

# PLAN MAULDIN

## *Comprehensive Plan*

City of Mauldin, SC



**DRAFT 5/8/2026**

# ACKNOWLEDGMENTS

Thank you to all who helped to shape this Comprehensive Plan - we couldn't have done it without you. A special thanks to City leadership as well as to the public at large for their input.



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# EXECUTIVE SUMMARY

## VISION AND GOALS

Moving forward, the City envisions a future as a vibrant and sustainable community with a thriving city center. Mauldin also envisions having dynamic cultural and recreational amenities, nestled amongst livable neighborhoods that connect people, culture, and opportunities.

### VISION STATEMENT

*The City of Mauldin envisions a future as a vibrant and sustainable community, where a thriving city center, dynamic cultural and recreational amenities, and livable neighborhoods connect people, cultures, and opportunities.*

### GOALS

The City of Mauldin's vision can be implemented through a focus on four major goal areas:



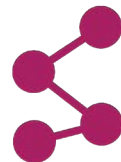
**GUIDE  
POSITIVE  
GROWTH**



**CREATE  
VIBRANT AND  
THRIVING  
CENTERS**



**EXPAND  
CULTURAL  
AMENITIES**



**CONNECT  
THE  
COMMUNITY**

# OUR PATH FORWARD

In order to achieve this vision and the associated goals, the City will need to pursue the following four major initiatives in the coming years:

## **STEP 1** *Regulatory Alignment*

*In order to create vibrant, walkable, and connected centers, the City will need to modify its development and design regulations to encourage, and in some cases require, a new urban form.*

## **STEP 2** *Infrastructure Investment*

*Mauldin was developed as a suburban community and to become a more dense, walkable community, a number of infrastructure improvements will need to be made. The City will need to initiate significant improvements to its infrastructure.*

## **STEP 3** *Enact an Annexation Strategy*

*Given geographic constraints, development within the City's boundaries is limited. To grow in an effective manner, the City should adopt and implement a strategy which prioritizes annexation based on a combination of feasibility and economic impact.*

## **STEP 4** *Maintain a High Quality of Life*

*Historically, Mauldin has provided an excellent quality of life to residents through the provision of recreational and cultural resources. With new development and a greater population, the City will need to maintain and grow these unique amenities.*

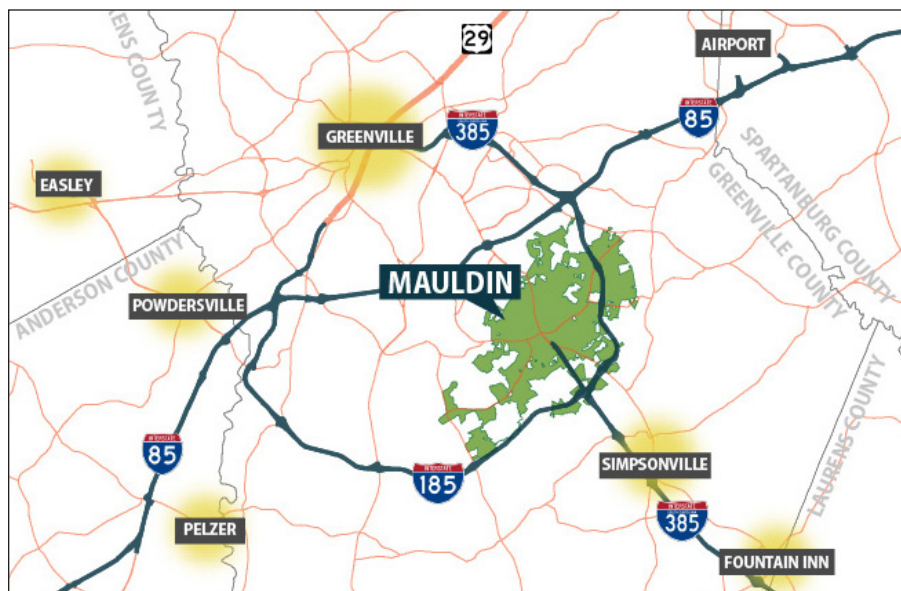
# INTRODUCTION



# OVERVIEW

## PURPOSE

*Plan Mauldin* is the City of Mauldin's Comprehensive Plan. It's intended to address critical planning-related issues, including opportunities and challenges related to land use, development trends, population and job growth, infrastructure, housing needs, and overall quality of life. The Plan establishes a vision for the continued improvement and growth of Mauldin over the next ten to twenty years.



## PLANNING AREA

The planning area for *Plan Mauldin* includes all of the incorporated areas of the City. In some cases, the plan also considers properties on the edges of the municipality, particularly as they may impact the City or may be likely to annex into Mauldin in the future. Additionally, the plan considers the impacts of the greater region and the State, as these have significant influences over how Mauldin continues to develop and change.

Mauldin is a growing city located in Greenville County. Positioned between Greenville and Simpsonville, it benefits from its proximity to major transportation corridors like I-85, I-385, and I-185, making it an attractive hub for business and residential growth.

As part of the rapidly expanding Greenville-Anderson metropolitan area, Mauldin plays a key role in the region's economy, offering a balance of suburban living and access to urban amenities. Mauldin is included as part of the Upstate Region, which encompasses Abbeville, Anderson, Cherokee, Greenville, Greenwood, Laurens, McCormick, Oconee, Pickens, Spartanburg, and Union Counties. Situated between Atlanta and Charlotte, the Upstate is the geographic center of the Charlanta Mega-region.

This area is considered to be a top ranked destination for home buyers, families with children, millennials, and international companies. Within this region, is the Greenville-Anderson MSA, which includes just Anderson, Greenville, Laurens, and Pickens Counties.

# A COMPREHENSIVE PLAN IS...

A comprehensive plan is a long-term document that outlines a community’s vision for future growth and development. The South Carolina Planning Enabling Act requires local governments update their comprehensive plans at least once every ten years, and to consider the adjacent ten elements when developing a plan. The Plan establishes a vision for the future of Mauldin, as well as specific actions to take to achieve that vision. The vision and recommendations are developed through a combination of background research, public engagement, and assessment of the planning elements, which are contained in the back of this plan.



## PREVIOUS PLANS

### PREVIOUS COMPREHENSIVE PLAN

Mauldin’s previous Comprehensive Plan was adopted in 2009 and updated in 2014. It noted the population growth trends that eventually happened in Mauldin. Priority goals and investments focused on planning for and managing that impending population growth as well as focusing on improvements to City Center and the Main and Butler corridors. The plan also recommended growth and improvements in the Bridgeway Station area and updates to land use and zoning to promote orderly growth. Many accomplishments have been made on the recommendations provided in the previous plan.

### CITY CENTER PLAN

In February of 2025, Mauldin’s City Council approved the City Center Village Master Plan. The plan envisions the area between North Main Street and Murray Drive (from Jenkins Street to East Butler Road) being redeveloped into a walkable, urban center with mixed-use dining, retail, and living spaces. It includes a property phasing plan, land use maps, future land use descriptions, precedent imagery, small area design studies, and a combined city center master plan. In addition to physical redevelopment, the plan includes future plazas, civic space, and connections to the Swamp Rabbit Trail.

# BRAND & MESSAGING GUIDELINES VISION

In 2026, the City adopted a Brand and Messaging Guidelines, which developed the following vision: “Mauldin’s vision is to be a city where residents feel heard and truly at home, visitors feel welcomed and inspired to explore, and businesses feel supported and connected to the community.”

## STRATEGIC PLAN OVERVIEW & RESULTS

Prior to developing the Comprehensive Plan, the City developed a Strategic Plan that developed a long-range vision, focus areas, goals, and strategies for Mauldin. It provides a specific direction for the City to manage its governmental services. While the Comprehensive Plan is a separate document that is more broad in terms of its recommendations, it builds off the City of Mauldin’s Strategic Plan. The vision statement and focus areas of the Strategic Plan (adopted on February 17, 2025) are illustrated below.

### VISION STATEMENT

*The City of Mauldin envisions a future as a vibrant and sustainable community, where a thriving city center, dynamic cultural and recreational amenities, and livable neighborhoods connect people, cultures, and opportunities.*

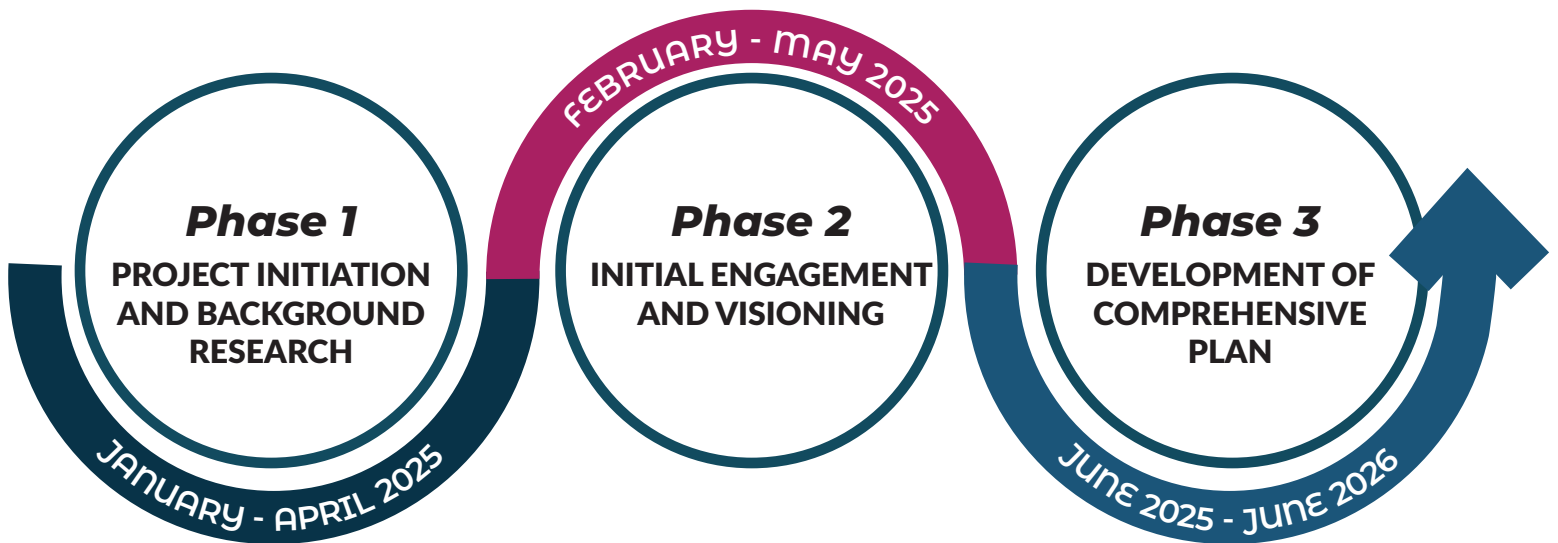
<b>FOCUS AREA 1</b>	<p style="text-align: center;"><b>HIGH-QUALITY SERVICES</b></p> <p><i>The City of Mauldin is focused on delivering High-Quality Services that enhance quality of life, build trust with the community, and represents a significant value to taxpayers.</i></p>
<b>FOCUS AREA 2</b>	<p style="text-align: center;"><b>VIBRANT COMMUNITY</b></p> <p><i>The City of Mauldin is a Vibrant Community with award winning facilities, programs, and services and seeks to ensure a dynamic quality of life for residents and an emerging hub of cultural and recreational tourism for the region.</i></p>
<b>FOCUS AREA 3</b>	<p style="text-align: center;"><b>STRONG &amp; RELIABLE INFRASTRUCTURE</b></p> <p><i>The City is focused on maintaining and enhancing Strong &amp; Reliable Infrastructure to address current and future needs related to stormwater, public facilities, public utilities, transportation, and beyond.</i></p>
<b>FOCUS AREA 4</b>	<p style="text-align: center;"><b>CHARACTER &amp; IDENTITY</b></p> <p><i>The City of Mauldin is focused on utilizing its best assets to establish a Character &amp; Identity that highlights this community as a place where people want to live, work and play.</i></p>

# PLANNING PROCESS

## TIMELINE

Mauldin's Comprehensive Plan was developed over the course of twelve months, beginning in January 2025. The first phase of the project, which included project initiation and background research, was conducted from January through April 2025.

A significant portion of the background research was collected previously as well, while the City developed its Strategic Plan in 2024. After the initial background information was collected and analyzed, initial engagement and visioning was begun with the public in the Spring of 2025. Included in this process was a public kickoff event in which residents and other stakeholders were invited to share their vision for the future of Mauldin and establish desired direction for the project. With this input collected from the public, the draft Comprehensive Plan was developed beginning in the summer of 2025. Following internal and public review, the draft went through the adoption process and was formally adopted in **July 2026**.



## PUBLIC ENGAGEMENT

As part of the strategic planning process, the community, staff, and City Council helped to identify focus areas and priorities. These were used to establish the direction for the city's vision and the framework for realizing that vision. The primary means of gathering input for the plan were listening sessions, a community survey, and two public meetings.



## LISTENING SESSIONS

Early in the process, listening sessions were held with city departments to learn more about the successes and challenges each department has observed and their plans to handle the projected growth and increased demand for city services in the future. Following that, listening sessions were held with a wide variety of community groups that included, business owners, chamber of commerce, faith leaders, developers, volunteer board members, representatives from community groups, and others. Similar to the city-focused listening sessions, the community listening sessions provided an opportunity for residents to share their perspective on things that are working well in the community, opportunities and challenges, and their thoughts about Mauldin’s future.



## COMMUNITY SURVEY

In an effort to gather input from the community at large, an online survey was distributed through the City’s many communication outlets. The survey was open during the entire month of March 2024 and had a total of 967 responses. Over 90% of the responses were from self-identified residents. Of that group, almost 55% responded that they live in the 29662 zip code and just over 25% live in the 29607 zip code. Around one-third of the respondents have lived in Mauldin for over 20 years, while just over one-quarter have lived in the city for fewer than 5 years.

Most respondents (93%) felt that they have either an average or high-quality of life living in Mauldin, citing recreation programs, park facilities, K-12 educational opportunities, safety, and housing affordability as the highest-rated quality of life factors in the city. In regard to city services, public safety, cultural center/festivals/ events, and the sports center rated the highest.

### WHAT DO RESPONDENTS LIKE ABOUT MAULDIN?



### WHAT CONCERNS DO SURVEY RESPONDENTS HAVE?





## PUBLIC KICKOFF MEETING

On April 24, 2025, a public kickoff meeting was held at the Senior Center. Residents and other stakeholders were invited to “drop in” anytime during the late afternoon or early evening to review background highlights and to share input on major outcomes they’d like to see from the comprehensive plan. In total, about 20 residents stopped by to review information and share their input. Following the meeting, the information and an online input form was added to the project website. Overall, participants expressed an interest in developing more walkable developments with mixed uses and more entertainment. Residents also supported a gradual property tax increase to provide needed service upgrades and desired amenities.



## PUBLIC REVIEW

Provide a summary of the final public review - TBD

*Below: Public drop-in meeting in April 2025*



## PRIMARY THEMES THAT EMERGED FROM PUBLIC INPUT

Community input was gathered throughout the process of developing both the City's Strategic Plan and this Comprehensive Plan. Based on the range of community input opportunities, a set of primary themes emerged that helped to shape the development of both plans. These primary themes are shared in the list below.

- |           |   |           |   |
|-----------|---|-----------|---|
| <b>#1</b> | <b>Providing services to meet growing demand</b>            | <b>#5</b> | <b>Increasing public safety presence throughout the community</b> |
| <b>#2</b> | <b>Defining the city's identity</b>                         | <b>#6</b> | <b>Expanding parks and recreation facilities and programming</b>  |
| <b>#3</b> | <b>Creating a walkable, mixed-use urban form</b>            | <b>#7</b> | <b>Sustaining the city's natural resources</b>                    |
| <b>#4</b> | <b>Building on community events and cultural activities</b> | <b>#8</b> | <b>Maintaining a clean and attractive environment</b>             |

As you may note in the Vision & Framework section of this document, the primary themes that emerged from public input had a great influence on the plan's recommendations. These findings were combined with background research, data analysis, and professional expertise to craft the City of Mauldin's Comprehensive Plan.

# HOW TO USE THE PLAN

The comprehensive plan is an important document that sets a vision for the future of Mauldin, as well as a number of strategic improvements and projects that will help the City to achieve that vision. The plan also includes a significant amount of background information and public input that is pertinent to gauging the current state of the City.

This document is meant to be a “living document,” meaning that it will continue to evolve and change based on changes in the City. Rather than letting the Plan sit on a shelf, or in a computer file, the City should actively use it when considering any major development proposal, zoning request, or similar application.

The comprehensive plan should be a starting point in developing and considering capital improvement projects, securing grant funding, and establishing recommendations related to growth and development. In fact, the implementation table contained in this plan should be used during the City’s budgeting process to ensure implementation of the plan’s recommendations.

That being said, the plan should be edited and adjusted as conditions change. The State requires that the City review the comprehensive plan at least once every five years, with an update at least once every ten years. However, the City may choose to review and update its plan at any point in between. As major development or significant change occurs, the overall vision or the guiding principles for the City may also change. This should be reflected in the comprehensive plan.

## FOR CITY STAFF

- *Reviewing Development Proposals*
- *Reviewing Zoning Applications*
- *Considering Major Investments*
- *Capital Improvement Planning*
- *Strategic Planning*

## FOR ELECTED & APPOINTED OFFICIALS

- *Reviewing Development Proposals*
- *Reviewing Zoning Applications*
- *Considering Major Investments*
- *Capital Improvement Expenditures*

## FOR DEVELOPERS / PROPERTY OWNERS

- *Considering Redevelopment*
- *Proposing New Development*
- *Applying for Annexation*

## FOR OTHER STAKEHOLDERS

- *Assess Mauldin’s Vision*
- *Review the City’s Guiding Principles*
- *Learn More About Mauldin*
- *Assist with Implementation*

# CONTENT

*Plan Mauldin* is laid out in three primary sections: Introduction, Vision & Framework, and Plan Elements. These sections are summarized below.



