible for the enforcement of the City's nuisance standards.

Motion: Councilman Allgood made a motion to send this item to Council with Chairwoman Kuzniar seconding.

Vote: The vote was unanimous (2-0).

- d. An amendment to Chapter 18, Article II (Nuisances) of the Mauldin Code of Ordinances to establish certain standards to protect against nuisances caused by light trespass and for other matters related

City staff recently had the opportunity to meet with Duke Energy officials to discuss the provisions being considered by the City of Mauldin. These officials commented that light glare very difficult to define and enforce. Their experience is that what is perceived as glare is different from case to case. They advised it is much easier to define, measure, and enforce light trespass as measured in foot-candles.

They also expressed that the height restrictions that the City was considering for lights was not consistent with their practice. The light poles that they typically install have a height of about 25 feet above the ground, not including pedestrian lights which generally are shorter. They also advised that restricting light pole height may have little effect if adjacent properties have different grade elevations. These officials also explained the procedures they follow when installing light poles and reviewing subsequent complaints. A property owner who requests the installation of a Duke light pole is required to sign a contract with Duke Energy. Included in the contract is a provision that the customer agrees to abide by local ordinances. When Duke Energy receives complaints about lights, they generally direct the complainant to talk directly to the property owner of the offending light. They do this to avoid getting in the middle of neighbor disputes. The property owner is able to request that Duke Energy make adjustments to the light to mitigate the concerns from a neighbor. Depending on the nature of the concern, Duke Energy

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is able to shield the light, lower the light on the pole, change out the color of the light, among other solutions. Duke Energy indicated that they generally respond in about 3-5 days, although on occasion they may be delayed due to extenuating circumstances.

Councilman Allgood said there is a part in the narration that says the police department may need to hire additional staff and buy light meters. Councilman Allgood said he doesn't believe we will need to do that and asked Mr. Dyrhaug if he agreed. Mr. Dyrhaug said he agrees with Councilman Allgood that this is not going to be something that will be needed. The City should not receive a large number of light complaints.

Councilman Allgood said this is a much better ordinance than what was considered at an earlier meeting. His previous concern was defining a radius, and this defines foot-candles. It addresses his concern.

Motion: Councilman Allgood made a motion to send this item to Council with Chairwoman Kuzniar seconding.

Vote: The vote was unanimous (2-0).

e. Drive-through facilities in the Central Redevelopment District

Presently, the City of Mauldin has general standards that require a minimum amount of distance for vehicles that queue or stack in drive-thru lanes depending on the type of business (e.g., bank, ATM, restaurant, car wash, etc.). There are no other restrictions on drive-thru facilities in the Central Redevelopment District. Staff has researched what neighboring communities have as standards. This is presented for discussion.

Chairwoman Kuzniar said other communities have downtowns and that may be why they don't have any restrictions. The City needs to decide if they want to have further drive-throughs and could restrict future development.

Ms. Vance said drive-throughs could be a conditional use. Councilman Allgood said he got stuck in drive-through traffic this weekend and he understands why there would need to be restrictions. Mr. Dyrhaug said his opinion is if the City is trying to create a pedestrian environment, drive-throughs have no place. Chairwoman Kuzniar said there are plenty of places in the City that could still have drive-throughs, but for the CRD there should be a restriction. She would like to keep the City's goal in mind.

Chairwoman Kuzniar would like this item to go to Council for discussion.

Councilman Matney joined at this time via Zoom.

Motion: Councilman Matney made a motion to send this item to Council for input with Councilman Allgood seconding.

Vote: The vote was unanimous (3-0).

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f. Electric vehicle charging stations

Staff was asked to look at this issue. Electric vehicle charging stations generally fall into one of three categories, designated as level 1, 2, and 3. Level 1 chargers are 120 volts and generally use a standard outlet. Level 2 chargers are 240 volts and generally consist of a charging head and cord hard-wired to the circuit. Level 3 chargers are more than 240 volts and are much more complex. Some charging stations may also identify as level 4 which are relatively new to the industry and represent the high end of electric vehicle charging.

Chairwoman Kuzniar said this is an important issue and we will need charging stations eventually. She said Council could hold a workshop to discuss this topic. Councilman Matney said he would like to hear from the electric companies. Would our grid handle something like this? If there is a workshop, he would like them to provide information.

Motion: Councilman Allgood made a motion to send this item to a Council workshop for further information with Councilman Matney seconding.

Vote: The vote was unanimous (3-0).

g. Board of Appeals membership

Out of seven seats designated by Mauldin ordinance, there are currently only three active members serving on the Board of Appeals. This includes one current member who has filed an application to be considered for appointment to the Planning Commission. Currently the Board does not have enough members to even meet and take action on an appeal, variance, or special exception. The City has received no applications from citizens interested in the Board of Appeals so far this year. State law (section 6-29-780) prescribes that the City may create a board between 3 and 9 members. The members should serve for overlapping terms between 3 and 5 years. This is on the agenda to find out if there is any interest in reducing the number of seats on the ZBOA.

Chairwoman Kuzniar said she would not have a problem with five members, but thinks three members is too few.

Councilman Matney said the board is so important. It is a quasi-judicial board and their decision is final. He understands it is difficult to maintain a constant majority of seven.

Motion: Councilman Matney made a motion to direct staff to draft an ordinance reducing the number of seats of the Zoning Board of Appeals to five members with Councilman Allgood seconding.

Vote: The vote was unanimous (3-0).

7. Public Comment-

Jason Kraeling: 234 Devon Drive. You can rent light meters. I don't think we will have a huge use for them, but they are expensive. You can rent them for a couple hundred bucks versus \$15,000-20,000. I just wanted to say that before I forgot.

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8. Committee Concerns- None

9. Adjournment: Chairwoman Kuzniar adjourned the meeting at 8:23 p.m.

Respectfully Submitted,
Cindy Miller
Municipal Clerk



BUILDING CODES COMMITTEE AGENDA ITEM

MEETING DATE: October 3, 2022

AGENDA ITEM: 6a

TO: Building Codes Committee
FROM: Business & Development Services Director, David C. Dyrhaug
SUBJECT: **Rezoning at 500 W. Butler Road**

OWNER(S):	Billie Gene Schwiers Ltd. Partn.
AUTHORIZED REP(S):	Darren Webb • Mark III Properties, LLC Paul Harrison • Bluewater Civil Design, LLC
TAX MAP NUMBER(S):	#M008.02-01-002.00
LOCATION:	500 W. Butler Rd.
CURRENT ZONING:	R-20, Low-Density Residential
REQUESTED ZONING:	R-M, Multi-Family Residential & R-15, Low-Density Residential
SIZE OF PROPERTY:	Approx. 94 acres

REQUEST

The City of Mauldin has received a signed petition requesting the rezoning of a tract of land pursuant to Section 4:2 of the Mauldin Zoning Ordinance. This petition includes approximately 94 acres located at 500 W. Butler Road. The applicant has requested that this tract be rezoned from R-20, Low-Density Residential, to a split zoning of R-M, Multi-Family Residential, and R-15, Low-Density Residential. The applicant is planning to develop a combination of apartments, townhomes, and detached single-family homes.

The split between the two requested zoning districts will run along a stream that runs diagonally across the property from the northwest corner of the property to the southeast corner of the property. Approximately 41 acres have been requested to be rezoned to the R-M district and approximately 53 acres have been requested to be rezoned to the R-15 district.

HISTORY/BACKGROUND

This tract is currently occupied by a residence and cows. This tract backs up to a number of residential communities including Laurel Meadows, Knollwood Heights, Sunset Heights, Woodcreek, Ashmore Bridge Estates, and Daniel Court Homes. Additionally, the property is adjacent to and faces commercial properties along W. Butler Road.



PROPOSED DEVELOPMENT

At the neighborhood meeting, the applicant presented a conceptual plan that depicts the following:

- 297 apartment units along the western edge of the property adjacent to Taylor Road
- 133 townhomes throughout the center/front of the property
- 128 detached single-family homes throughout the back half of the property and along the eastern edge of the property

In total, this entails 558 residences for the conceptual development project that was presented at the neighborhood meeting.

Access. Access to this proposed development project has been initially depicted as two entries along W. Butler Road and a single entry along Taylor Road. Taylor Road is not signalized at its intersection with Butler Road and neither conceptual entries along Butler Road are expected to be signalized.

Buffering. The developer has not provided detailed information about buffering adjacent to existing communities but the conceptual drawing appears to depict minimal buffers adjacent to most of the existing communities except for at the rear adjacent to the Knollwood Heights community.

About Mark III Properties

Mark III Properties is a local residential development company. They have developed a few recent subdivisions in the City of Mauldin including: Highland Chase on E. Standing Springs Road, Butler Townes on E. Butler Road, Arden Woods on Ashmore Bridge Road, Camden Cottages on Standing Springs Road, and Meadow Springs on Standing Springs Road.

NEIGHBORHOOD MEETING

In accordance with Section 4:3.3 of the Mauldin Zoning Ordinance, the applicant held a neighborhood meeting on August 18, 2022. Based on the sign-in sheet, it appears that approximately 50 neighbors attended the meeting from several of the surrounding communities.

According to the meeting summary provided by the applicant, questions and concerns covered topics including: traffic, needed road improvements, deficiencies of Taylor Road, landscaping, stream buffers, wetlands, stormwater runoff and sedimentation, topography and grading, home sizes and price points, estimated population of the proposed community, wildlife protection, opposition to apartments, property setbacks, buffering and fencing, number of units, desire for retail along W. Butler Road, and community entrances. Attached is the applicant's summary of the neighborhood meeting.

PUBLIC HEARING

The Planning Commission held a public hearing on September 27, 2022. The following citizens spoke at the public hearing.

- Lillian Fournier, 302 Daniel Court, expressed concerns about traffic, school overcrowding, and stated that she does not wish to see the property change.
- Pam Nugent, 107 McSwain Drive, expressed concerns about traffic, school overcrowding, and asked about the buffering that would be provided.

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- Diana Kuzniar, 503 Knollwood Drive, read a letter submitted by Anne Dawes of 202 Bel Arbor Lane. Ms. Dawes shared concerns about inadequate infrastructure, commute times, school overcrowding, and emergency care.
- Pam Childers, 600 Laurel Meadows Parkway, expressed concerns about infrastructure, including streets, traffic, school overcrowding, and asked about the size of the homes.
- Robert Clary, 131 Wood Creek Court, asked if a traffic study had been completed yet and stated that a traffic study should be reviewed before the property is rezoned.
- Dwayne Goodwin, 500 Taylor Road, expressed concerns about the difficulty of making left-turns onto West Butler Road as well as the substandard conditions of Taylor Road. He also commented that has not heard nor seen any revisions to the plan for developing this property after the applicant received plentiful input at the neighborhood meeting.
- Mary Bennett, 519 Waterbrook Drive, asked when the Planning Commission would vote on this matter and also asked if the members of the Planning Commission lived near this property.
- Amy Goodwin, 500 Taylor Road, expressed concerns about trash compactors potentially be located next to Taylor Road. She also expressed concerns about voting on this rezoning before the traffic has been studied as well as about the effect of traffic on emergency response times.
- Renee Eron, 926 Goldendale Court, expressed concerns about the loss of green space, changes to Taylor Road, traffic, and how City services would be impacted by a large number of homes.
- Manuel Curcio, 109 Muirwood Drive, expressed concerns traffic, pedestrian safety, stormwater runoff, environmental impacts, and how the property would be landscaped.
- Lisa Foley, 116 Muirwood Drive, expressed concerns stormwater runoff, loss of habitat for wildlife, and also how the development would affect the pond on her property.
- Patty Harris, 700 Laurel Meadows Parkway, expressed concerns about the size of this development project, access (especially at Taylor Road), and reminded the Planning Commission that there is another townhome project in the works next to this property.
- Bill Snyder, 116 Muirwood Drive, asked that if this rezoning is approved that the developer leave trees and don't fill up the pond on his property with mud.

ZONING ANALYSIS AND STANDARDS

Existing Zoning Classification

The R-20 zoning designation is a low-density residential district that primarily allows detached single-family residences. Customary recreational, religious, and educational facilities may also be allowed in this district. The standards in this district are intended to protect the residential character of the district and promote single-family living.

Proposed R-M Zoning Classification

The R-M zoning designation is a multi-family residential district intended to provide a full range of medium- to high-density multi-family housing types in addition to detached and attached single-family homes recreational, religious, and educational facilities. This district is intended to provide a transition between single-family districts and commercial districts.