## INTRODUCTION

The Introduction section, which concludes on this page, provided an overview of the Comprehensive Plan and legal requirements, a summary of how the plan was developed, a highlight of community input, and information on how to use the plan.



## VISION & FRAMEWORK

The Vision & Framework section of the plan provides detailed information on the vision and primary recommendations of the comprehensive plan. This section provides the major point of guidance in terms of projects which should be implemented following the plan's adoption. This section also sets a high level vision for how the City would like to grow, building off its recently adopted Strategic Plan. An important tool within this element is the Future Land Use Map, which provides a graphic depiction of how the City should be developed in the coming years.



## PLAN ELEMENTS

The Plan Elements provide a summary of the ten elements which are required to be included in a comprehensive plan per the South Carolina Planning Enabling Act. This includes population, housing, economic development, community facilities, natural resources, cultural resources, land use, transportation, resiliency, and priority investments.

# VISION & FRAMEWORK



# MAULDIN TODAY

## WE'RE GROWING

The Upstate Region and the Greenville-Anderson Metro Area is experiencing significant growth, due in part to its great location, but also due to a concerted effort to diversify and grow the local economy. Mauldin's growth has largely occurred as a suburb of Greenville, and in hand with the growth of Greenville County. Like every municipality in the County, Mauldin is absorbing a historic influx of new residents and the businesses needed to serve them. With the County expected to attract almost 200,000 new residents in the next decade, one of the biggest challenges is developing the housing needed to accommodate so many people.

## UPTICK IN DEVELOPMENT

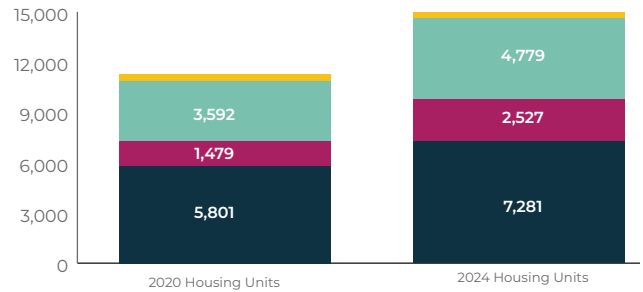
Due in part to its smaller size, Mauldin's rate of growth has drastically outpaced the County and State over the past 70 years. In the last few years in particular, the City has seen an uptick in construction, with more subdivision and commercial activity. Maverick Station, a restaurant and retail development, was completed in 2023. Maverick Yards, a 42-unit townhome community, was completed in 2025. And the Pickleyard, which includes indoor pickleball courts, food, golf and racing simulators, and outdoor padel courts, opened right at the end of 2025. This area encompassing Maverick Station, Maverick Yards, and the Pickleyard has been a focal area of the City Center Plan. Additionally, Phase 1 of BridgeWay Station, a \$100 million, 80-acre urban village, was completed in 2024. This development combines housing, shopping, dining, and entertainment in an urban form with Italian-inspired architecture. This project is rich with pedestrian experiences and opportunities. Though just shy of 30,000 residents today, the City is estimated to grow to a population of over 35,000 by 2030.



## INCREASING DENSITY

Townhomes and small lots are increasingly prevalent, as both retirees and young families seek housing with fewer maintenance demands. The City has noted this trend, turning toward approving dense, mixed-use centers which provide homes for new (and younger) residents, while also providing much desired commercial amenities for current residents. In fact, townhomes represent almost 30% of housing units constructed in Mauldin since 2021 - an increase from 13.1% of the City's housing stock in 2020. The number of apartments has also increased significantly in recent years. This has led to an increase in the younger, professional population (with higher incomes and smaller families), as well as in retirees (also with higher incomes and smaller families).

### HOUSING UNIT MIX: 2020 - 2024



### 2021 - 2024:

**+ 1,480 SINGLE FAMILY HOMES**  
**+ 1,048 TOWNHOMES**  
**+ 1,187 APARTMENTS**

## SHIFTING GEARS

As the remainder of the already planned and approved development comes online in the next year, the City will continue to grow, filling in new townhome and apartment developments. After these are complete, new growth will be largely limited to infill development and growth via annexation. The City has made great strides toward addressing entertainment, retail, and recreational amenities, but additional emphasis will need to be placed on infrastructure, transportation, employment, and services in the future.

*Below: Bridgeway Station*



# OUR PRIORITIES

The City has made great strides toward addressing entertainment, retail, and recreational amenities, but additional emphasis will need to be placed on infrastructure, transportation, employment, and services in the future.

## VISION AND GOALS

Moving forward, the City envisions a future as a vibrant and sustainable community with a thriving city center. Mauldin also envisions having dynamic cultural and recreational amenities, nestled amongst livable neighborhoods that connect people, culture, and opportunities.

### VISION STATEMENT

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## GOALS



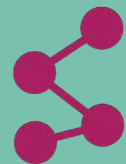
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# GUIDE POSITIVE GROWTH

*As the City continues to grow, it will support the development of additional homes and employment centers. As this occurs, the City envisions becoming a more connected and sustainable community, primarily through the development of more dense, mixed use centers which are connected via multiple modes of transportation. However, the City would like to encourage this densification and redevelopment in a manner that does not negatively impact the existing community.*

## HOW WILL WE GUIDE POSITIVE GROWTH?

- » Develop an Overall Growth Strategy
- » Utilize the Future Land Use Map
- » Implement an Annexation Prioritization Strategy

## DEVELOP AN OVERALL GROWTH STRATEGY

While the City of Mauldin will support additional growth of its population and its boundary, it will also carefully protect existing resources and development. Encouraging the “right kind” of development in the “right” places will be a key tenet of this strategy. The following actions detail how the City will carefully manage and direct an overall growth strategy across the City.

### Supporting Actions:

- » Support infill development in areas surrounded by existing development. Infill development should align with the Future Land Use Map and the city’s vision for future character there.
- » Coordinate with private property owners and developers to encourage the development of additional mixed use centers, as well as the build out of planned mixed use centers (BridgeWay Station, City Center Village, etc., as identified by “Emerging Vibrant Centers” on pages 27 and 28).
- » Review development and zoning regulations to ensure properties throughout the City are properly zoned and appropriate redevelopment can occur by right.

- » Implement the recent Parks & Recreation Master Plan (see Appendix) and continue to provide ample parks and recreation facilities across the City.
- » Proactively work to ensure the City is developing in the most sustainable manner, annexing land where appropriate and encouraging infill development when possible (pages 25-26).
- » Market “Emerging Vibrant Centers (Goal 2)” to developers and attract new mixed use development with commercial / office and residential uses to these locations to support Mauldin residents and employees.
- » Consider the provision of density bonuses to private developers, the Greenville Housing Authority, and non-profits to construct and / or rehabilitate affordable housing. Consider additional incentives to increase affordability (i.e. property tax abatements / credits, Bailey Bill implementation, or partner with SC Housing on down payment assistance).
- » Preserve established neighborhoods throughout the City by utilizing the future land use map and zoning to ensure single-family development occurs within neighborhoods and higher intensity development occurs outside of existing neighborhoods.
- » Consider zoning code updates that allow accessory dwelling units in existing single family neighborhoods, which support Aging in Place, incremental housing supply, and economic benefits to existing property owners.
- » Use marketing efforts to strengthen promotion of the Building Façade and Site Improvement Program to encourage property owners to enhance the aesthetic appeal of commercial properties.
- » Participate in Main Street South Carolina, a technical assistance program that empowers communities to revitalize their downtowns.

## HOW WILL WE BOTH PRESERVE NEIGHBORHOODS AND PROMOTE VIBRANT MIXED USE CENTERS?

Using the Future Land Use Map and Zoning, direct dense development into specific locations along arterial corridors, and discourage significant redevelopment of existing neighborhoods. Mixed use centers will serve as higher efficiency destinations for adjacent neighborhoods than existing single-story commercial centers.



Above: Vision rendering of mixed use development anticipated in some areas of Mauldin

## UTILIZE THE FUTURE LAND USE MAP (FLUM)

A future land use map is a visual representation of a community's long term vision for how land should be developed and used. It serves as a guide for future development, outlining the desired mix of land uses, density, and character of different areas. Though it's not a legally binding zoning document, the future land use map is a tool for planners and decision makers. It should be considered when assessing rezoning, development, and similar applications.

Mauldin's Future Land Use Map establishes broad categories with general descriptions of how development should occur within the City in the future. It recognizes existing development patterns while designating future changes in development in the coming years. In particular, the City of Mauldin's Future Land Use Map aims to increase densities and infill development within strategic locations throughout the City. At the same time, the Future Land Use Map protects existing residential neighborhoods and recognizes the significant importance of civic and recreational uses.

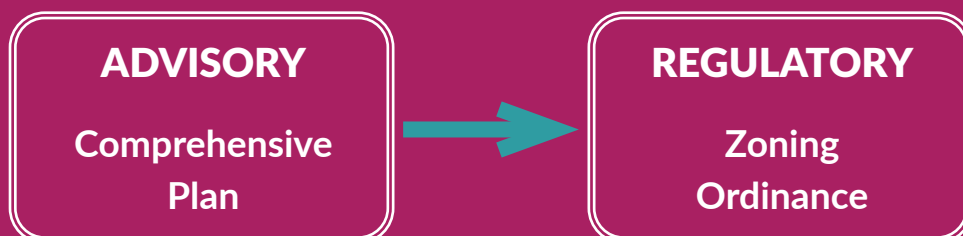
The map designates one of six generalized future land use categories to land across the City. For each generalized land use category, there is a description of how these areas are envisioned to be characterized and the types of land uses which should be permitted within them. To help capture this, the appropriate land uses and modes of transportation to be accommodated are detailed. The Future Land Use Map is shown on the following page, and the following section provides additional information about each of the generalized land use categories.

### Supporting Actions:

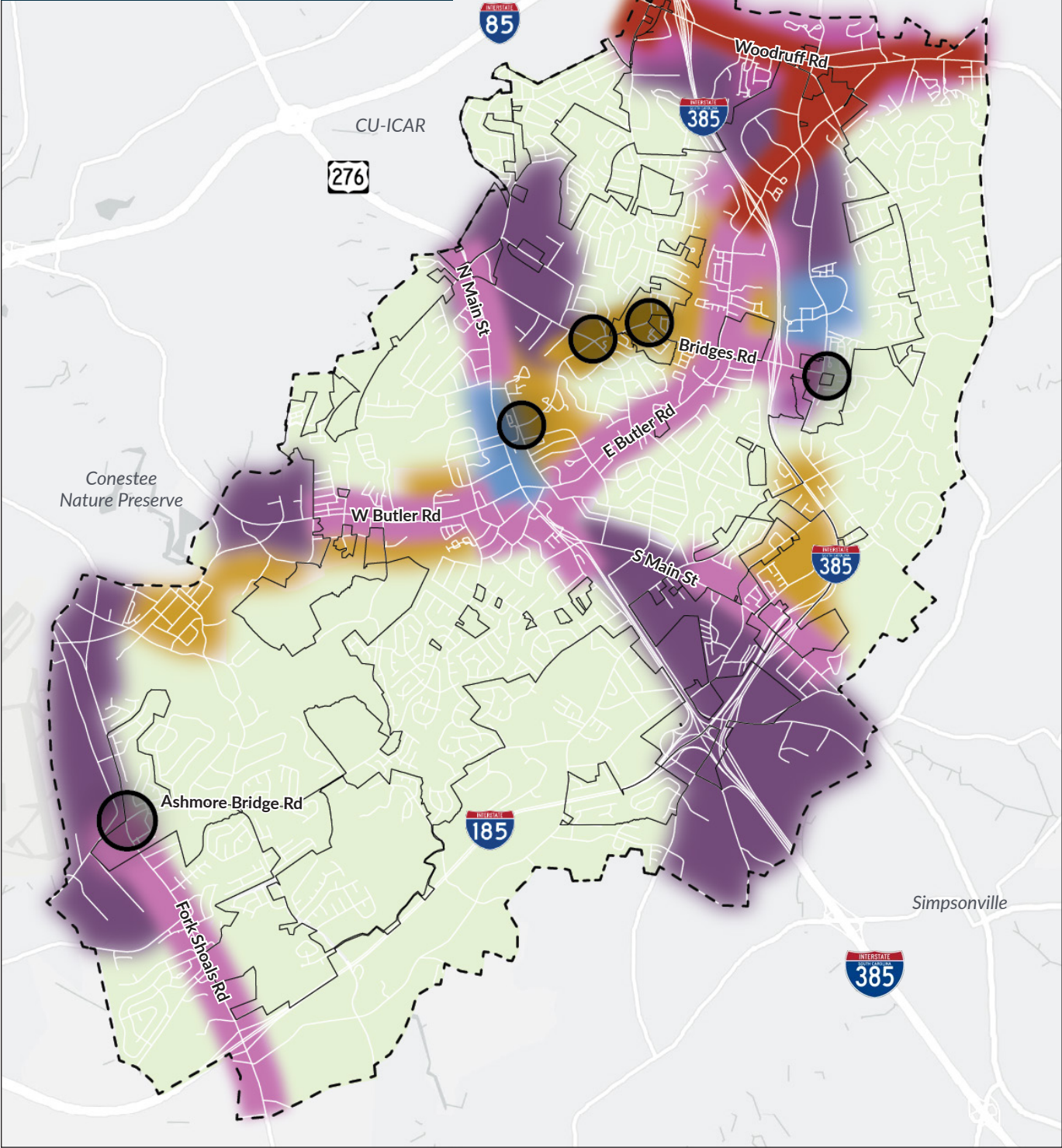
- » Adopt the Comprehensive Plan (and thus the future land use map).
- » Establish procedures to incorporate consideration of the future land use map into all rezoning, development, and similar application procedures.
- » Consider proactively rezoning property where significant future development is possible and in which current zoning would not support the vision of the future land use map.

## IMPLEMENTING ZONING CHANGES WITH THE FLUM

The Comprehensive Plan is advisory in nature, establishing goals and implementation strategies, as well as a future land use map, that illustrate how the City would like to change and be developed. The recommendations of this Plan can be implemented in part through changes to the City's Zoning Ordinance, which establishes development standards and procedures, as well as establishes regulatory zoning districts.



### Future Land Use Character Areas



- REGIONAL ACTIVITY CORRIDOR
- NEIGHBORHOOD MIXED HOUSING
- COMMUNITY ACTIVITY NODE
- COMMUNITY ACTIVITY CORRIDOR
- SUBURBAN NEIGHBORHOOD
- MAULDIN CITY LIMITS
- MIXED USE VILLAGE
- MIXED EMPLOYMENT AND INDUSTRY
- MAULDIN PLANNING BOUNDARY

## FUTURE LAND USE CHARACTER AREAS



### REGIONAL ACTIVITY CORRIDOR

The Regional Activity Corridor is intended to serve as a destination for residents from across the metro area to conveniently access a wide range of goods and services. Large scale retail uses in shopping centers with supporting auto-oriented uses on out-parcels are the predominant use and development pattern along the corridor. The area also includes pockets of high-density multi-family residential development, office, and light industrial uses in areas adjacent to the primary retail corridor; providing transitions to other place types.

**Primary uses:** Large scale regional retail and auto-oriented commercial uses.

**Secondary uses:** Entertainment, office, light industrial, and high-density multi-family residential uses.

**Transportation:** Automobile travel is the primary means of transportation along the corridor. The central feature of the corridor is a wide highway with major signalized intersections at cross-streets and entrances to larger shopping centers. Where feasible, internal connections provide vehicular access between adjacent developments to limit the need for vehicles to access the main corridor to move short distances. Pedestrian accommodations typically provide internal connectivity within commercial developments. Public transit provides access to retail centers for customers and employees.



## COMMUNITY ACTIVITY CORRIDOR

The Community Activity Corridor includes both corridors and neighborhood centers that contain a mixture of well-integrated residential and commercial uses that serve as transitional areas between higher intensity place types and lower-intensity residential neighborhoods and suburban areas. Residential development patterns in this place type typically include higher density single-family detached, single-family attached / townhome developments, and multi-family types. Small scale neighborhood commercial uses (retail and personal services), small to mid-sized office uses, and institutional uses are integrated within the place type along primary roadways and have pedestrian connections to adjoining residential areas. **Community Activity Nodes** are destinations within these areas that provide a mix of uses often at a crossroads of two primary roads.

**Primary uses:** Neighborhood retail, personal services, and offices along primary roadways.

**Secondary uses:** Higher density and intensity residential uses, including townhomes, and multi-family uses, as well as institutional uses.

**Transportation:** Although most residents rely on automobiles to travel to work and other primary destinations, walkability within the immediate area is safe and convenient, with sidewalks connecting residential areas to neighborhood commercial areas, churches, and schools. The primary roadways connecting the area to the regional highway network safely accommodate pedestrians and bicyclists on off-street paths. Connections are provided from residential areas to greenways that connect to adjacent districts and destinations. Direct service by public transit is generally limited to primary corridors in these areas.



## MIXED USE VILLAGE

The Mixed Use Village type is intended to facilitate the development of a dense, walkable, urban core focused on a diverse mix of commercial, civic, cultural, and residential uses that create a vibrant community hub and regional destination for the arts, entertainment, and recreation. The application of this place type is intended to realize the City's transformative vision for special areas through strategic redevelopment initiatives that will help to catalyze the transition of the legacy suburban development pattern into the desired urban form through innovative reimagining and capitalization of underutilized land and buildings. New multi-story mixed-use buildings front streets, sidewalks, and trails, with active ground floor uses that contribute to the vibrancy of the area while emphasizing the pedestrian scale of the public realm and deemphasizing the thoroughfares that provide necessary access into these areas.

**Primary uses:** Civic, cultural, entertainment, recreation, commercial, professional office, personal services, high-density multi-family residential.

**Secondary uses:** Urban-form rowhomes / townhomes.

**Transportation:** This type provides the most walkable and multimodal areas of Mauldin, with wide sidewalks and shared use paths connecting all portions of the district to each other as well as to adjoining urban neighborhoods and the regional trail network. Signalized crossings allow safe movement across major roads for pedestrians and bicyclists. Highly pedestrian-oriented streetscape designs slow traffic to enhance safety and provide opportunities for aesthetic improvements in the public realm. The area is served by Mauldin's highest frequency transit and acts as a hub to provide residents and visitors mobility throughout the region.