Development standards associated with the R-M zoning district include:

- Maximum density: 16 units per acre
- Maximum building height: 45 feet
- Minimum perimeter setbacks: 25 feet

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- Buffer required next to adjacent communities: none required by ordinance
- Minimum open space: 15 percent of development area
- Minimum parking: 1.5 parking spaces per multi-family dwelling unit; 2 parking spaces per single-family dwelling unit

Presently, the number of acres that are proposed to be rezoned to the R-M district is approximately 41 acres. The R-M district would allow up to 656 apartments on this section of the property.

Proposed R-15 Zoning Classification

The R-15 zoning designation is a low-density residential district comparable to the R-20 district. The primary difference between the R-15 and the R-20 district is that the R-15 district allows a relatively higher density. The R-15 district generally allows 2.9 units per acre while the R-20 allows 2.2 units per acre.

Development standards associated with the R-15 zoning district include:

- Maximum density: 2.9 units per acre
- Maximum building height: 30 feet
- Minimum perimeter setbacks: 25 feet
- Buffers required next to adjacent communities: None required by ordinance
- Minimum open space: 30 percent of development area

Presently, the number of acres that are proposed to be rezoned to the R-15 district is approximately 53 acres. The R-15 district would allow up to 153 homes on this section of the property.

Surrounding Development/Zoning

These properties are surrounded by the following zoning and land uses:

Direction	Zoning District(s)	Existing Use(s)
North	R-15 (City)	Knollwood Heights community
South	C-1 (City)	Various commercial properties
East	C-2 (City)	Dollar General
	R-M (City)	Daniel Ct. Homes & Ashmore Br. Estates Apts.
	R-12 (City)	Woodcreek community
	R-20 (City)	Sunset Heights community
West	C-2 (City)	Pending rezoning to R-M district for townhomes
	PD (City)	Laurel Heights community
	R-20 (City)	Large estate residences

Comprehensive Plan Analysis

This property is split among three different designations on the future land use map of the comprehensive plan. The front portion of the property is designated as a “regional corridor.” This is envisioned to include commercial uses such retail, restaurants, shopping centers, etc. The middle portion of the property is designated as “multifamily residential” which is intended to include apartments, townhomes, and duplexes. The back half of the property is designated as “low-density residential” which is intended to include single family homes on lots that typically ¼-acre or larger.



REVIEW CRITERIA

The Mauldin Zoning Ordinance does not contain any specified criteria that should be considered by the Planning Commission when reviewing requests for rezoning. However, the following criteria are typical of those used by other jurisdictions.

- A. Consistency with the Comprehensive Plan or, if conditions have changed since the Comprehensive Plan was adopted, consistency with the overall intent of the Plan, recent development trends, and the general character of the area;
- B. Suitability of the site’s physical, geological, hydrological and other environmental features to support the breadth and intensity of uses that could be developed in the proposed zoning district;
- C. Compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning districts in terms of suitability of location, impacts on the environment, noise, density, nature of use, traffic impacts, aesthetics, ability to develop adjacent properties under existing zoning, and potential influence on property values;
- D. Capacity of public infrastructure and services to sufficiently accommodate all potential uses allowed in the proposed district without compromising public health, safety or welfare; and
- E. Public need for the potential uses permitted in the requested zoning district.

STAFF FINDINGS

The analysis below includes staff findings pertaining to each criterion.

CRITERIA

1. Consistency with the Comprehensive Plan or, if conditions have changed, consistency with the overall intent of the Plan, recent development trends, and the general character of the area;

STAFF FINDINGS

This property is split among three designations in the future land use map of the comprehensive plan. This includes “regional corridor,” “multifamily residential,” and “low-density residential.” In the comprehensive plan these designations are layered with commercial and multifamily on the front part of the property with single-family residential on the back half of the property. The way that the rezoning has been proposed, the property is split diagonally instead of being layered. The front and west portion of the property is proposed as multifamily residential while the back and east portion of the property is proposed as single-family residential. There is no commercial area included in the proposed rezoning of this property.

The general character of the area includes commercial along W. Butler Road, apartment and duplexes along a portion of the east boundary, and single-family residential surrounding the remainder of the property including the rear and the west boundary.

It is staff’s opinion that the omission of any commercial area is not consistent with the Comprehensive Plan. Additionally, the design of the rezoning is not layered in a consistent manner as shown in the Comprehensive Plan. And the design of the rezoning does not necessarily match the character of adjacent communities. The rezoning is proposed such that apartments would be located adjacent to single-family residential to the west. And single-family homes would be located adjacent to apartments and commercial to the east.



CRITERIA

2. Suitability of the site's physical, geological, hydrological and other environmental features to support the breadth and intensity of uses that could be developed

STAFF FINDINGS

It appears that there are some hydrological features on the site including streams and potentially some wetlands. No wetlands delineation has been received yet to demonstrate if any wetlands exist.

There also appear to be some steep topography in various sections of the property, particularly in proximity to some of the streams on the property.

These features will certainly affect the design of the development. Staff is unable to say if the intensity of the uses allowed by the proposed zoning would negatively impact these environmental features.

3. Compatibility of the potential uses allowed with surrounding uses and zoning districts in terms of suitability of location, impacts on the environment, noise, density, nature of use, traffic impacts, aesthetics, ability to develop adjacent properties under existing zoning, and potential influence on property values

While the types of uses proposed for the property—including apartments, townhomes, and single-family homes—currently surround the property, the design of the rezoning does not match up to where these uses currently exist. While the single-family residential zoning located along the rear of the property appears to be compatible with the adjacent community, the multi-family residential zoning along the west of the property does not appear to be compatible to the adjacent community and the multi-family residential zoning along the front of the property is not consistent with the predominantly commercial nature of W. Butler Road.

4. Capacity of public infrastructure and services to sufficiently accommodate potential uses allowed without compromising public health, safety, or welfare

Staff is not aware of any utilities, including water and sewer, that would not be available at this tract. There are currently two ReWa sewer lines that run through this property.

A traffic impact study has not yet been performed for the prospective development of this property, but one will be required.

Taylor Road, which borders this property, currently ranges in width between 12 and 18 feet. Due to its substandard conditions, Taylor Road is insufficient to accommodate traffic and provide access to the prospective development of this property.

About 25,000 to 30,000 vehicles travel on this section of W. Butler Road each day. There are legitimate concerns that it will be very difficult to turn left out of this property during peak hours. The prospects of a traffic signal being provided at this property are very low.