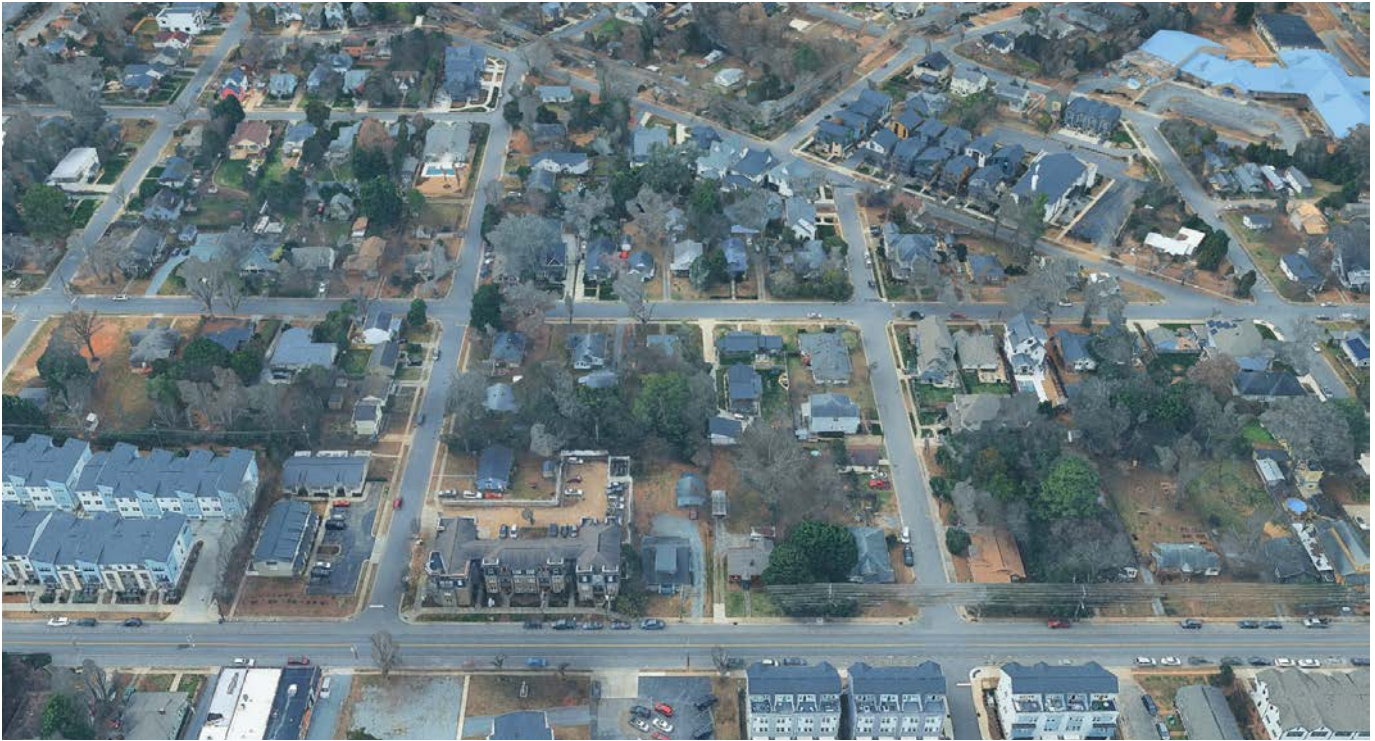
## MIXED EMPLOYMENT AND INDUSTRY

The Mixed Employment and Industry type consists of a combination of varied office and industrial buildings and uses along with research & development facilities, low-impact light industrial, and logistics uses, often associated with the neighboring uses. These areas typically have a purpose-built business park or industrial park urban form. Convenience retailers and services are found in peripheral areas and along primary corridors serving these areas, providing goods and services to employees.

**Primary uses:** General office, research & development, light industry, logistics.

**Secondary uses:** Convenience retail and service uses.

**Transportation:** Primary employment hubs such as this require convenient or direct connections to the regional highway network to ensure efficient access for employees and trucks carrying materials and finished products to and from users. Given the density of employment, public transit typically serves these areas with multiple stops at key destinations along primary corridors and entrances to employment parks, while sidewalks, bike lanes, and greenways provide alternate external access and connections within the area and to adjacent districts.



## NEIGHBORHOOD MIXED HOUSING

The Neighborhood Mixed Housing place type is intended to support the city's most diverse residential areas. These neighborhoods accommodate a broad range of housing types, from detached single-family dwellings, to attached dwellings (townhomes), to small multi-family residential buildings. These areas generally surround, and are integrated with, Mauldin's City Center and other mixed use areas, providing smaller scale housing options that directly support the vibrant areas of the city.

**Primary uses:** Detached and attached residential dwellings on individual lots.

**Secondary uses:** Small scale infill townhomes and multi-family buildings (6-12 units). Pedestrian oriented neighborhood retail, service, and office or institutional uses on primary roads.

**Transportation:** Mobility within this place type is primarily oriented toward safe and convenient accommodations for pedestrians and bicyclists to ensure that residents can safely travel through their neighborhoods to the City Center and neighborhood retail areas. Neighborhood streets are designed to safely accommodate both automobiles and pedestrian / bicycle travel through physical, visual, and regulatory measures. Primary roads traveling through the area have wide sidewalks, while bicycle traffic is accommodated in dedicated bicycle lanes and off-street shared use paths.



## SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood place type has a predominantly low intensity, single-family detached, residential development pattern with a general density of 4 dwelling units per acre. These areas may also include small inclusions of moderate density residential development, such as attached single-family homes, when located on a thoroughfare. Small-scale multi-family development, institutional uses (such as churches and schools), and low-intensity office uses are found along major road corridors and intersections in these areas. Infill development should align with the existing development pattern of the area.

**Primary uses:** Single-family detached residential (2 - 6 du/ac)

**Secondary uses:** Attached single-family dwellings (up to 4 units per building), accessory dwelling units, small scale multi-family, institutional, and low-intensity office uses along major road corridors

**Transportation:** The primary travel mode is by automobile. There is limited to no access to transit. Sidewalks and off-street trails in new residential development connect to the regional bike and pedestrian network where possible.

## IMPLEMENT AN ANNEXATION STRATEGY

Recognizing the extreme growth pressures on Mauldin and the entire region, as well as the limitations of growing within its current boundaries, the City aims to encourage and pursue additional annexation. To grow in an effective manner, the City should adopt and implement a strategy which prioritizes annexation based on a combination of feasibility and economic impact. The section below establishes general prioritization standards for future annexation.

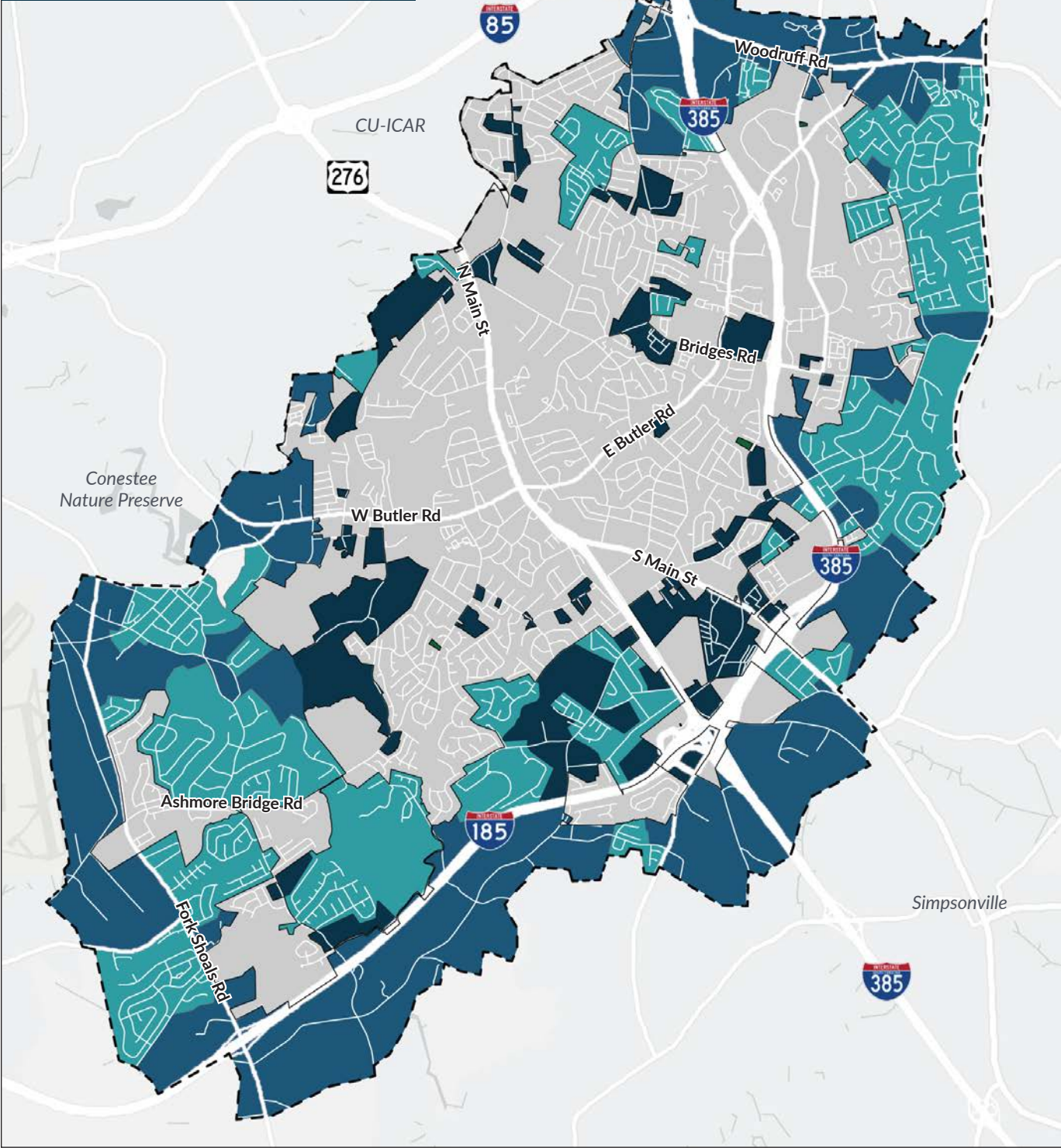
Significant development and redevelopment should focus on filling in existing, underutilized areas of the City, as well as in filling in the “donut holes” within Mauldin’s boundaries. Secondary development should occur directly adjacent to the City’s boundary, where Mauldin can adequately provide services and infrastructure.

### Supporting Actions:

- » Prioritize infill annexation areas close to existing infrastructure and services
- » Ensure that annexation areas meet the State of South Carolina’s requirements related to petitions and ordinances.
- » Guarantee that it is efficient for the City to provide services and infrastructure to annexation areas (proximate to water and sewer lines, within Mauldin’s Police and Fire service areas, etc.).
- » Verify that annexation proposals are fiscally responsible (e.g. do not cost too much to provide services). Key factors to consider include the projected revenues from taxes and fees versus estimated service costs (police, fire, roads, water, and sewer) over time. Formulas to examine these considerations may look like:  $(\text{new revenues} - \text{new costs}) / \text{time}$ .
- » Proactively seek annexation of vacant and/or potential industrial and commercial parcels.



### Potential Annexation Areas



- INFILL ANNEXATION OPPORTUNITY (TIER 1)
- PERIPHERAL ANNEXATION OPPORTUNITY (TIER 2)
- POTENTIAL NEIGHBORHOOD ANNEXATION OPPORTUNITY (TIER 3)
- MAULDIN CITY LIMITS
- MAULDIN PLANNING BOUNDARY



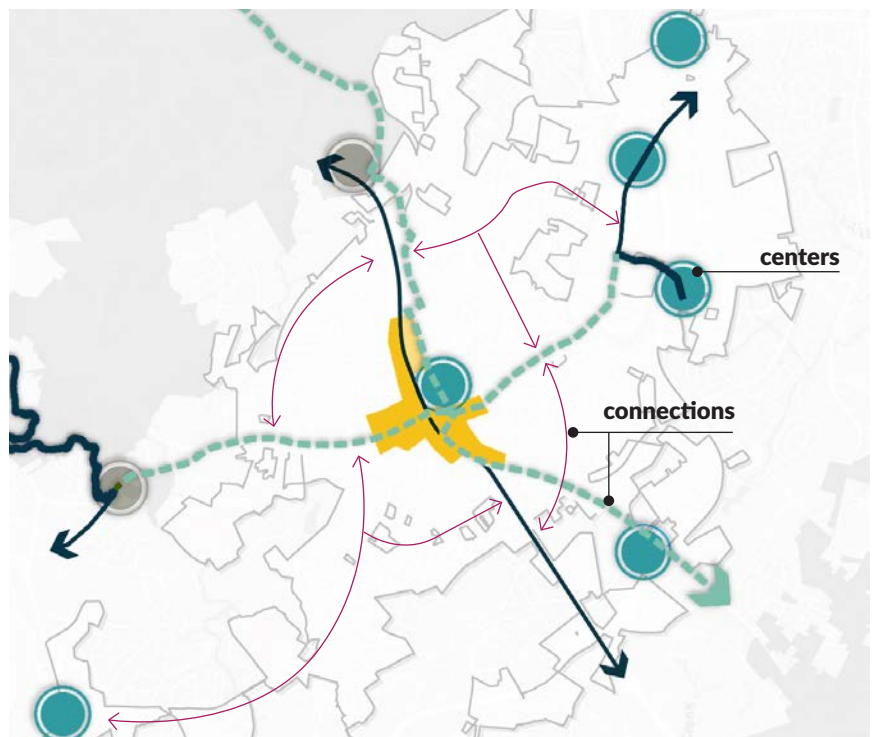
# CREATE VIBRANT & THRIVING CENTERS

*Mauldin is part of a growing region that is gradually seeing new development which is compact and walkable. Various destination centers are being planned and built across the City and will provide excellent amenities. However, they need to be accessible by multiple modes of travel to be most convenient to residents and visitors and limit future roadway congestion.*

## WHAT WILL HELP CREATE VIBRANT AND THRIVING CENTERS?

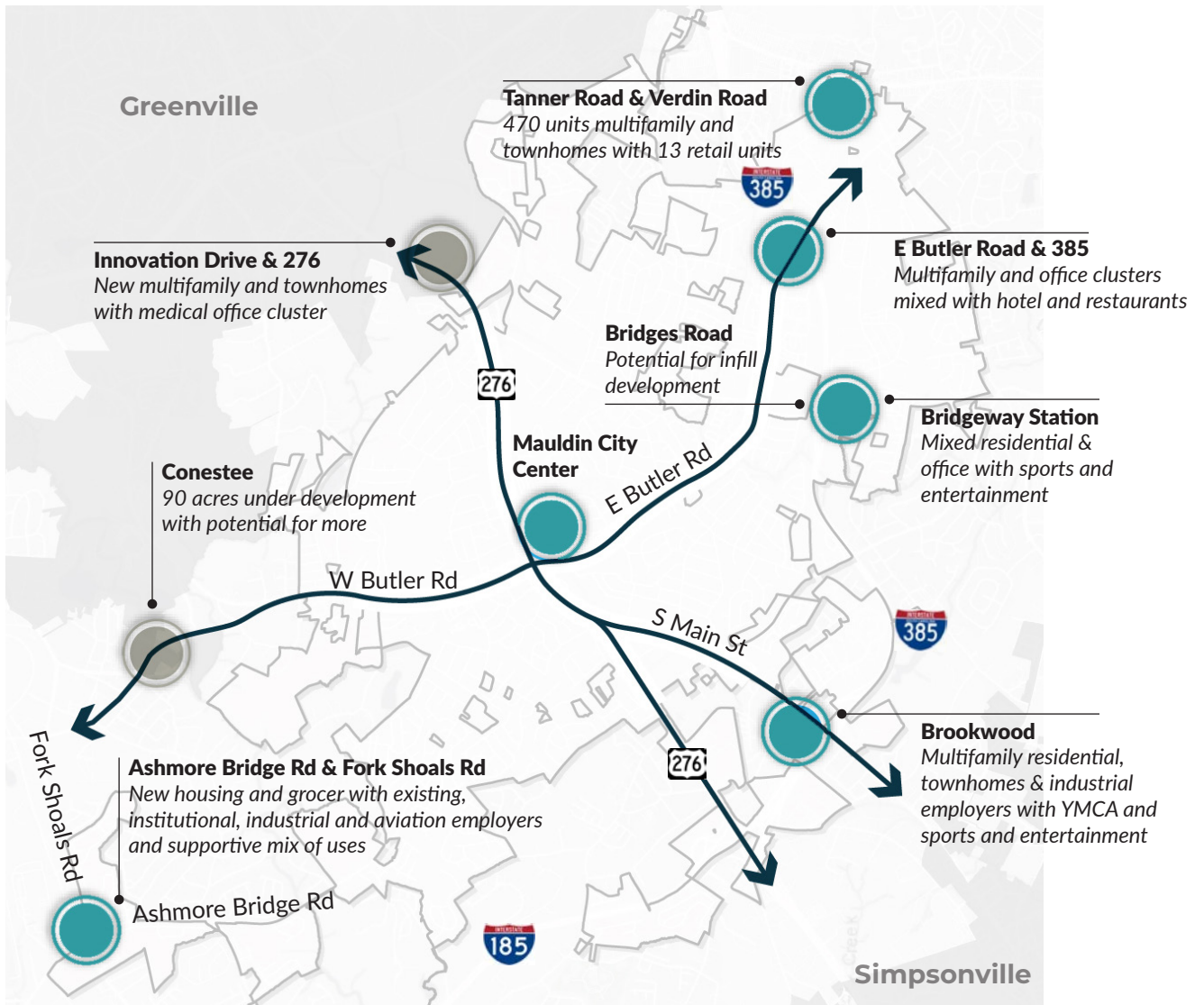
- » Embrace a New Urban Form
- » Continue Focus on Bridgeway Station
- » Complete the Swamp Rabbit Trail & Connections
- » Encourage Development of the City Center

- » A centrally located “town center” for Mauldin will provide a physical heart for the community.
- » Swamp Rabbit Trail connections and Butler Road streetscape improvements will provide signature amenities and connect Mauldin in new ways.
- » Build-out of Bridgeway Station and other destination centers will bring desirable amenities to more areas of Mauldin.
- » New compact and walkable forms of development and improved community design expectations will raise the bar and quality of life for Mauldin into the future.



## EMERGING VIBRANT CENTERS

*Mauldin's future vibrant centers are already being established. There may be at least eight areas across the city that are seeing new development that includes a mix of uses.*



- » District South is a mixed use development near Tanner Road and Verdin Road in north Mauldin. It includes 365 multifamily units and 90 townhomes with 13 retail units.

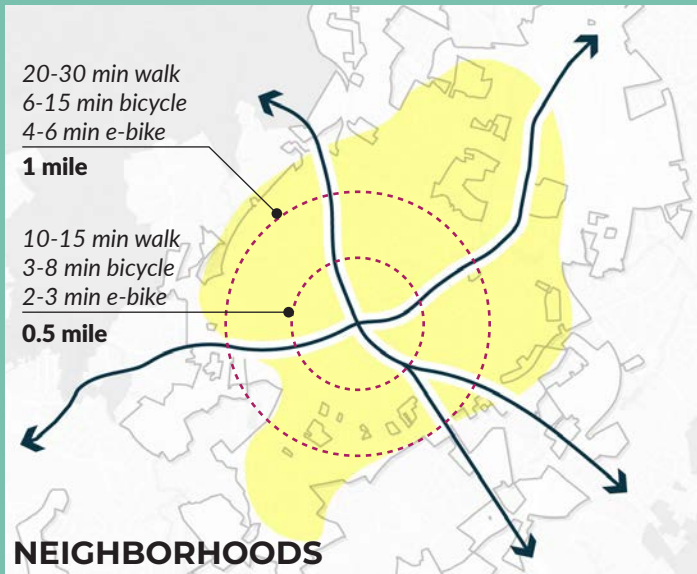


- » The new Courtyard Marriott hotel on Millport Circle is one of a series of new developments in the vicinity including a daycare and retail. More development is planned for the remaining vacant parcels.



- » Arden Woods is an emerging community activity area near the intersection of Ashmore Bridge Road and Fork Shoals Road. It includes mixed residential and a retail center anchored by a Publix grocer. The 200 acre site was once a private golf club and has since been redeveloped.





## CONNECTING THRIVING CENTERS

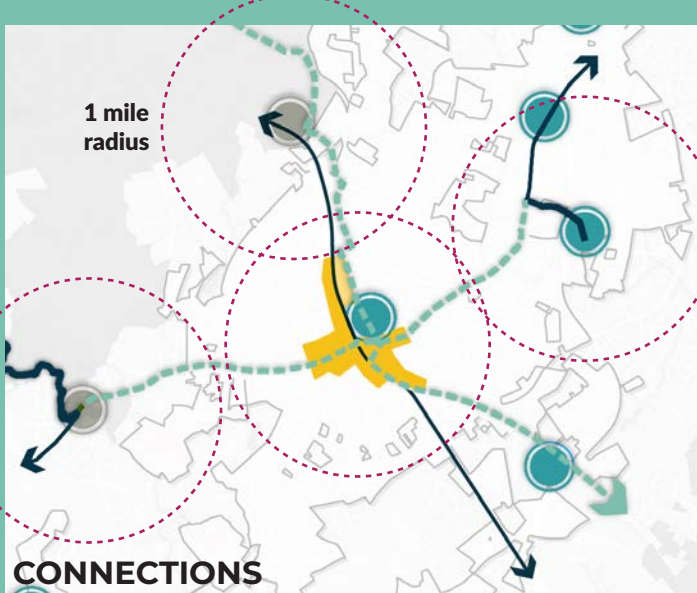
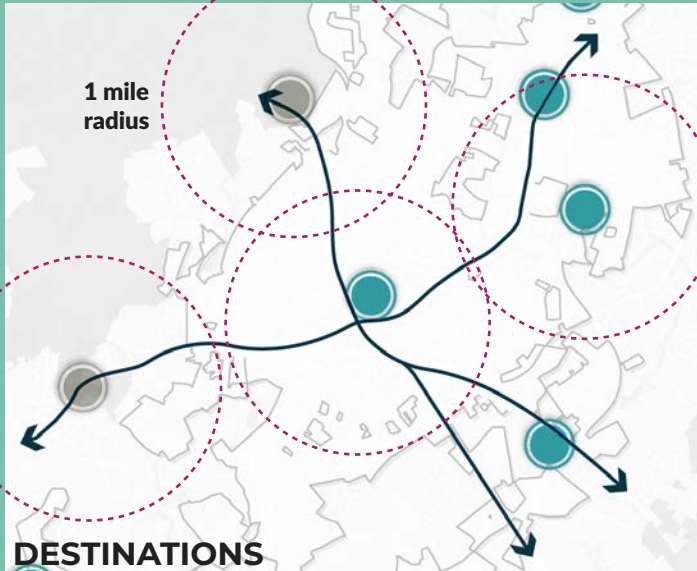
- » The city of Mauldin is relatively close knit and much of the geography is within a mile or two of the city center
- » Despite the proximity, Mauldin's infrastructure and development pattern create auto-dependent lifestyles

### Everything is Close By

- » Mauldin's **neighborhoods** are close to each other and accessed by a few major roadways
- » While the roadways provide access by car, they are 4-5 lanes wide and may act as obstacles and safety hazards for people on foot or bike
- » Mauldin's existing and planned major **destinations** are also oriented along and accessed via its multi-lane auto-oriented corridors
- » **Connect** neighborhoods to each other and to destinations through multimodal infrastructure
- » Make these corridors safer and more attractive and convenient for all modes of travel, especially pedestrians and cyclists
- » This will improve quality of life and provide multimodal access to other neighborhoods and destinations

### Do We Have to Drive There?

- » Mauldin's destinations are relatively evenly spread across the city
- » While they are connected by major vehicular corridors, community feedback noted congestion along these corridors at peak times
- » Mauldin's planned trail network also connects these destinations
- » With electric bicycles, street-legal electric carts and similar mobility solutions rapidly growing, the entire city of Mauldin could be highly accessible without using a car
- » But, the city must plan for and implement the necessary infrastructure, from compact, walkable development patterns, to a connected off-street trail and path system



# CONTINUE FOCUS ON BRIDGEWAY STATION MIXED USE DESTINATION

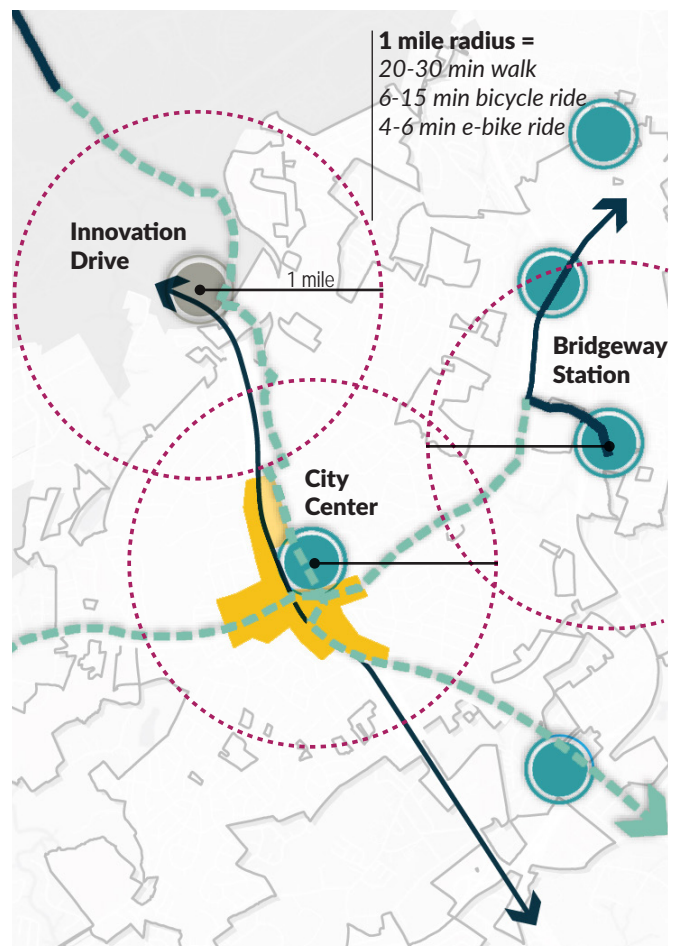
BridgeWay Station is Mauldin's rapidly emerging mixed use destinations. The site is a new urban village called spanning more than 75 acres along I-385 just south of Butler Road. The village features residential spaces, offices, shopping, dining, lodging and entertainment. A new 6,000-capacity stadium is also planned adjacent to the site. The stadium will host both professional (Greenville Triumph & Liberty) and youth soccer games, as well as high school sports, concerts, and festivals.



Top: BridgeWay Station is a destination for Mauldin and visitation and daily activity will rapidly increase as it continues to build out. Above: New sports stadium under construction at BridgeWay Station will strengthen its presence as a major destination as well as a day-to-day mixed use neighborhood.

## Supporting Actions:

- » Continue to facilitate and maintain the public-private partnership to develop the multi-use sports and entertainment stadium at BridgeWay Station.
- » Work with business owners and property owners to facilitate regular programming to activate BridgeWay Station.



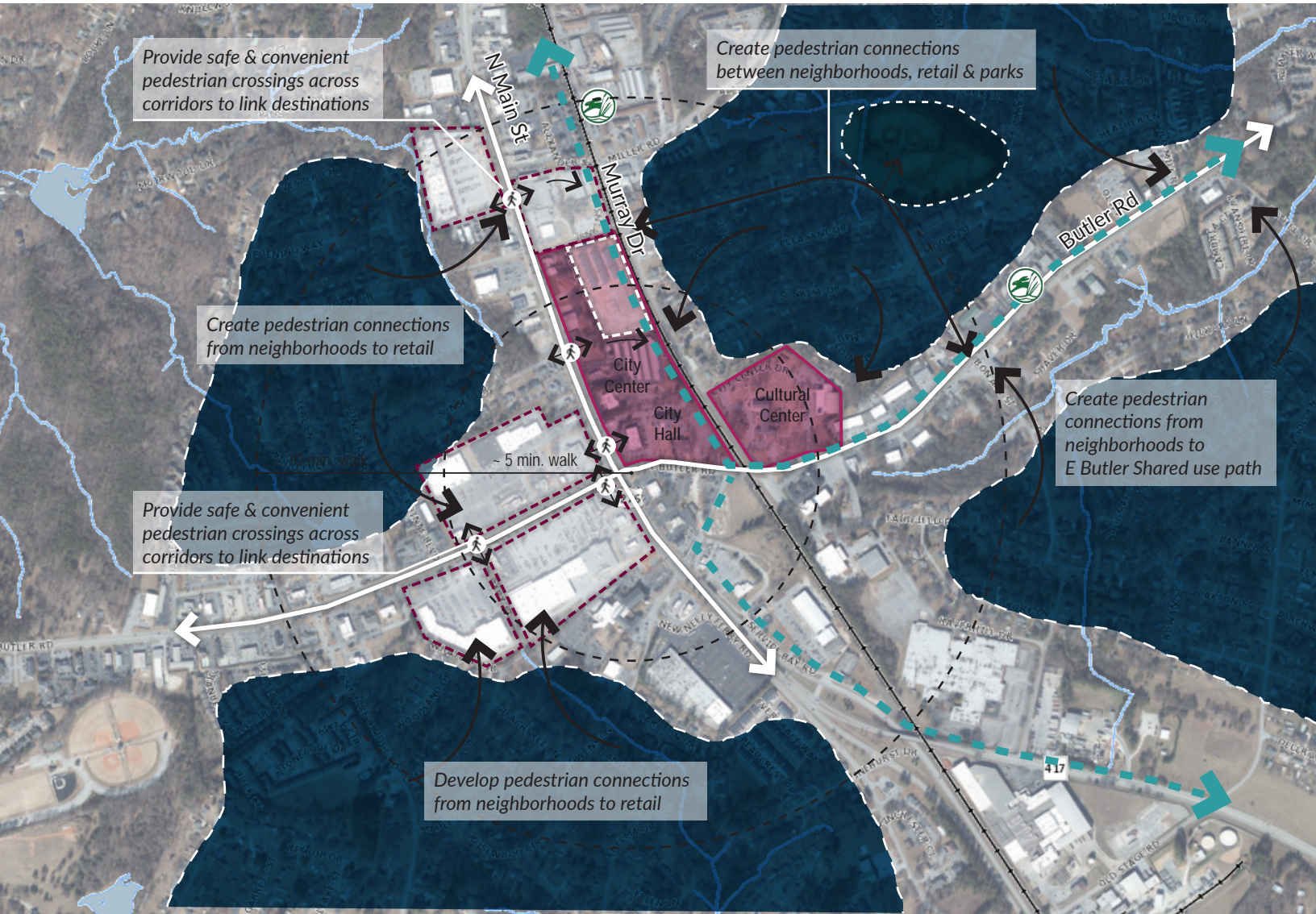
Above: Destination nodes in Mauldin are fairly close to one another and could be easily accessible via active transportation options like walking or biking, especially with new shared use paths connecting them.

# EMBRACE A NEW URBAN FORM

Maverick Yards and adjacent townhomes, as well as BridgeWay Station, are bringing new compact, walkable, mixed use development to Mauldin. The City should anticipate and encourage this, especially in areas served with infrastructure.

The City Center area will become a new urban mixed use center for Mauldin, which never had a traditional downtown like many towns and cities. Mauldin should expect this new urban form to extend beyond the planned City Center area. National trends suggest that some of Mauldin’s aging shopping centers and strip malls are well positioned to be renovated and/or redeveloped into walkable, mixed use shopping centers with added residential and commercial uses, especially those in close proximity to City Center, the Swamp Rabbit Trail extension, and the East Butler Road shared use path.

*Neighborhoods are close to destinations, but safe pedestrian connections must improve to create walkability.*



# COMPLETE THE SWAMP RABBIT TRAIL & CONNECTIONS

The Prisma Health Swamp Rabbit Trail (SRT) draws more than 1 million users per year and is planned to extend into Mauldin from its current terminus near I-85 and Laurens Road. The SRT is planned to connect to Mauldin’s emerging City Center development in and around City Hall, then continue east along Butler Road to connect to BridgeWay Station. This means Mauldin’s two mixed use destination centers will be connected to each other and to other destinations in Mauldin and Greenville through safe, convenient off-street segments of the SRT.

## Supporting Actions:

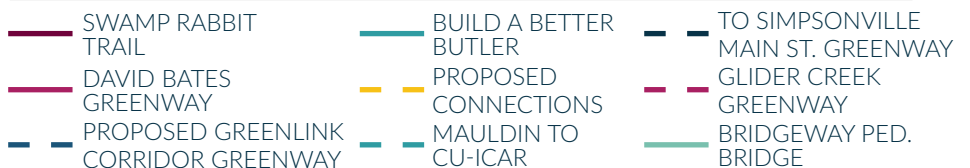
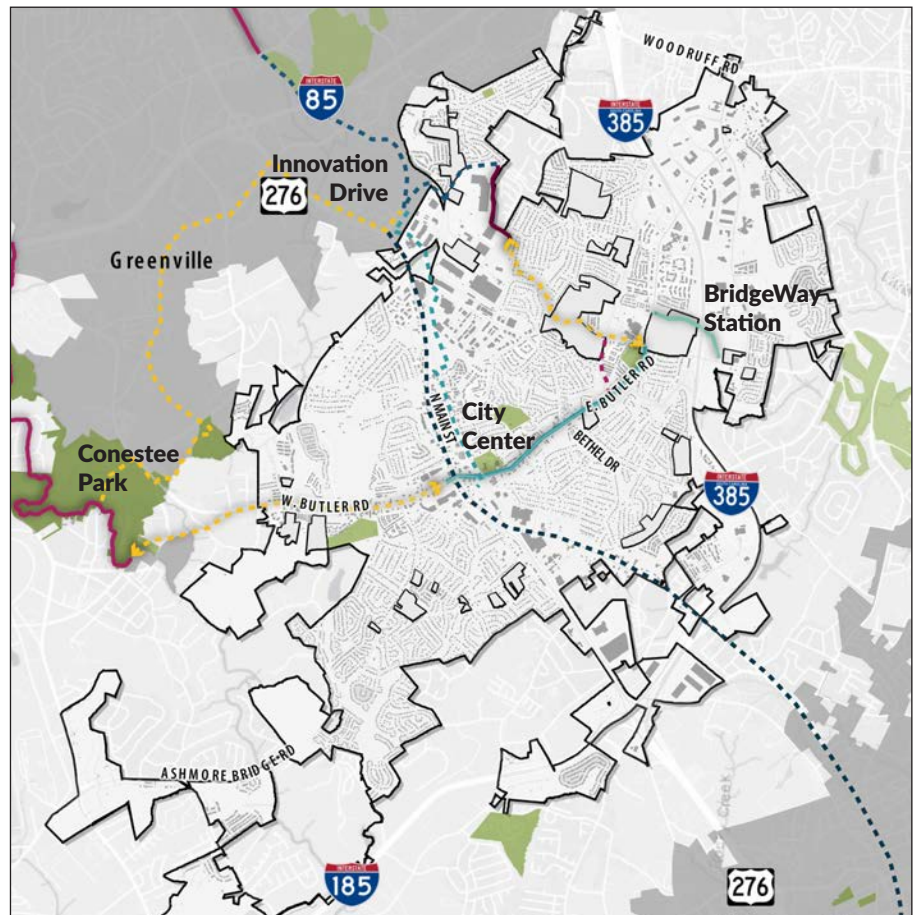
- » Work with the Swamp Rabbit Trail, SCDOT, and others to support the completion of the Swamp Rabbit Trail to Mauldin City Center and beyond
- » Coordinate with private property owners to make additional improvements along and adjacent to the planned trail extensions
- » Facilitate additional connections and improvements related to the trail
- » Encourage private, dense, mixed use development adjacent to trailheads