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CRITERIA

5. Public need for the potential uses permitted

STAFF FINDINGS

The Comprehensive Plan forecasts that an aging population, shrinking household sizes, and affordability will continue to increase the demand for smaller, low-maintenance housing. The current conceptual development proposal would provide additional living options that support this forecast in the Comprehensive Plan. Additionally, this rezoning also helps to meet the high demand for housing around this area. However, the Comprehensive Plan also has a stated goal to ensure an adequate supply of non-residential land to support future economic development. The front portion of this property could be an opportunity to expand commercial development in the City.

TIMELINE

On August 18, 2022, the applicant met with interested neighbors to review their proposal and to seek questions and comments.

On August 23, 2022, staff received the request to rezone this tract.

On September 27, 2022, the Planning Commission conducted a public hearing. At this meeting, the Planning Commission voted 4-0 to recommend denial of the rezoning.

STAFF RECOMMENDATION

Due to the inconsistencies with the comprehensive plan, mismatches with adjacent land uses, and concerns about traffic and roads, **staff does not support the rezoning as currently submitted.**

PLANNING COMMISSION RECOMMENDATION

On September 27, 2022, the Planning Commission voted 4-0 to recommend **denial** of the rezoning.

ATTACHMENTS

Proposed ordinance (maps included therein)
Neighborhood meeting information
Conceptual drawing(s)

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ORDINANCE # _____

AN ORDINANCE TO REZONE PROPERTY CONSISTING OF APPROXIMATELY 94 ACRES LOCATED AT 500 WEST BUTLER ROAD (TAX MAP PARCEL: #M008.02-01-002.00) AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Billie Gene Schwiers Ltd. Partn., has petitioned the City of Mauldin to rezone +/- 94 acres from the R-20, Low-Density Residential District, to a split zoning of the R-M, Multi-family Residential District, and the R-15, Low-Density Residential District; and

WHEREAS, a rezoning of the parcel is in keeping with the City of Mauldin 2014 Comprehensive Plan Update; and

WHEREAS, the site is suitable for the types of uses that could be developed under the new zoning district; and

WHEREAS, the potential uses permitted in the new zoning district meet a public need and are not detrimental to the public health, safety, and welfare; and

WHEREAS, the Mauldin Planning Commission has given favorable recommendation to the zoning application; and

NOW THEREFORE BE IT ORDAINED by the mayor and City Council of the City of Mauldin, South Carolina, in council assembled and by the authority thereof

Section 1. That the property described in zoning docket PC-2022-13-RZ and Greenville County Tax Map Parcel M008.02-01-002.00 be rezoned from R-20 to a split zoning of R-M, Multi-family Residential, and R-15, Low-Density Residential. The property is further identified on the attached exhibit that is hereby incorporated into this ordinance, including Exhibit 1, Zoning & Property Map.

Section 2. This ordinance shall become effective upon and after its final passage.

Passed on First Reading _____

Passed on Second Reading _____

CITY OF MAULDIN, SOUTH CAROLINA

ATTEST:

BY: _____
Terry Merritt, Mayor

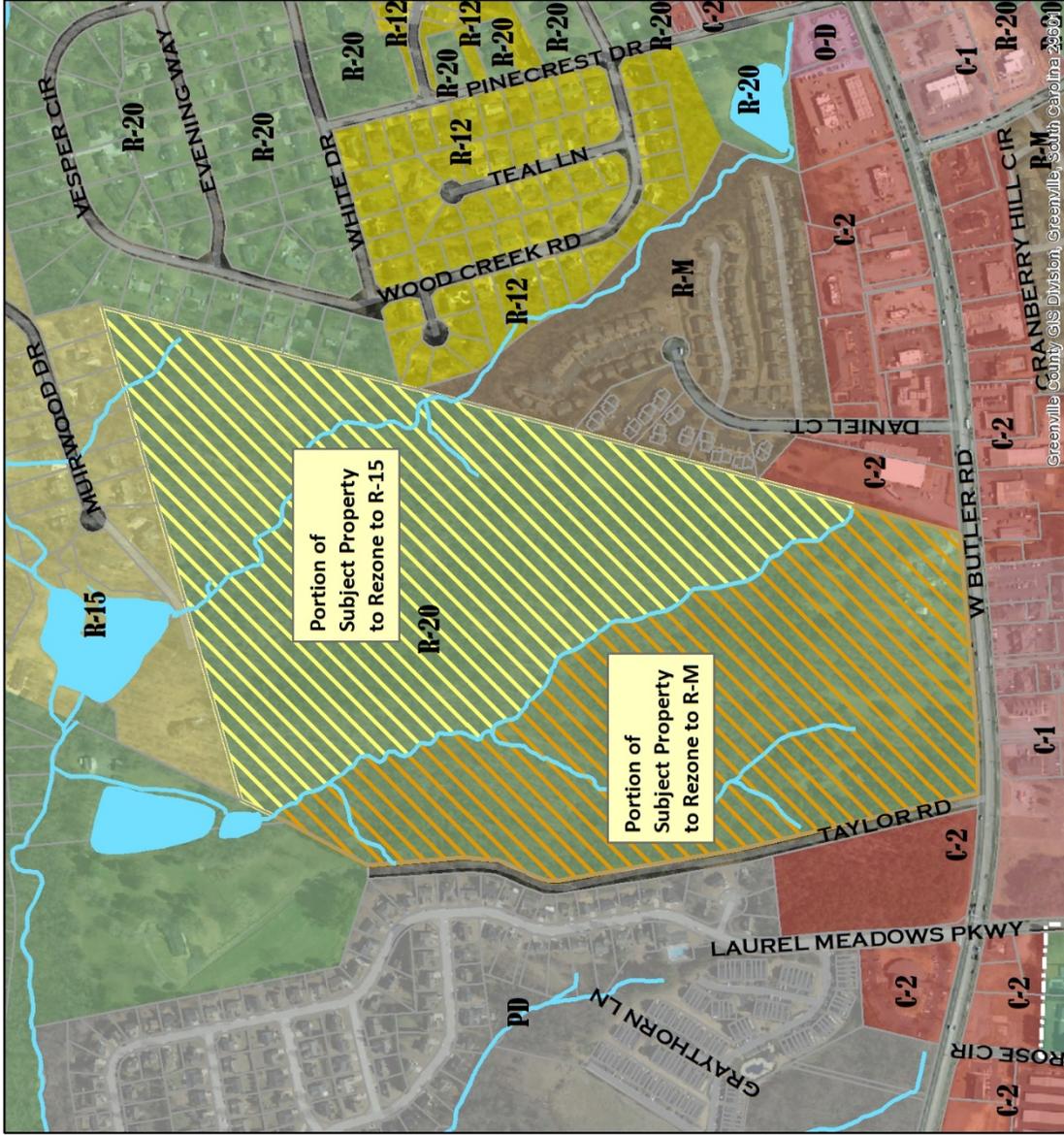
Cindy Miller, Municipal Clerk

APPROVED AS TO FORM:

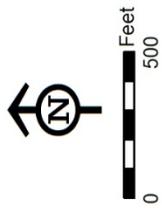
John Duggan, City Attorney



EXHIBIT 1



**PC-2022-13-RZ
Zoning &
Property Map**



Legend

- Municipal Boundary
- Proposed Rezoning
- R-15
- R-M

Created on September 15, 2022

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W. Butler Road Tract (Schwiers Property) Neighborhood Meeting

Location: Mauldin Branch Library – 800 W. Butler Road, Greenville, SC 29607

Date/Time: 8/18/2022 @ 6:00 PM

- If you are proposing 600+ drivers down a single lane road, what are the plans for road improvements? How do you propose turning left? Can Taylors Road support the amount of traffic?
 - Prior to this meeting, the civil engineers met with David of the City of Mauldin and discussed how the roads will be brought to city standards and improved as necessary. The improvements will most likely be located along the proposed property line and will not block any existing driveways from entering and exiting.
 - Not all the new 600+ residents will use Taylor Road to travel. After conversations with SCDOT, W. Butler Road will have improvements.
 - With your civil engineering expertise, what traffic improvements are you expecting and when will the assessment be done/released?
 - Only indications heading west onto Butler Road will most likely be improved. For instance, a right turn lane into the subdivision and potentially a stop light at the Ashmore Bridge Road intersection.
 - How far back will road improvements/widening go on Taylors Road and will you compensate owners for their property?
 - In the event of widening along Taylors Road, we will not be allowed to widen on your property. If we cannot widen symmetrically, we will widen on our side and taper back to existing as necessary.
-

Building Codes Committee Meeting



- Will you have a curb on my side of Taylors Rd?
 - We wouldn't do anything to disturb your access or any existing driveways with our entrance.
- Why are you not proposing and green/trees on the apartment side of the property by Taylors Road?
 - We would have screening 30' from Taylors Road, so 40-45' from the road centerline. If the rezoning is approved, the city will require landscaping/screening on the preliminary plat. What we are presenting today is just a sketch/preliminary layout.
- How are you handling the creek running through the property?
 - We have provided a buffer along the creek and will be using a culvert crossing (pipe) to convey the water where we are proposing the road crossing across the creek.
- What are your legal setbacks against the wetlands?
 - We would have to have the wetlands delineated first to determine the required buffer. We aren't going to spend money on a delineation just yet, but if we had to guess the wetlands buffer would be 30-45' on both sides.
- There are 2 existing ponds on the north side of the property where the creek that's running through the property leads to. What's the plan for keeping mud off our property and out of our pond?
 - When we apply for a sediment and erosion control permit, the developer signs on as the primary permittee. If they impact, they are in direct violation and are subject to fines.
 - We often ask the owners if they allow us to put in turbidity curtains at the creek to pond entrance and it filters the water before it runs into the pond. The maintenance is at the developer's expense. The last thing the developers want is angry neighbors because it makes them look bad and costs more money for them, so they will go above and beyond to prevent.

Building Codes Committee Meeting



- The SFR houses on the right side of the subdivision are on a hill. How much cutting down are you doing? What will happen to the water there? It currently runs straight to my yard picking up debris.
 - We should've brought in a topo map, but none of our water will drain in the direction of your yard through the creek. We will have to study the effects of the road crossing and buffer against the creek. There's currently no 100 floodplain delineated, but we will have to study the width of the creek to make sure there is safe passing. We don't contribute to any flooding. Since this site will be graded out and flattened as necessary while maintaining existing vegetation, we may have to add in more ponds to direct stormwater to, but again this is just a preliminary sketch.
- Do you have to submit post/proposed grades?
 - Yes, the process is:
 - Rezoning application is submitted, then the application goes to planning commission (PC) who will hopefully recommend it to city council. If approved, then it will go through two city council readings. If approved at second reading, then we will submit a preliminary plat (PP) that will go back to PC for approval. If PP approved, then we will provide the full design, TIS, and environmental assessment to the city, county, and state for permitting.
- How long will that process take?
 - 2-2 ½ years
- Have you walked the site?
 - Yes
- What if the city denies the application?

Building Codes Committee Meeting



- The options would be up to the developer. The options include altering the application (rezone to something else), walk (take away the application and move on), redesign, etc.
 - What's the price range and sq ft of the homes?
 - 1800 – 3500 sq ft depending on the add-ons
 - 30'-40' wide with 80' depth.
 - 2-3 story homes with 3-5 bedrooms
 - No idea on cost, but since you're making me answer I would have to project \$300,000 range
 - How many people are you projecting for this site?
 - 1000 people
 - Would you flatten the hills on the site?
 - Yes, the site will have to be graded and flattened to have buildable area
 - What happens to wildlife?
 - When we look at this area and its surrounding neighborhoods, we look at the densities and with our open space, you'll be surprised at the units/acre compared to what matches the area and the comprehensive plan for this area. We are compatible.
 - Assuming this gets a lot of pushback, whats the next step down for multifamily that is the least dense? What zoning would get rid of the apartments?
 - R-10 would be the next least dense. Anything not R-M would get rid of the apts.
 - Who will own the apartments?
 - Crescent Apartments
 - What are the setbacks for the top of the property?
 - 30'
-

Building Codes Committee Meeting



- Do you have a plan for privacy along Muirwood Drive?
 - We aren't sure what each individual homeowner will put in place for privacy. It could be trees or fencing, but the HOA will be able to establish guidelines for it. We recommend trees because fencing tends to degrade over time.
- What's the difference between the yellow and the pink on the plan?
 - Different lot sizes. The pinks are 55' wide and the yellow are 40' wide
- How many lots/apt units are there?
 - 261 lots and 297 units
- Are those all for sale?
 - Yes
- What will happen to the old Chandler property at the top left of the map?
 - Nothing, it's not part of the subdivision.
- What are you going to do with the 20' drop at the top right of the property? We noticed a blue line that the ACOE will not contact us back about.
 - We will reroute and grade the top right lots so it drains back to the road and runoff will be carried through the storm drain system into the pond. We are 80' – 100' ft away from the stream, we aren't touching it.
- So, drop off remains?
 - Yes (the neighbors are happy with this)
- When working on Taylors Road, are you going to keep it open so we can freely pass?