Retail and restaurants on the Swamp Rabbit Trail. Source: commonsvgl.com



Rusty the Rabbit public art sculpture on the Swamp Rabbit Trail. Source: City of Greenville

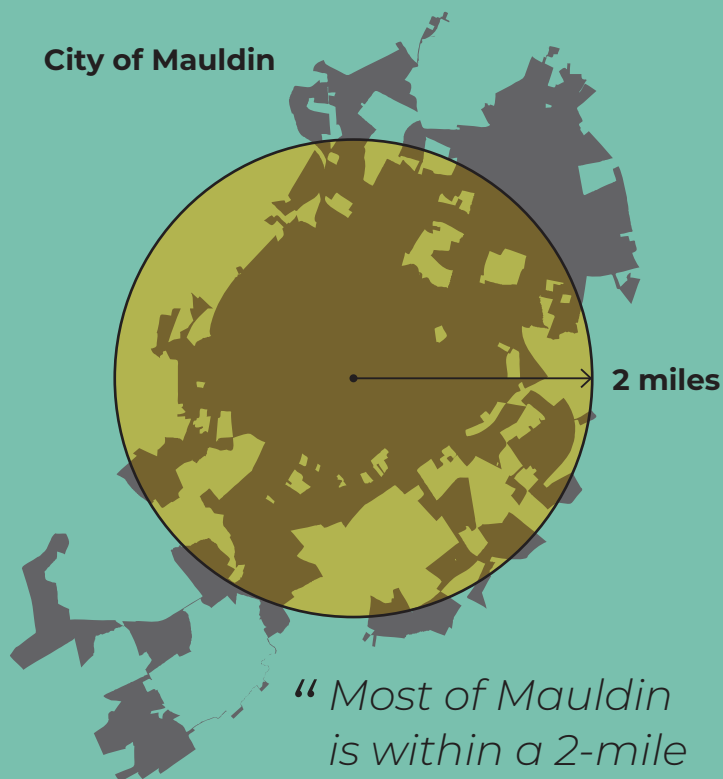


## EVERYTHING IN MAULDIN IS NEARBY

The entire City of Mauldin is approximately within a 3-mile distance of the center, roughly where City Hall is. Downtown Greenville is only about 8 miles from Mauldin’s City Hall. Why is this important? Convenient access to a variety of amenities is a key factor in a community’s quality of life. The closer you are to amenities, the more convenient they are to access. Yet, community feedback received during this planning process reported long delays on roadways due to traffic and congestion, which can negatively impact access to amenities and quality of life.

### Multimodal Mobility is Key

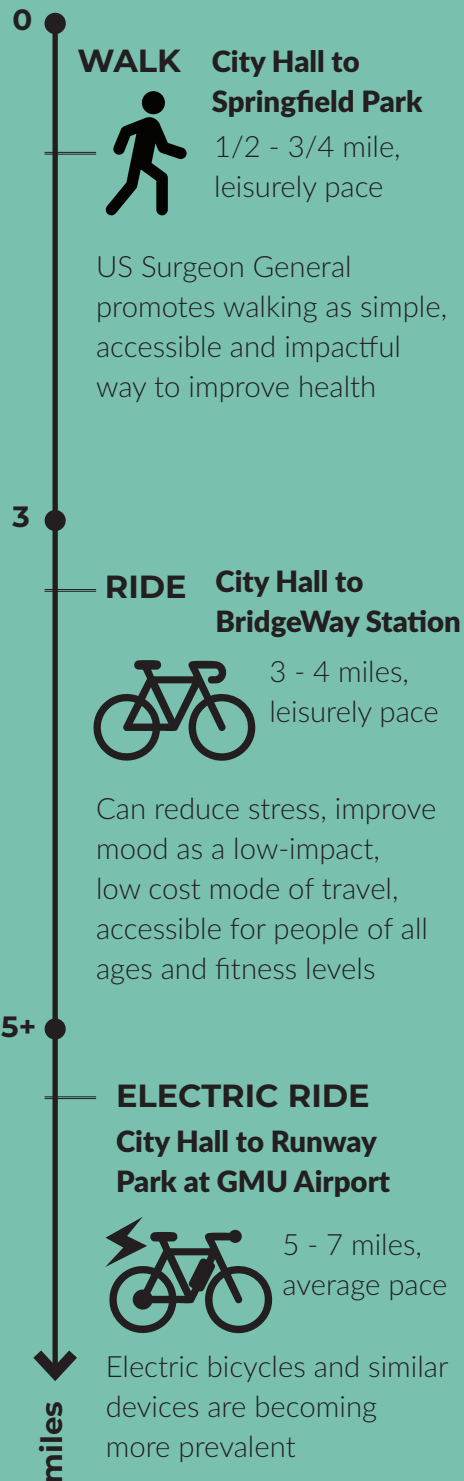
Given that everything in Mauldin is within 2-3 miles of the center, the entire City could be conveniently accessed without a car, but by bicycle or electric bicycle. These travel modes can cover that distance in less than 15 minutes. Mauldin is already focused on adding infrastructure to support walking and cycling, like the Swamp Rabbit Trail and Build a Better Butler sidepath. These and additional infrastructure projects will allow people to choose a different way to get around, potentially reducing congestion, increasing convenience and improving public health.



*“ Most of Mauldin is within a 2-mile distance of City Hall ”*

## HOW FAR CAN YOU GO IN 10-15 MINUTES?

In a car, it depends on traffic...



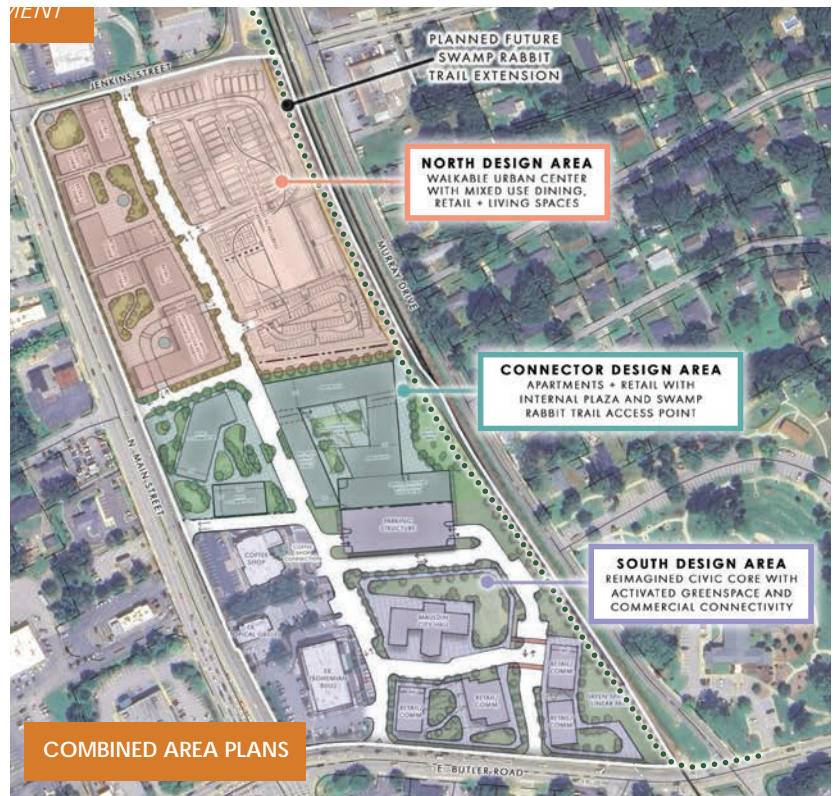
# ENCOURAGE DEVELOPMENT OF THE CITY CENTER

*Many towns and cities developed around a traditional downtown that was the center of everything. Mauldin evolved without one, but the City is actively working to create one.*



## Supporting Actions:

- » Encourage economic development in the center of Mauldin.
- » Work with private property owners and SCDOT to implement the recommendations of the City Center Village Master Plan.
- » Coordinate with the Appalachian Council of Governments and SCDOT to identify potential funding streams for improvements to major roadways which improve pedestrian and bicycle access.
- » Consider opportunities to develop public private partnerships to foster redevelopment of catalytic sites.



Top: Images depicting the envisioned character of City Center Mauldin. Above: City Center master plan development strategy. Source: Mauldin City Center Master Plan 2025.

# MAVERICK YARDS & NEW TOWNHOMES

- » 6.5 acre mixed use development at Jenkins Street and Jenkins Court
- » Dining and entertainment complex with pickleball courts
- » More than 40 townhomes
- » New streets, sidewalks and public spaces connecting to adjacent areas



New residential units developed in Mauldin's City Center.  
Source: The Courts at Maverick Yards

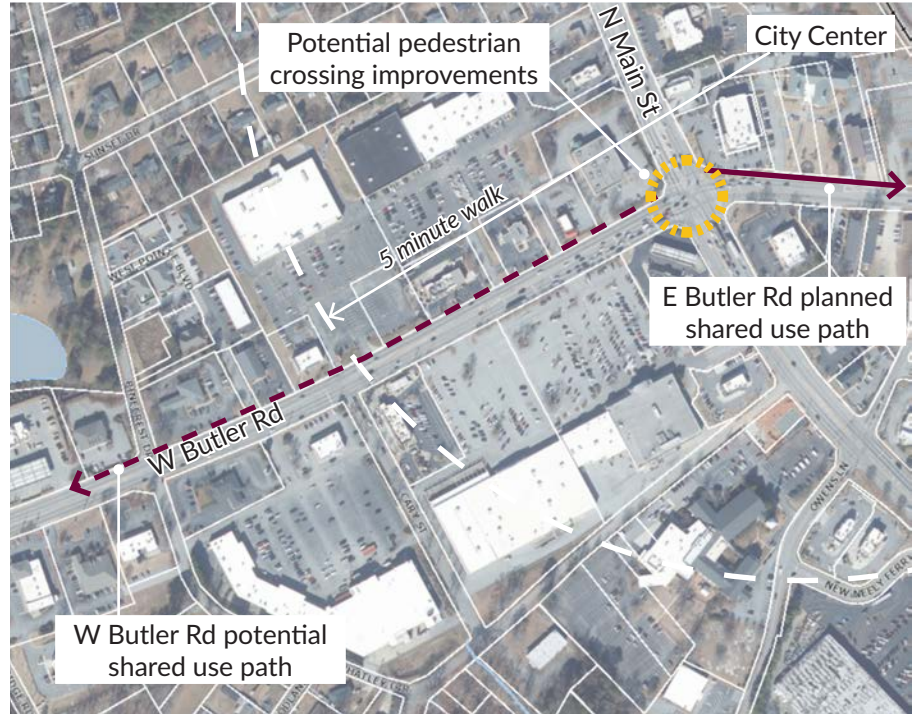


Rendering of Maverick Yards. Source: City of Mauldin

## CONVERT SHOPPING CENTERS TO MIXED USE

### Supporting Actions:

- » Support and encourage the redevelopment of shopping centers into mixed use developments.
- » Facilitate the development of sidewalks to connect these centers to the planned Swamp Rabbit Trail Extension and Butler Road shared use path.
- » Consider public private partnerships to transform older drive-up shopping and retail to more walkable, experiential shopping and dining.
- » Identify funding sources to provide pedestrian amenities in parking fields, including trees, lighting, tables, and umbrellas.
- » Work with SCDOT and the Appalachian Council of Governments to fund and develop safer pedestrian crossings along Butler Road and Main Street.
- » Encourage infill of smaller, neighborhood supportive commercial uses.
- » Consider providing a more extensive master redevelopment plan to encourage property owners to embrace the vision for a more urban, mixed use, center.



Shopping centers along W Butler Road are within walking distance of Mauldin's City Center. Pedestrian improvements along W Butler Road and crossing improvements at intersections could connect this area to the City Center and leverage improvements of E Butler Road and the planned Swamp Rabbit Trail connection.



Mixed use infill redevelopment of underutilized areas in shopping centers near City Center would add vibrancy, capitalize on and align with the City Center redevelopment to expand Mauldin's walkability and expand the City Center character to areas west of Main Street.



Birds eye view of shopping centers along W Butler Road that are within walking distance of Mauldin's City Center



Birds eye view of concept plan for mixed use infill redevelopment of underutilized areas in shopping centers near City Center to add vibrancy, capitalize on and align with the City Center redevelopment

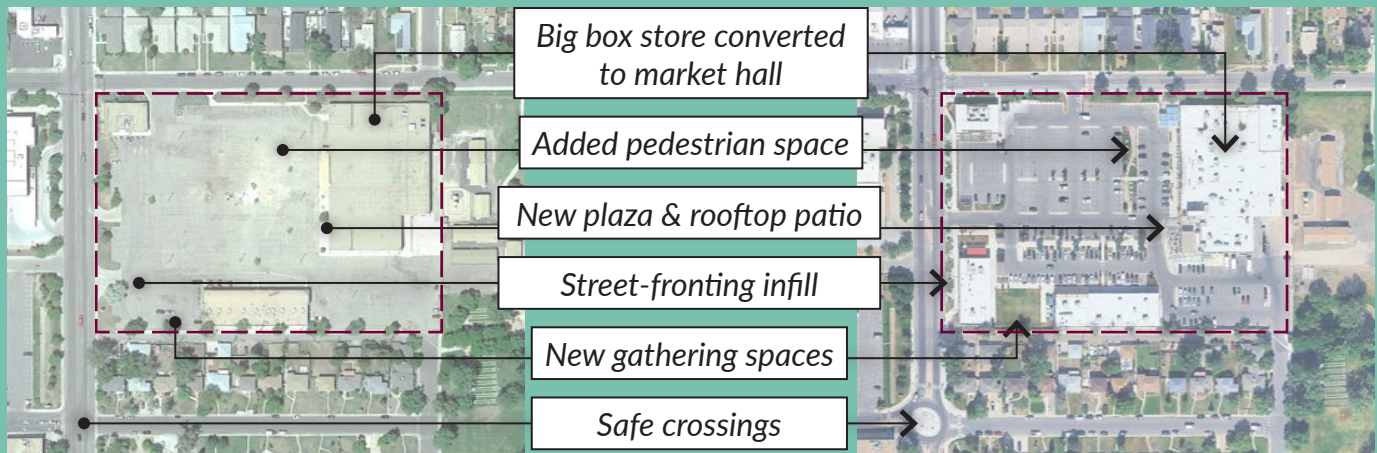
## CASE STUDIES

# TRANSFORMING AGING SHOPPING CENTERS TO MIXED USE CENTERS

*Nationally, malls and shopping centers are being positioned for reuse and redevelopment. Retail, mobility, and economic trends are significantly affecting these properties across the country and the world. In general, retail was overbuilt and the country is facing a housing crisis. Many of these properties are diversifying with new housing and entertainment which adds vibrancy and strengthens economic diversity and resiliency.*

### EDGEWATER PUBLIC MARKET - EDGEWATER, CO

The former 52,000 square foot supermarket in suburban Denver had been vacant for years and was transformed into a market hall with more than 17 retail and experience-based businesses, most of which are locally owned. Three other stand alone buildings updated facades and offer fast casual food, fitness and veterinary options.



Market building interior, small shop stalls



Parking spaces were removed to create a public gathering space



A rooftop patio and outdoor plaza were added to the existing building

## WHEATLAND PLAZA - DUNCANVILLE, TX

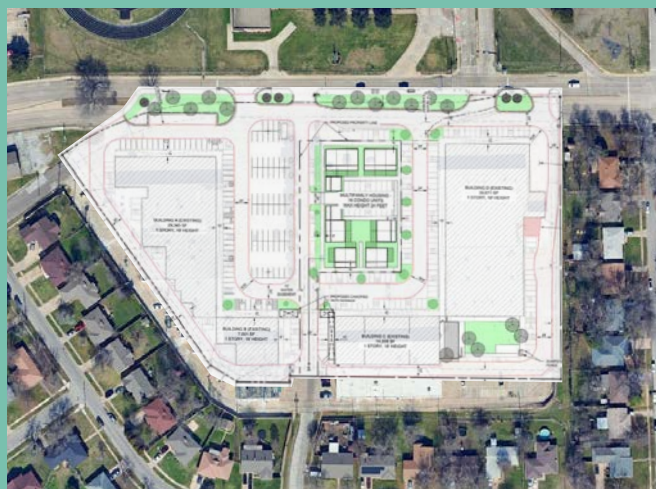
An incremental Texas developer is redeveloping an aging retail strip center in the small town of Duncanville, TX. The redevelopment plans include 16 affordable housing units that will not only provide ownership opportunities for residents, but they'll be located more centrally in town, close to schools and other amenities. The large retail spaces are planned to be broken up into smaller, more marketable commercial units.



Wheatland Plaza - Existing (top right) single use commercial strip center and planned reuse and infill development (center) with comparisons of future value at 8 times current value



Wheatland Plaza - Existing aerial view



Wheatland Plaza - Planned renovation and infill development (Source: Options Real Estate)



Some parking areas to be converted to seating areas (Source: Options Real Estate)



Planned renovations add public gathering spaces (Source: Options Real Estate)



A mural addition as part of phased improvements (Source: Options Real Estate)

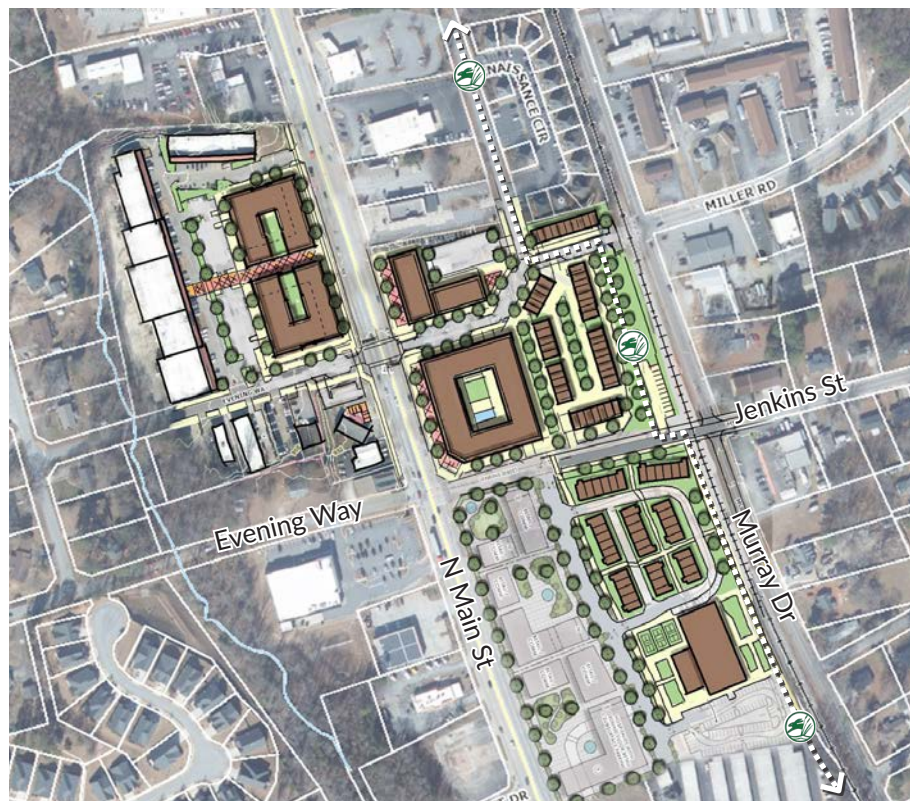
## SUPPORT INFILL DEVELOPMENT ON MAIN STREET

### Supporting Actions:

- » Facilitate the development of sidewalks to connect these sites to the planned Swamp Rabbit Trail Extension and Butler Road shared use path.
- » Consider public private partnerships to transform older drive-up shopping and retail to more walkable, experiential shopping and dining.
- » Identify funding sources to provide pedestrian amenities in parking fields, including trees, lighting, tables, and umbrellas.
- » Work with SCDOT and the Appalachian Council of Governments to fund and develop safer pedestrian crossings at key intersections on SC-276 to support walkability.
- » Encourage infill of smaller, neighborhood supportive commercial uses.
- » Consider providing a more extensive master redevelopment plan to encourage property owners to embrace the vision for a more urban, mixed use, center.



The Maverick Yards development and planned Swamp Rabbit Trail extension to Center City Mauldin could spur additional infill development nearby.



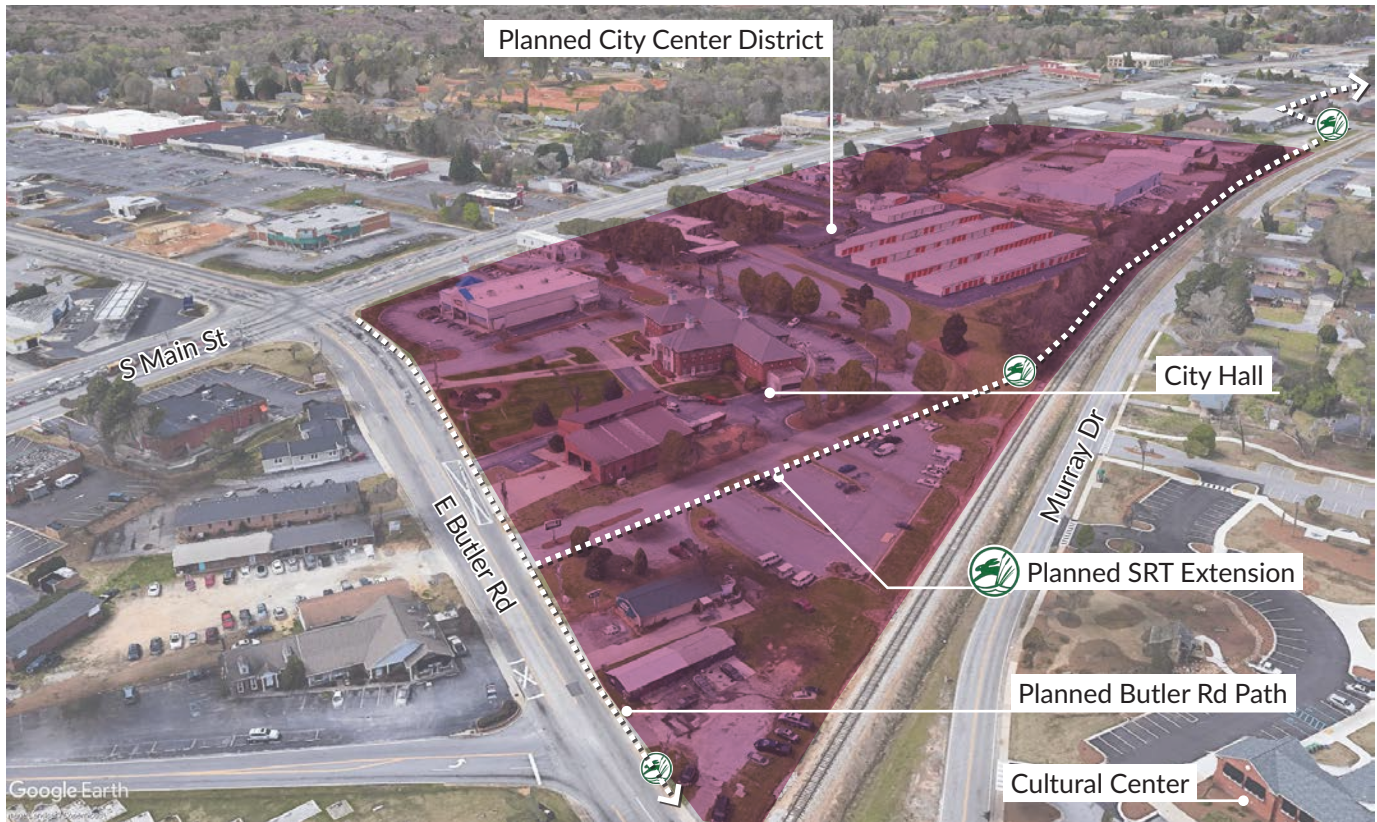
Concept plan showing how infill development and adaptive reuse of existing buildings may continue to build out this area of City Center Mauldin in a compact, walkable manner



Birds eye view of North Main showing the proximity to the planned Swamp Rabbit Trail extension and Mauldin Center City area



Birds eye view of concept showing how infill development and adaptive reuse of existing buildings may continue to build out this area of City Center Mauldin in a compact, walkable manner



Birds eye view of Mauldin's proposed City Center redevelopment area along with the planned extension of the Swamp Rabbit Trail and improvements to E Butler Road through the Build a Better Butler project



Birds eye view concept showing redevelopment potential of Mauldin's City Center and adjacent areas



Birds eye view of Mauldin's proposed City Center redevelopment area along with the planned extension of the Swamp Rabbit Trail and improvements to E Butler Road through the Build a Better Butler project



Birds eye view concept showing redevelopment potential of Mauldin's City Center, adjacent shopping centers and North Main Street



# EXPAND CULTURAL AMENITIES

*Mauldin's residents enjoy many cultural amenities including the Mauldin Cultural Center, which houses one of the few City-owned and operated community theaters in the country. The expansion of cultural amenities in Mauldin will improve quality of life and economic development initiatives City-wide, while supporting the successful build out of the city center village.*

## HOW SHOULD WE EXPAND OUR CULTURAL AMENITIES?

- » Enhance existing cultural offerings and uses
- » Support new cultural and entertainment uses
- » Expand parks and recreation amenities and offerings
- » Expand the marketing of cultural events and attractions



City of Mauldin's Amphitheater on the Cultural Center Campus.

## ENHANCE CULTURAL OFFERINGS AND USES

The Mauldin community is continuing to establish a cultural legacy that will provide residents opportunities to experience art and cultural entertainment and events for generations to come. In 2003, many community stakeholders and partners had a vision to develop a cultural center at the former Mauldin High School and Elementary School property, which was constructed as a WPA project in 1937. The City purchased the building and 14 acre property in the heart of the city to help take steps toward creating the cultural center and city center village. As an early phase, the City constructed the Mauldin Sports Center on the property. The Cultural Center and the Sports Center are both cherished resources for the community and the Mauldin Theater within the Cultural Center has become a growing visitor attraction. The City has the opportunity to continue its investment in existing cultural programs and facilities to elevate its offerings to the community and the region. The continued support and expansion of existing programs in Mauldin will help provide more family-friendly activities and entertainment that residents want to experience and grow in the community.

### Supporting Actions:

- » Continue to maintain and enhance the existing Cultural Center building and grounds.
- » Expand the range and frequency of community theater productions and similar programming through continued City investment and community partnerships.
- » Prepare a Cultural Center Campus master plan that will establish a shared vision for future programs, operations, and facility and property improvements.



*Live Musical Performance*



*The Mauldin Cultural Center Campus and Sports Center.*

## SUPPORT NEW CULTURAL AND ENTERTAINMENT USES

In addition to the City Center Village area and the Cultural Center and Recreation Campus, opportunities are growing for cultural and entertainment uses outside of the City Center. As previously mentioned, BridgeWay Station is a new and developing cultural and entertainment hub for Mauldin. BridgeWay offers restaurants, lodging, and entertainment options, including a 6,000-capacity multi-use stadium planned for use by the Greenville Triumph and Greenville Liberty teams in 2026. The City should embrace new cultural and entertainment uses to expand offerings for residents and visitors at key centers throughout the community.

### Supporting Actions:

- » Continue to facilitate and maintain the public-private partnership to develop the multi-use sports and entertainment stadium at BridgeWay Station.
- » Identify collaborative opportunities such as festivals and events to assist with marketing existing and emerging cultural and entertainment activity hubs.
- » Develop incentives to encourage cultural and entertainment uses and businesses that will have a positive impact on overall quality of life while generating economic activity and tourism. Potential incentives may include rebates on fees and taxes (building permit fees, business license fees, and property taxes), targeted entertainment incentives like the City of Conway has implemented, or establishing a cultural district through the South Carolina Arts Commission.



*City Center Village Development*



*BridgeWay Station and the multi-use sports and entertainment stadium location at the intersection of I-385 and Bridges Road.*

## EXPAND PARKS AND RECREATION AMENITIES & OFFERINGS

Mauldin has long been known for its exceptional parks and recreation programming and facilities. As the City continues to grow, the demands on the City to maintain the existing parks and recreation facilities will continue to increase, while the number of people interested in programming will continue to rise as well. A new master plan and expanded commitment toward parks and recreation amenities and programs will be important to meet the needs of current residents and the new population that is coming to Mauldin.

### Supporting Actions:

- » Implement the recently drafted parks and recreation master plan that outlines strategies for maintaining existing buildings and services, while preparing for new facilities and programs that will be needed to support the expanding population.
- » Evaluate opportunities to grow Mauldin's identity as a sports entertainment and tourism hub through sports related events, festivals, tournaments, and other sports themed opportunities that appeal to the city's residents and the greater Upstate region.
- » Seek partnerships with State, County, and other sports focused organizations including Greenville County, Special Olympics, and other partners to grow sports related entertainment opportunities in Mauldin.



*Mauldin Sports Center*



*Sunset Park along Fowler Circle*

## EXPAND THE MARKETING OF EVENTS AND ATTRACTIONS

As new attractions continue to be developed in Mauldin, a need exists to enhance and expand marketing and promotional efforts to fully leverage the economic development opportunities they bring to the City. The City's current branding and identity initiative will provide a unified visual component that can be utilized to promote the variety of cultural and recreational events and attractions once adopted.

### Supporting Actions:

- » Actively support and strengthen tourism-related partnerships with regional and statewide tourism entities and regional media (i.e. South Carolina Department of Parks, Recreation, and Tourism; South Carolina Restaurant and Lodging Association, Visit Greenville).
- » Identify ways to incorporate the City's brand identity and emerging iconic features into advertising, wayfinding / gateway signage, digital and print media, and related marketing and promotional elements.
- » Seek partnerships with State, County, and other sports focused organizations including Greenville County, Special Olympics, and other partners to grow sports related entertainment and culture in Mauldin.



*New pedestrian/bike bridge over I-385*



*Existing gateway signage into the City of Mauldin from Greenville along US 276 / North Main Street.*



# CONNECT THE COMMUNITY

*Throughout the planning process, residents expressed interest in creating more walkable, connected places. Like much of the United States, Mauldin residents are interested in being able to walk (or travel without a private vehicle) to amenities and services. The City has begun to develop connections to regional trails but there is still much room to improve connectivity*

## HOW WILL WE CONNECT THE COMMUNITY?

- » Build a Pedestrian and Bike Friendly Community
- » Develop Regional Trail Connections
- » Improve Public Transit Service
- » Improve Street Network Function and Appearance
- » Connect with Residents



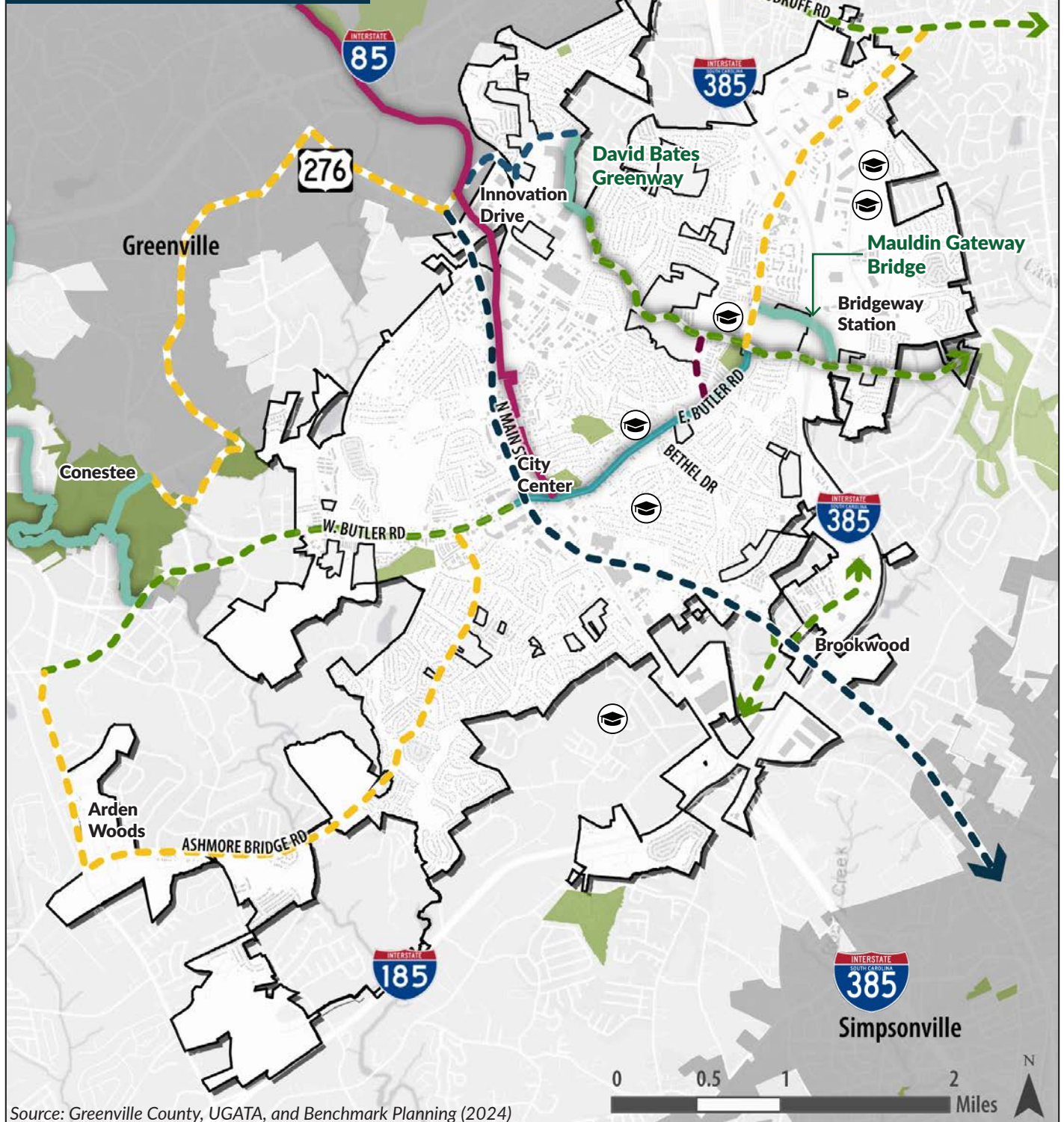
## BUILD A PEDESTRIAN- AND BIKE-FRIENDLY COMMUNITY

*Mauldin's vision for a future as a healthy and connected community that facilitates active lifestyles for its residents is dependent on ensuring that the community is friendly to active modes of transportation like walking and bicycling.*

### **Supporting Actions:**

- » Seek to connect emerging and thriving centers to each other and adjacent neighborhoods with multimodal infrastructure.
- » Connect adjacent neighborhoods and mixed use centers to schools and parks through safe routes and safe crossings. Programs and grants like "Safe Routes to School (SRTS)" and "Safe Streets and Roads for All (SS4A)" provide assistance with these goals.
- » Prepare a pedestrian and bicycle master plan to identify capital projects that will ensure that all residents and businesses are connected through safe pedestrian and bicycle routes.
- » Require all new development to include pedestrian accommodations in accordance with the City's land development standards and adopted pedestrian and bicycle master plan.
- » Require the provision of bicycle parking for commercial and multi-family residential development along existing and planned trail corridors.
- » Work with SCDOT to install pedestrian signals, ADA compliant curb cuts, and marked crosswalks at all signalized intersections.
- » Install RRFB / HAWK (Rectangular Rapid Flashing Beacon / High-Intensity Activated CrossWalk) signals at major pedestrian and bike crossings that are located away from signalized intersections.
- » Establish a minimum annual capital expenditure to fund pedestrian and bicycle infrastructure improvements in accordance with the adopted plan.
- » Quickly respond to and address pedestrian infrastructure maintenance and safety issues.
- » Install pedestrian and bicycle route signage along major routes to identify the distance / direction of major destinations.
- » Require all new nonresidential development to provide safe, direct, connections to public sidewalks.