Building Codes Committee Meeting



- Yes, the city and DOT will keep any road that is undergoing improvements open for emergency vehicles and existing residents
 - Are the proposed ponds fenced?
 - Yes, and they are dry ponds
 - If there is an entrance along Taylors Road, will there be improvements?
 - Yes, and we are working on a new site plan with the townhomes (THs) and apartments switched. We feel like this will force the apartment traffic to use Butler Road and the TH product can use Taylors Road.
 - What about retail in front instead of homes?
 - The current zoning is for residential, so we think it is easier to keep that zoning. Commercial would be more intrusive to the neighbors and traffic patterns would shift more. Commercial would directly affect marketing for the rest of the homes and most communities are more acceptive to residential.
 - Have you done a traffic study for Butler Road?
 - We are working with Ramey Kemp and SCDOT to get a scope on intersections that need to be studied. Now that school is back in session, a traffic study can be performed. We are most likely looking at a right turn lane off Butler Road into the development already.
 - Are the stormwater ponds detention, retention?
 - Detention, dry ponds that will drain between 24-72 hours. Mauldin also requires the ponds to meet the 100 year storm event.
 - The detention ponds look close to the wetlands. Can you build them in the wetlands?
 - No and they have to be outside the wetlands buffer as well.
-

Building Codes Committee Meeting



- Do you know anything about the development to the left of the library?
 - No
 - 56 THs (from someone in the audience)
- Any build for rent?
 - No, all for sale
- Why would City of Mauldin want high density apartments?
 - If we lost the apts and filled the area in with more THs, would it be more accepted?
 - Yes, single family homes would be more giving back to the community. You see things like car break-ins and more crime with apartments.
 - The developers are working on potentially adding a gate for the apartments
- What will the entrance be like to the subdivision?
 - The entrance will include a monument sign, trees, shrubs, and anything else that makes it look appealing and inviting.

END SESSION

Building Codes Committee Meeting



SITE LEGEND

	CONCRETE DRIVE, OPEN SPACE
	40' WIDE DRIVE
	NEIGHBORLY UNIT/PAVING
	PROPOSED BUILDING IN BLOCK UNIT
	PROPOSED S.W.
	PROPOSED C.C. ROAD

SITE DATA

TAX MAP NO.:	4000000000
SITE AREA:	44.01 AC
ZONING:	R-20
STREETS:	40'
W BUTLER ROAD:	20'
TAYLOR ROAD:	20'
FRONT:	20'
PROPOSED ROADWAY:	<ul style="list-style-type: none"> 1. 3.015' OF 44' PUBLIC ROW - 57' LOTS 2. 2.011' OF 44' PUBLIC ROW - 46' LOTS 3. 2.011' OF 44' PUBLIC ROW - 46' LOTS 4. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 5. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 6. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 7. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 8. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 9. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 10. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 11. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 12. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 13. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 14. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 15. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 16. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 17. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 18. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 19. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 20. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 21. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 22. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 23. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 24. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 25. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 26. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 27. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 28. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 29. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 30. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 31. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 32. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 33. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 34. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 35. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 36. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 37. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 38. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 39. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 40. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 41. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 42. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 43. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 44. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 45. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 46. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 47. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 48. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 49. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 50. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 51. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 52. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 53. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 54. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 55. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 56. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 57. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 58. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 59. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 60. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 61. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 62. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 63. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 64. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 65. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 66. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 67. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 68. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 69. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 70. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 71. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 72. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 73. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 74. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 75. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 76. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 77. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 78. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 79. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 80. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 81. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 82. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 83. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 84. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 85. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 86. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 87. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 88. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 89. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 90. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 91. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 92. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 93. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 94. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 95. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 96. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 97. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 98. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 99. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS 100. 2.011' OF 44' PRIVATE DRIVE - 46' LOTS
PROPOSED LOTS:	<ul style="list-style-type: none"> 51 LOTS (54' x 107' 1/2') 52 LOTS (54' x 107' 1/2') 53 LOTS (54' x 107' 1/2') 54 LOTS (54' x 107' 1/2') 55 LOTS (54' x 107' 1/2') 56 LOTS (54' x 107' 1/2') 57 LOTS (54' x 107' 1/2') 58 LOTS (54' x 107' 1/2') 59 LOTS (54' x 107' 1/2') 60 LOTS (54' x 107' 1/2') 61 LOTS (54' x 107' 1/2') 62 LOTS (54' x 107' 1/2') 63 LOTS (54' x 107' 1/2') 64 LOTS (54' x 107' 1/2') 65 LOTS (54' x 107' 1/2') 66 LOTS (54' x 107' 1/2') 67 LOTS (54' x 107' 1/2') 68 LOTS (54' x 107' 1/2') 69 LOTS (54' x 107' 1/2') 70 LOTS (54' x 107' 1/2') 71 LOTS (54' x 107' 1/2') 72 LOTS (54' x 107' 1/2') 73 LOTS (54' x 107' 1/2') 74 LOTS (54' x 107' 1/2') 75 LOTS (54' x 107' 1/2') 76 LOTS (54' x 107' 1/2') 77 LOTS (54' x 107' 1/2') 78 LOTS (54' x 107' 1/2') 79 LOTS (54' x 107' 1/2') 80 LOTS (54' x 107' 1/2') 81 LOTS (54' x 107' 1/2') 82 LOTS (54' x 107' 1/2') 83 LOTS (54' x 107' 1/2') 84 LOTS (54' x 107' 1/2') 85 LOTS (54' x 107' 1/2') 86 LOTS (54' x 107' 1/2') 87 LOTS (54' x 107' 1/2') 88 LOTS (54' x 107' 1/2') 89 LOTS (54' x 107' 1/2') 90 LOTS (54' x 107' 1/2') 91 LOTS (54' x 107' 1/2') 92 LOTS (54' x 107' 1/2') 93 LOTS (54' x 107' 1/2') 94 LOTS (54' x 107' 1/2') 95 LOTS (54' x 107' 1/2') 96 LOTS (54' x 107' 1/2') 97 LOTS (54' x 107' 1/2') 98 LOTS (54' x 107' 1/2') 99 LOTS (54' x 107' 1/2') 100 LOTS (54' x 107' 1/2')
VEHICLE PARKING PROVIDED:	25 SPACES (75% PORTION)
PROPOSED AP. UNITS:	399 UNITS (33 UNITS/BLDG)
PARKING REQUIRED:	594 SPACES (2 PER AP. UNIT)
PARKING PROVIDED:	800 SPACES
DENSITY ALLOWED:	16 UNITS/AC
DENSITY PROVIDED:	15.94 UNITS/AC
1. ALL AP. UNITS BRUSHING IN B.M. UNITING A.C. LITTERS OPTION AND IS SUBJECT TO A.F. APPROVAL.	



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6" GRAPHIC SCALE
1" = 40' 0"

SP-5
Preliminary Site Plan

W BUTLER ROAD TRACT
(SFR & TH Subdivision - Preliminary)
W Butler Road & Taylor Road
City of Mauldin, SC

bluewater civil design, llc
718 Lowndes Hill Road • Greenville, SC 29607
www.bluewatercivil.com • info@bluewatercivil.com



BUILDING CODES COMMITTEE AGENDA ITEM

MEETING DATE: October 3, 2022

AGENDA ITEM: 6b

TO: Building Codes Committee

FROM: Business & Development Services Director, David C. Dyrhaug

SUBJECT: Drive-thru Standards

BACKGROUND

Staff has been asked to review and consider updated drive-thru standards, including standards in the Central Redevelopment District. At its meeting on September 19, 2022, City Council members provided input on the type of standards of interest, particularly in the Central Redevelopment District.

CURRENT MAULDIN STANDARDS

Presently, the City of Mauldin has general standards that require a minimum amount of distance for vehicles that queue or stack in drive-thru lanes depending on the type of business (e.g., bank, ATM, restaurant, car wash, etc.). There are no other restrictions on drive-thru facilities in the Central Redevelopment District.

DRAFT ORDINANCE

Based on the input received at the September 19, 2022, City Council meeting, staff has drafted an ordinance that (1) defines drive-thru facilities, (2) prohibits new drive-thru facilities in the Central Redevelopment District, and (3) updates the general standards for drive-thru facilities in other parts of the City.

Definition

The definition for drive-thru facilities in the draft ordinance is: “The portion of an establishment where goods or services are provided to patrons who remain in motor vehicles. Such facilities are typically distinguished by parking spaces or driveways where patrons may remain inside vehicles while placing or receiving orders at service windows, intercom devices or other electronic devices. These facilities comprise all driveways, queuing lanes and spaces, drive-in parking spaces, ordering stations, menu boards, services windows, intercom devices, and other appurtenances involved with the provision of goods and services to patrons in motor vehicles.”

Central Redevelopment District (CRD)

The draft ordinance would prohibit new drive-thru facilities in the Central Redevelopment District. Existing drive-thru facilities in this district may remain but could not be expanded or enlarged. Additionally, existing drive-thru facilities would not be allowed vehicular access to new streets constructed within this district provided that the facility is still accessible via existing streets.

Building Codes Committee Meeting



General Standards

The draft ordinance updates the general standards for drive-thru facilities as follows:

1. The number of queuing spaces required for restaurant drive-thru facilities has been updated to require 3 spaces at the first service window and 2 spaces at each subsequent service window, in addition to the 4 spaces required at the ordering station.
2. The number of queuing spaces required for automatic car washes has been reduced from 6 to 4 spaces at the car wash entrance.
3. The number of queuing spaces required for self-service car washes has been reduced from 3 to 2 spaces at each bay or stall.
4. Where pedestrian pathways or routes cross a drive-thru lane, the pedestrian pathway or route must be raised and made prominent, such as through material changes, to ensure pedestrian visibility and safety.
5. If a drive-thru facility is covered, the roof over the drive-thru area must have the same architectural design and materials as the principal structure on site.
6. No appurtenance to the drive-thru facility, including, but not limited to, queuing lanes, drive-in parking spaces, service windows, ordering stations, menu boards, or similar appurtenances, shall be located between the front of the principal structure and the adjacent street right-of-way.

For the full text of the draft ordinance, please see the attachment.

REQUEST

This draft ordinance is being presented for discussion and input. If the Committee is ready, this ordinance can be referred to the Planning Commission to review.

ATTACHMENTS

Draft ordinance



ORDINANCE # _____

**AN AMENDMENT TO THE MAULDIN ZONING ORDINANCE
ESTABLISHING DEFINITIONS, STANDARDS, AND
PROHIBITIONS FOR DRIVE-THRU FACILITIES.**

WHEREAS, the Mauldin Comprehensive Plan establishes “City Center” areas that promote pedestrian-oriented development; and

WHEREAS, the purpose and intent of the Central Redevelopment District is to encourage the redevelopment of the central area of the City in a manner that promotes pedestrian activity and safety; and

WHEREAS, drive-thru facilities prioritize vehicular orientation over pedestrian orientation; and

WHEREAS, this Ordinance is intended to minimize drive-thru facilities in areas where pedestrian orientation is integral to the character of the district; and

WHEREAS, this Ordinance is intended to provide standards that will promote pedestrian safety in areas where drive-thru facilities may be appropriate; and

WHEREAS, the City is engaged in ongoing efforts to update and refine the City’s master plan and zoning regulations; and

WHEREAS, pursuant to properly published public notice, the Mauldin Planning Commission considered this matter at a public hearing on October 25, 2022.

NOW THEREFORE BE IT ORDAINED by the Mayor and City Council of the City of Mauldin, South Carolina, in council assembled and by the authority thereof that the Mauldin Municipal Code be amended as follows:

Section 1 Amendment. Amend Section 3:3, Definitions, of Article 3, as follows (*language that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language is not ~~struck through~~ or underlined is not to be changed, and *** represents sections of the Zoning Ordinance that have been skipped and remain unchanged*):

ARTICLE 3. – ZONING DISTRICTS, GENERAL STANDARDS, DEFINITIONS

Sec. 3:3 – Definitions



Drive-thru facility. The portion of an establishment where goods or services are provided to patrons who remain in motor vehicles. Such facilities are typically distinguished by parking spaces or driveways where patrons may remain inside vehicles while placing or receiving orders at service windows, intercom devices or other electronic devices. These facilities comprise all driveways, queuing lanes and spaces, drive-in parking spaces, ordering stations, menu boards, service windows, intercom devices, and other appurtenances involved with the provision of goods and services to patrons in motor vehicles.