# Mauldin's Trail Network



## Existing/Under Construction

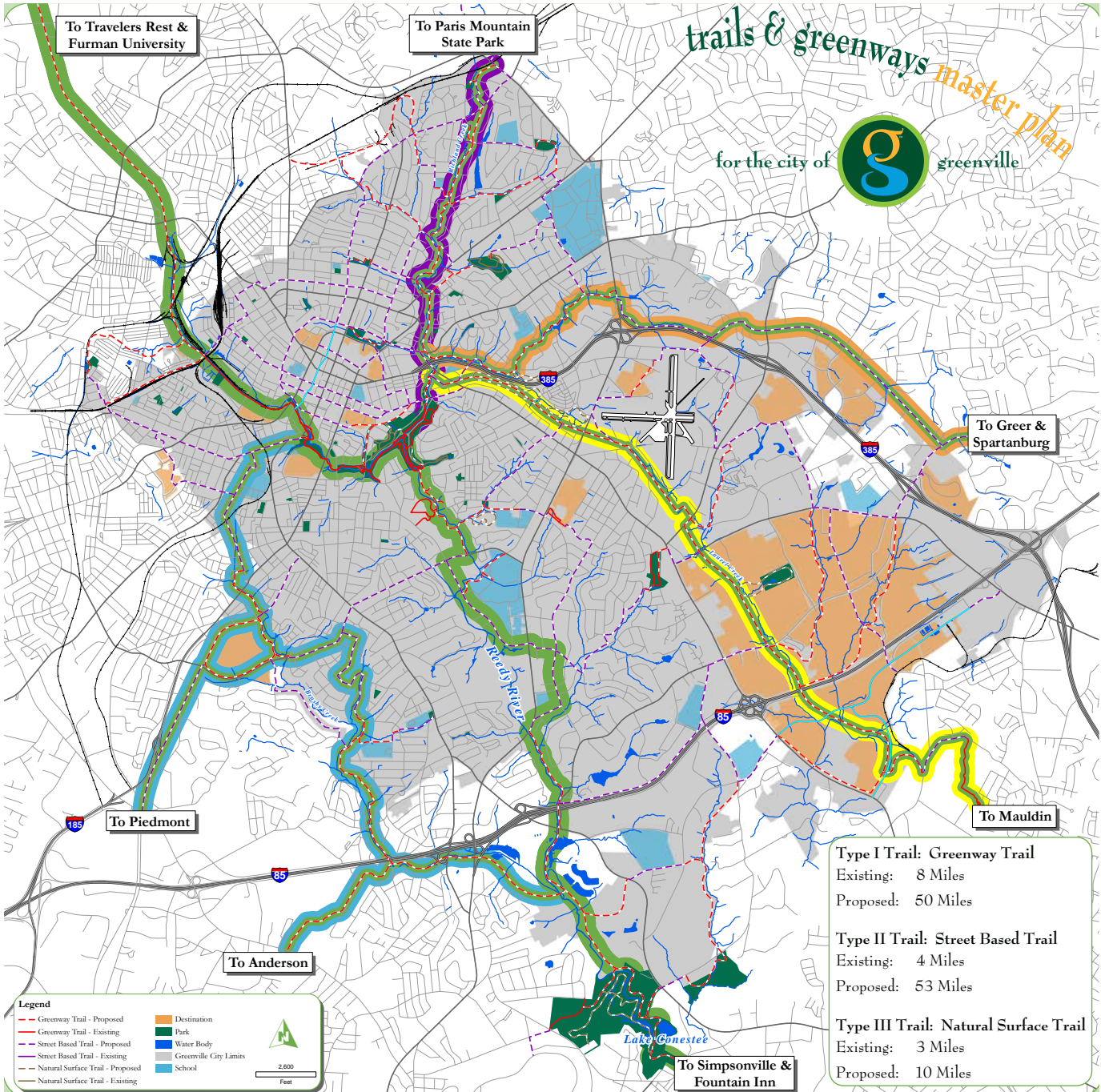
- BUILD A BETTER BUTLER
- EXISTING TRAILS & GREENWAYS
- PARKS
- SCHOOLS

## Planned & Proposed Connections

- SWAMP RABBIT TRAIL
- PROPOSED GREENLINK CORRIDOR GREENWAY
- GLIDER CREEK GREENWAY
- MAULDIN TO SIMPSONVILLE MAIN STREET GREENWAY
- PROPOSED CONNECTIONS

# DEVELOP REGIONAL TRAIL CONNECTIONS

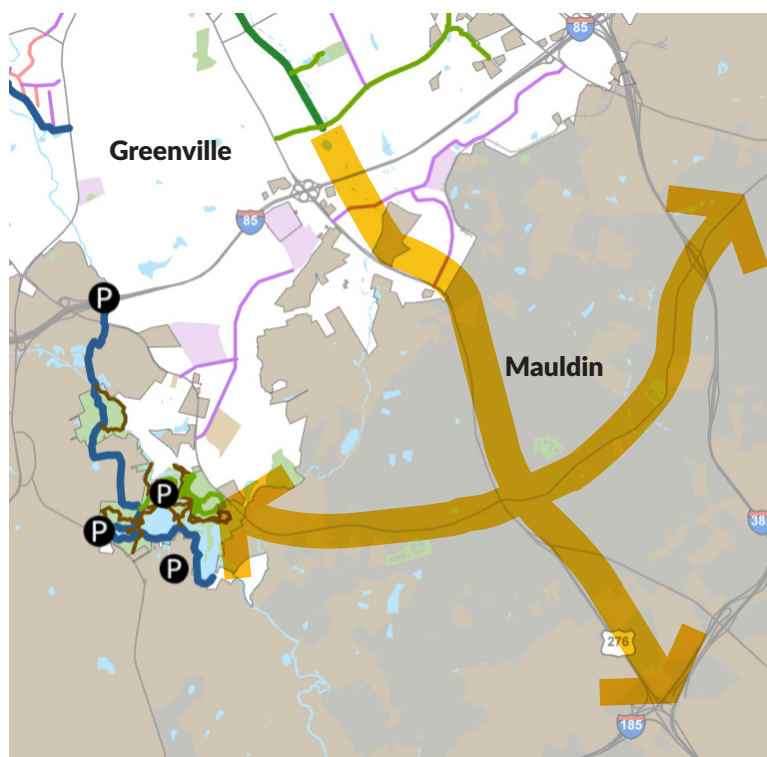
Connecting Mauldin to the regional trail network will open numerous opportunities for tourism, economic development, alternatives to commuting by vehicle, and expand the range of recreation options for residents.



Above: City of Greenville Trail Network Map. Source, 2006 Greenville Trails & Greenways Masterplan

## Supporting Actions:

- » Prioritize the completion of the Swamp Rabbit “Green Line” trail extension from its current terminus in Greenville to Mauldin City Center.
- » Support the extension of the Swamp Rabbit Trail from Mauldin to Simpsonville and Fountain Inn.
- » Explore options for developing a trail or off-street multi-use path to connect Mauldin Center City and the Swamp Rabbit Green Line to Conestee Park and the Swamp Rabbit Blue Line trail.
- » Design and fund a trail / off-street multi-use path connection from Center City to BridgeWay Station.
- » Require new development adjacent to trail segments to provide direct connections to trails.
- » Require the reservation of trail easements and dedication of future trail connection routes in conjunction with new development.
- » Incentivize “trail oriented development” adjacent to trails with frontages oriented toward trails and trail amenities provided with new development.
- » Identify locations along existing and planned trails for supportive infrastructure, such as bike and vehicular parking, trailheads, restrooms, seating areas, and similar amenities. These would be best suited at main trail access points and locations anticipated to receive high usage. These may be located on public land or may be incentivized through rezonings or development agreements adjacent to trails.
- » Work with large employers to promote the development of trails and trail connections. This may include funding support, dedication of trail easements, or trail segment sponsorship.
- » Install prominent wayfinding signage along the trail network to direct users to major destinations.



Left: Trails and greenways provide significant community benefits. Right: Mauldin is well-positioned to establish a citywide connected trail network that also links to the comprehensive regional trail network.

## IMPROVE PUBLIC TRANSIT SERVICE


*Mauldin's increasing jobs and number of regional destinations offered would be more accessible and well-connected by frequent and reliable public transit, especially when coupled with improved pedestrian and bicycle connections and the extension of the regional trail network.*

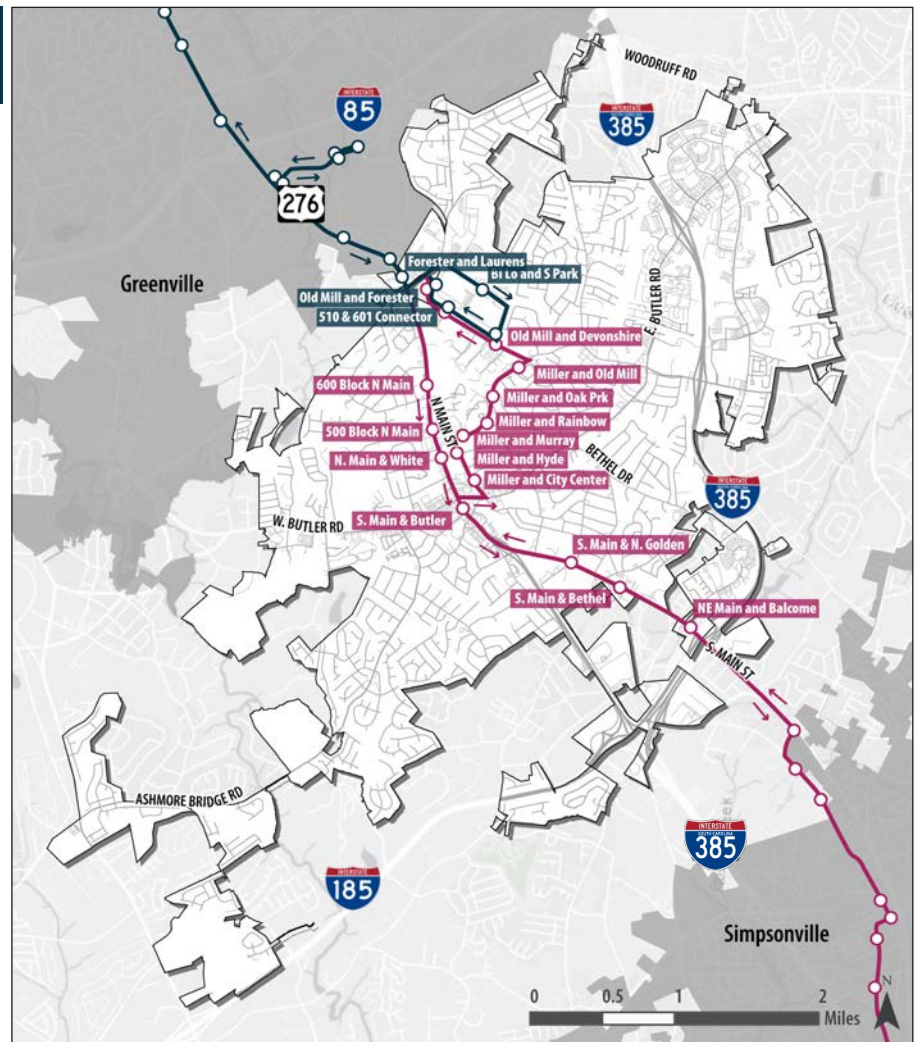
### **Supporting Actions:**

- » Make Mauldin a hub for public transit in Greenville County by establishing a new, centrally located transit center that is connected to the regional trail network and the City's bike and pedestrian network.
- » Work with GreenLink to improve the frequency and operating hours of transit service with trips originating and ending in Mauldin and other communities in southern Greenville County.
- » Work with GreenLink and SCDOT to identify locations for, and construct, high quality bus shelters to ensure that riders have a comfortable and safe experience when using the service.
- » Explore opportunities to provide urban circulators, on demand transit, and other first-last-mile transit services within the City to expand the utility of the system for more residents and workers.
- » Support GreenLink in future service expansion plans and emphasize its important role in providing opportunities for residents to connect with employment, education, and community services.
- » Encourage or incentivize employers to provide transit passes for their employees.
- » Ensure that public transit stops are integrated into future development and roadway improvements when high-density and mixed-use projects or large-scale commercial developments are approved. A particular focus should be on development within walking distance of transit corridors.
- » Explore options for providing transit services to major events, such as City festivals and events at the future stadium at Bridgeway Station.
- » Prioritize the completion and extension of pedestrian and bike connections linking residents and businesses to transit stops.
- » Ensure all transit stops are served by safe pedestrian crossings of nearby streets, such as intersections with high visibility crosswalks and pedestrian crossing signals.



## Bus Routes

-  510 LAURENS
-  601 SIMPSONVILLE



Source: Greenlink (2024)



Example of transit hub (mobility hub). Source: <https://welcometonorthside.com/>

# IMPROVE STREET NETWORK CONNECTIVITY, FUNCTION AND APPEARANCE

Mauldin grew around a U.S. highway and legacy rural roadway network that was not designed or intended to function as an urban street network that supports the City's vision for its future. The lack of alternative connections and design of the primary corridors bisecting the City create frequent traffic congestion and impair the safe function of the network. The design also limits opportunities for safe pedestrian and bike travel and detracts from the City's aesthetic vision.



## Supporting Actions:

- » Establish a “complete streets” policy and work with SCDOT to explore options to transform the design of the City's primary roadway network in a manner that increases motorist safety, accommodates safe bike and pedestrian travel, and improves the aesthetic appearance of major corridors.
- » Develop thematic landscape design plans for public and private improvements along major corridors and at primary gateways into the City to present a more unified appearance within the City. Implement the plan in conjunction with SCDOT and private development.
- » Identify opportunities to improve or add street connections that provide alternatives to travel along major corridors and the use of congested intersections.
- » Utilize regulatory changes in zoning and land development regulations to alter the form of new development so that it is more pedestrian friendly and encourages residents to be less reliant on automobile trips for daily needs.
- » Improve pedestrian and bicycle connections between neighborhoods and commercial corridors to encourage more pedestrian and bike trips instead of automobile trips.
- » Work with SCDOT to identify opportunities for the City to fund the installation of additional traffic signals or roundabouts at high volume intersections that lack signal control and have high crash rates.

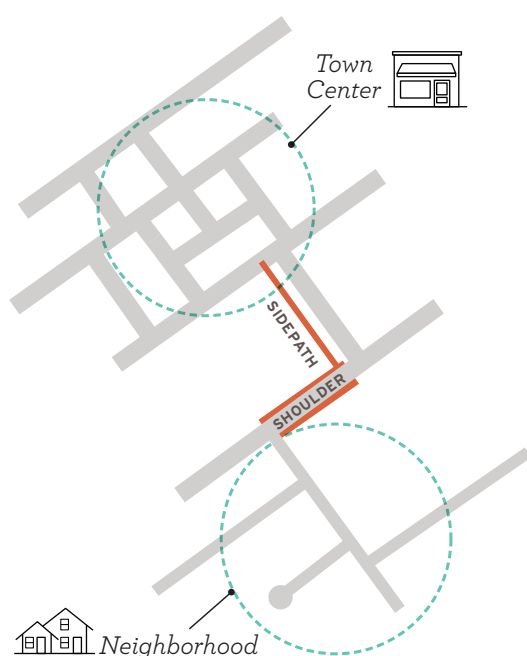
- » Maintain the City's traffic enforcement unit and explore options for funding additional sworn positions in the Police Department to focus on ensuring traffic safety on the City's major roadways and in the vicinity of destinations with higher volumes of pedestrian and bicycle traffic.
- » Explore opportunities to remove multiple driveways serving individual properties on the same street frontage and expand connections between adjoining properties to improve pedestrian and vehicular safety and provide options for moving between adjacent properties without having to enter the roadway network.
- » Continue to pursue capacity and safety improvements along major corridors to accommodate growing regional traffic volumes destined for and passing through the City.
- » Explore options for using technology to enhance traffic calming and traffic safety.

## CREATING NETWORK CONNECTIVITY

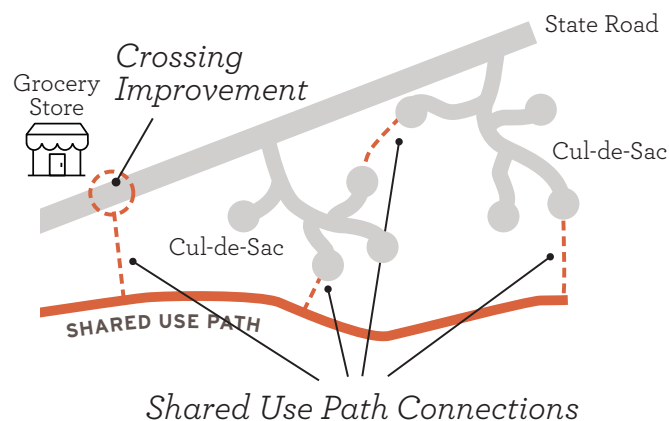
Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

Networks are interconnected pedestrian and/or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go. They provide equitable access for all people.

Developing interconnected networks of bicycling and walking facilities in rural and small town settings can be challenging due to a lack of alternate through roadways and the concentration of motor vehicle traffic on major roads.