Section 2 Amendment. Amend Section 5:6, CRD, Central Redevelopment District, of Article 5, as follows (*language that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language is not ~~struck through~~ or underlined is not to be changed, and *** represents sections of the Zoning Ordinance that have been skipped and remain unchanged*):

ARTICLE 5. – ZONING DISTRICT REGULATIONS

Sec. 5:6 – CRD, Central Redevelopment District.

5:6.16 Drive-thru Facilities.

Drive-thru facilities shall be strictly prohibited within this district. Existing drive-thru facilities may remain but shall not be expanded or enlarged. Additionally, existing drive-thru facilities shall not be allowed vehicular access to new streets constructed within this district where the facility will still be accessible via existing streets.

5:6:~~16~~17 Architectural Design.

Section 3 Amendment. Amend Section 6:1.1.5, Vehicle Queuing and Stacking Spaces, of Article 6, as follows (*language that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language is not ~~struck through~~ or underlined is not to be changed, and *** represents sections of the Zoning Ordinance that have been skipped and remain unchanged*):

ARTICLE 6. – DEVELOPMENT AND DESIGN STANDARDS

Building Codes Committee Meeting



Sec. 6:1 – Off-Street Parking Requirements.

6:1.1.5 Vehicle Queuing and Stacking Spaces

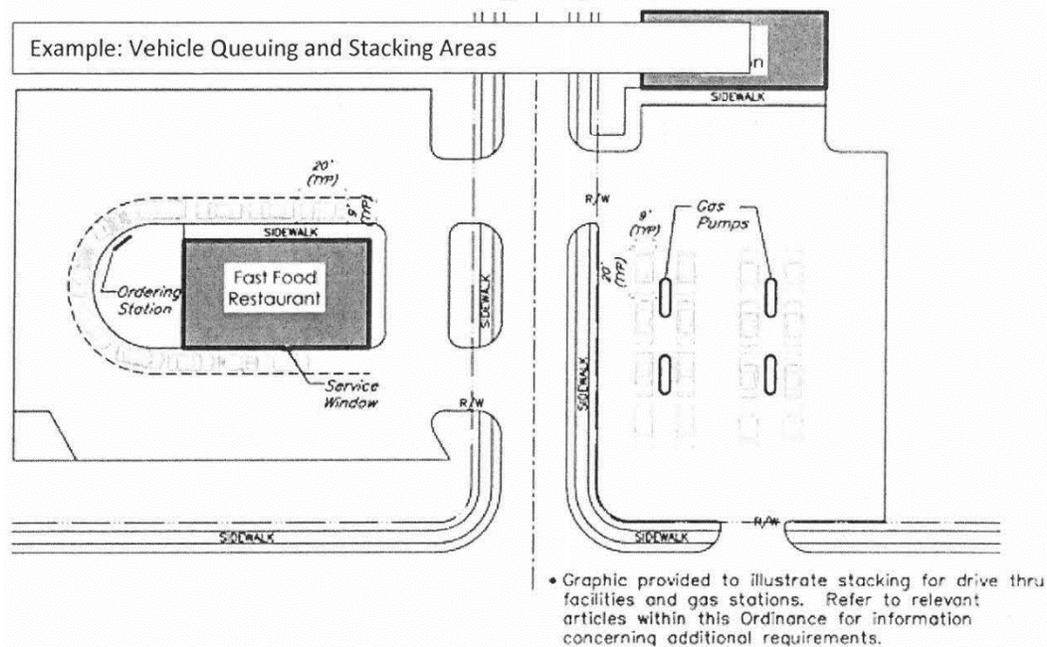
The vehicle queuing and stacking standards of this section shall apply unless otherwise expressly approved by the Director.

- A. *Minimum number of spaces.* Off-street queuing spaces shall be provided as follows:

Table 6:1.1.5(A): Vehicle Queuing Areas for Drive-thru Facilities		
Activity Type	Minimum Queuing Spaces	Measured From
Bank teller lane, Pharmacy drive-thru	4	Teller or window
<u>Pharmacy drive-thru</u>	4	<u>Window</u>
Automated teller machine (ATM)	3	Teller machine
Restaurant drive through	4	Order box
<u>Restaurant drive-thru</u>	<u>4 spaces to each ordering station; and 3 spaces to the first service window; and 2 spaces between each service window</u>	
Car wash stall, automatic	6 4	Entrance
Car wash stall, self-service	3 2	Entrance <u>Bay or stall</u>
Gasoline service stations	4	To pump
Other uses	As determined by Director as needed	



Drive Thru & Gas Station Stacking Requirements



- B. *Design and layout.* Required queuing spaces are subject to the following design and layout standards:
1. *Size.* Queuing spaces shall be a minimum of eight (8) feet by twenty (20) feet in size.
 2. *~~Location~~ Traffic circulation.* Queuing spaces may not impede on-site or off-site traffic movements or movements into or out of off-street parking spaces.
 3. *Driveway design.* Queuing spaces shall be separated from other internal driveways by raised medians if deemed necessary by the Director for traffic movement and safety.
 4. *Pedestrian design.* Where pedestrian pathways or routes cross a drive-thru lane, the pedestrian pathway or route shall be raised and made prominent, such as through material changes, to ensure pedestrian visibility and safety.
 5. *Architectural design.* If covered, the roof over a drive-thru area shall have the same architectural design and materials as the principal structure on site.
 6. *On-site location.* No appurtenance to the drive-thru facility, including, but not limited to, queuing lanes, drive-in parking spaces, service windows, ordering stations, menu boards, or similar appurtenances, shall be located between the front of the principal structure and the adjacent street right-of-way.

Building Codes Committee Meeting



Section 4. This ordinance shall become effective upon and after its final passage.

Passed on First Reading: _____

Passed on Second Reading _____

CITY OF MAULDIN, SOUTH CAROLINA

BY: _____
Terry Merritt, Mayor

ATTEST:

Cindy Miller, Municipal Clerk

APPROVED AS TO FORM:

John Duggan, City Attorney