**Neighborhoods nearby can be connected conveniently to City Center and other destinations by filling gaps in the network and improving roadway crossings for pedestrians and cyclists.**

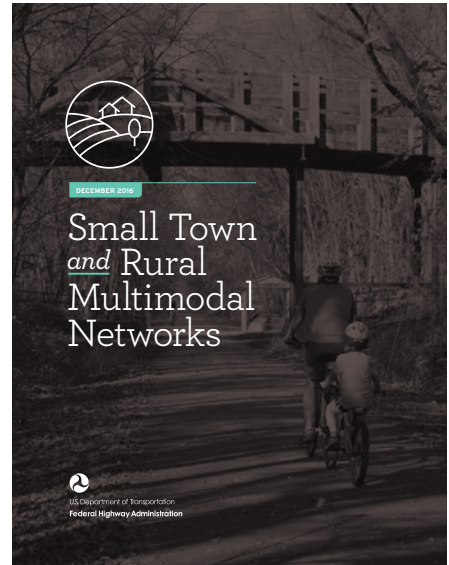


Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

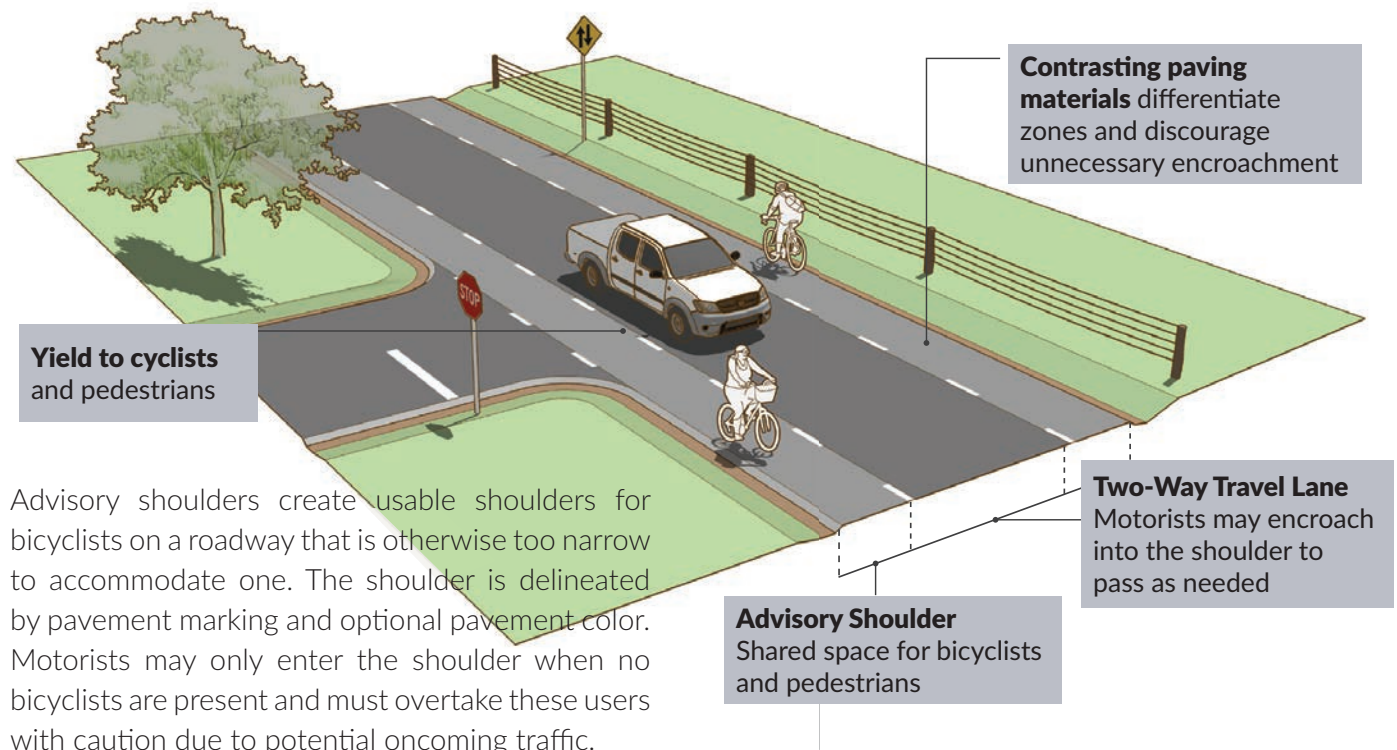
## COMPLETE STREETS GUIDANCE

Source: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

There is extensive national guidance on how to implement better street design to accommodate and encourage multiple mode choices including more walking and cycling. The following are select examples from guidance provided by the Federal Highway Administration that apply most directly to Mauldin’s streets. More guidance and a variety of facility types can be found in the full document and at [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications).



### Advisory Shoulder



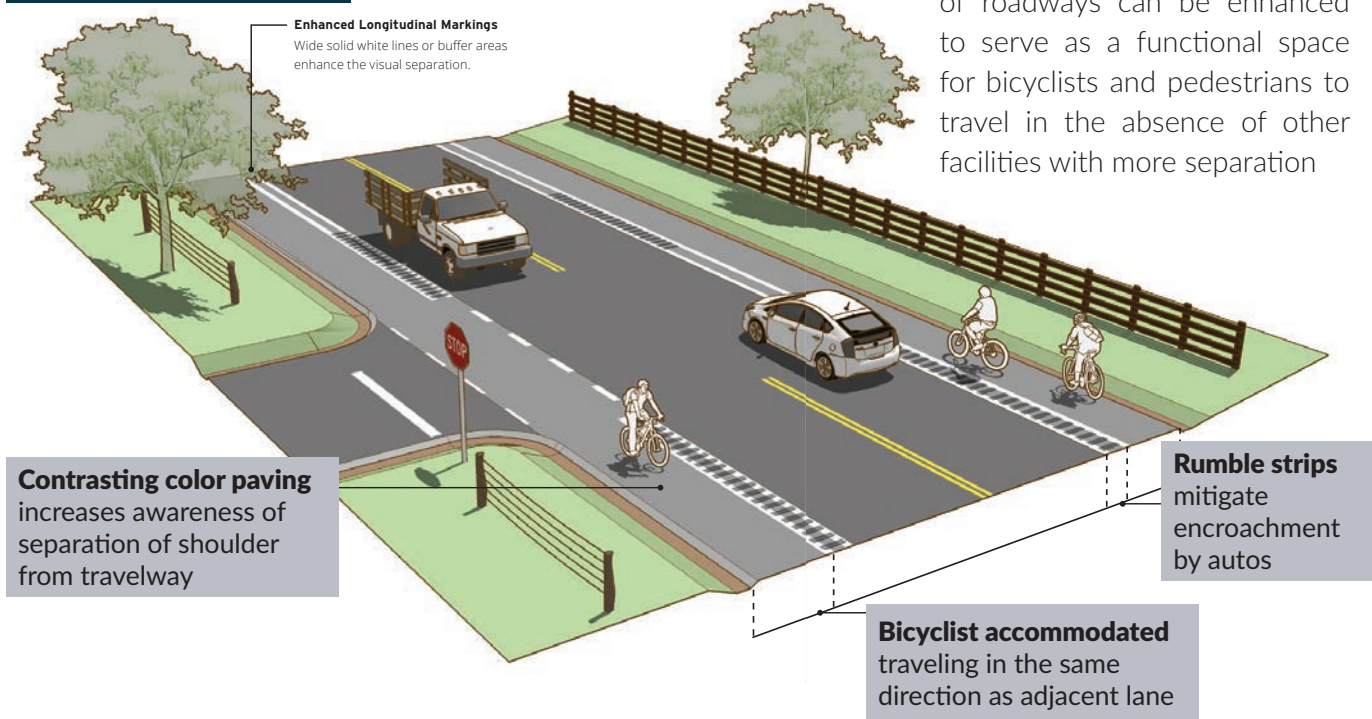
Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.



*Hanover, NH. As a pilot project, advisory shoulders were painted on about 400 meters of road in 2014. In 2016 an evaluation report was produced with traffic counts and results from a follow up survey. Based on the success of the advisory shoulders, Hanover is currently evaluating adding advisory shoulders to another important bicycle and pedestrian connection between schools and neighborhoods.*

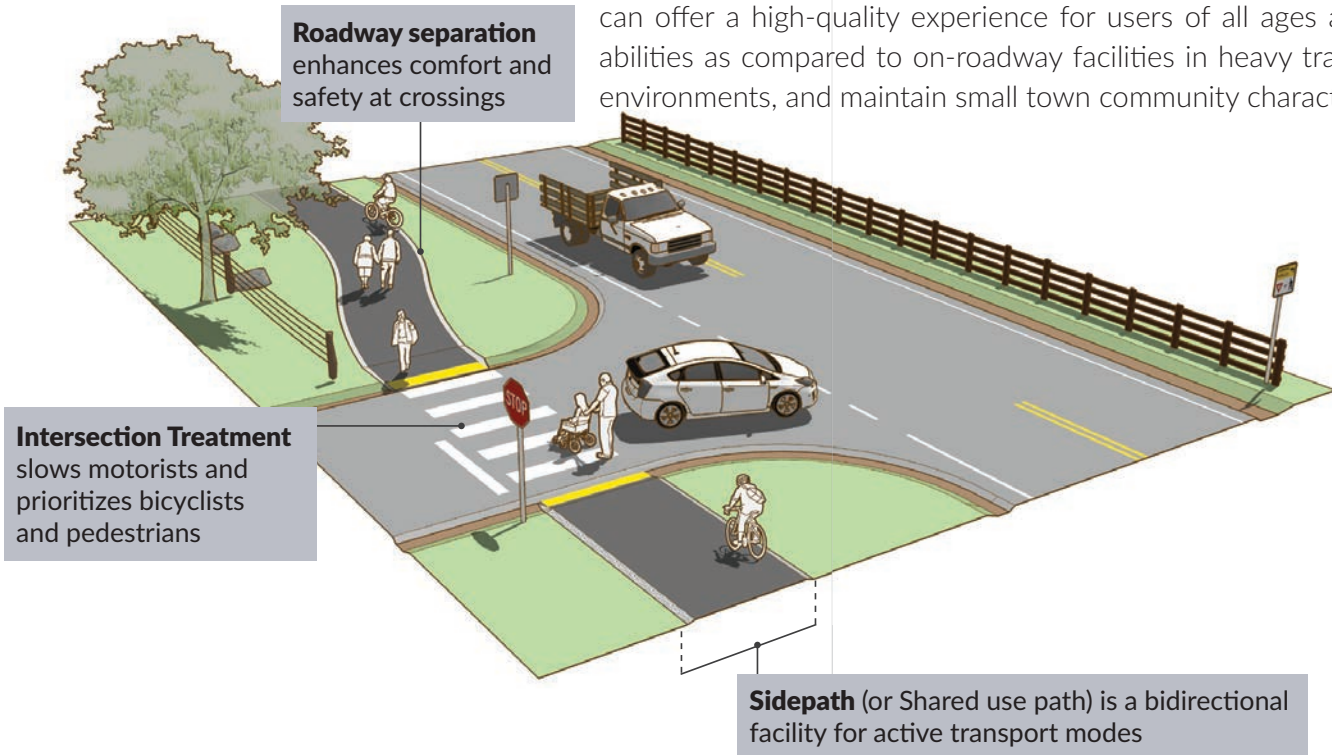
## Paved Shoulder

Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation



## Side Path

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, and maintain small town community character.



Above sourced from: *Small Town and Rural Multimodal Networks*, US DOT Federal Highway Administration, 2016.

## EXISTING TWO-LANE ROADS IN MAULDIN

Many of Mauldin’s existing streets were built without pedestrian or bicycle facilities, but they have ample right-of-way to be retrofitted with those facilities. Many have approximately 60 feet of right of way, but about only 24 feet of that is occupied by the roadway. The remaining 36 feet (18 feet on each side of the road) often includes drainage ditches.

Retrofitting these roadways to add pedestrian and/or bike facilities and make them more complete streets would positively address Mauldin’s goals of adding more walkability. However, existing obstructions within the right-of-way could make that challenging (e.g., driveways, drainage ditches, fences, trees). Still, Mauldin should look for opportunities to retrofit these facilities where feasible.

Newer streets in Mauldin’s subdivisions are built to higher standards, but may or may not have sidewalks. Sidewalks, if present, are typically only on one side of the street. Planting strips, street trees and pedestrian lighting are not typically provided on these streets either. Mauldin should consider elevating development standards for new streets in order to get higher quality facilities with more pedestrian and bicycle connectivity that more appropriately meet the goals and desires of the community as it continues to grow.

### Select Existing Two-Lane Streets in Mauldin

**Two-Lane Road with Drainage Swales**



» Example: Old Mill Road near Lanceway Drive

**Two-Lane Road with Flush Sidewalks on Both Sides**



» Example: Hyde Circle near Springfield Park

**Two-Lane Road with Sidewalk on One Side**

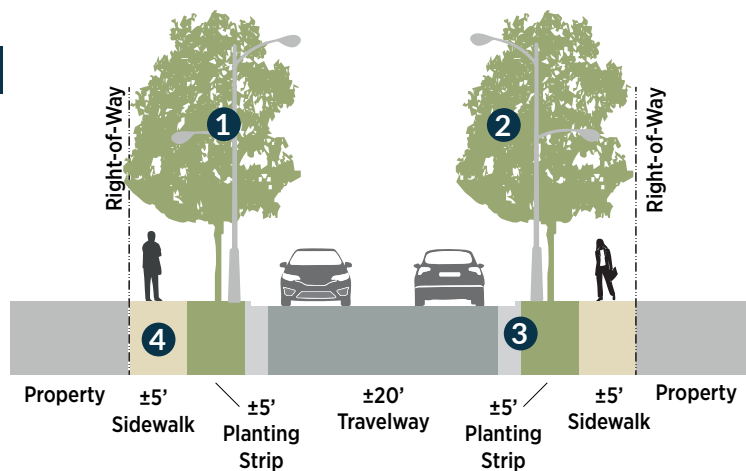


» Example: Saxon Falls Court near Southern Height Drive

### What Should High Quality Streets Look Like in Mauldin?

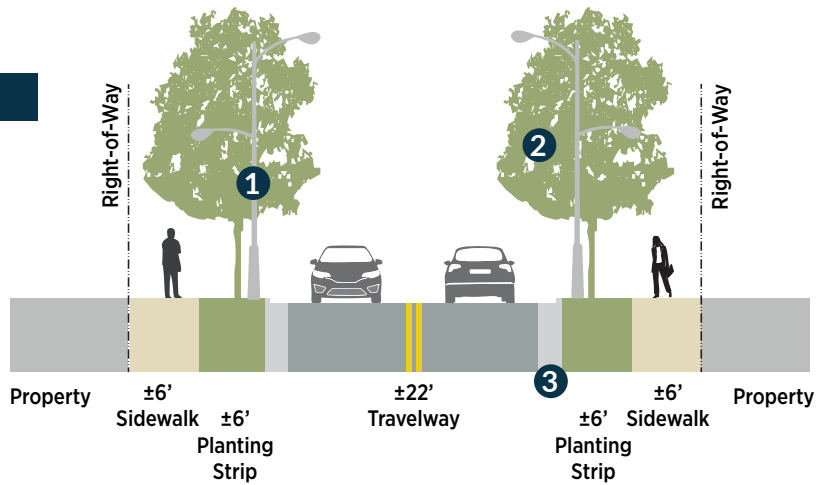
**Standard Two-Lane - +/-44ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks



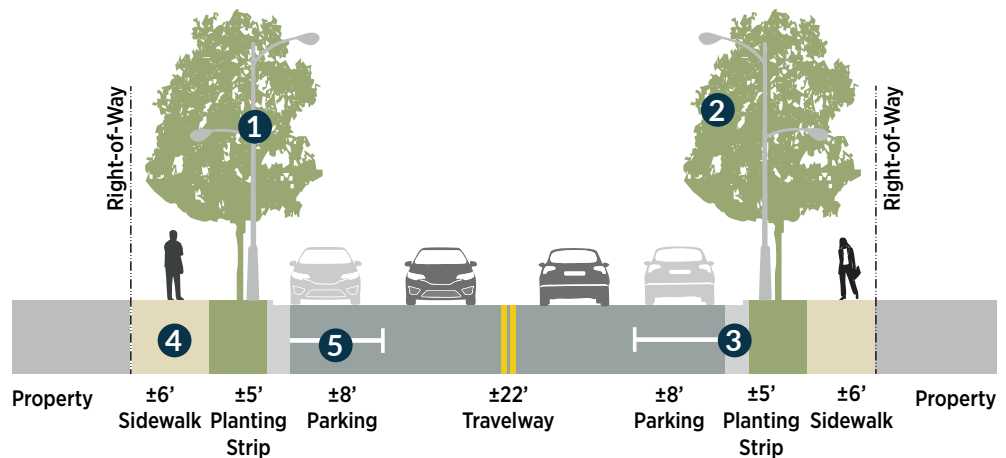
**Standard Two-Lane - +/- 50ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks



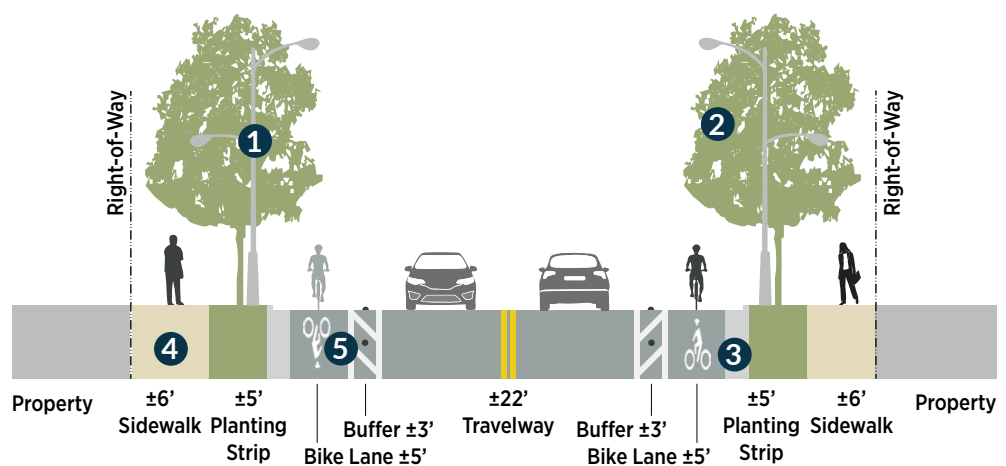
**Two-Lane with On Street Parking - +/- 65ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 On Street Parking



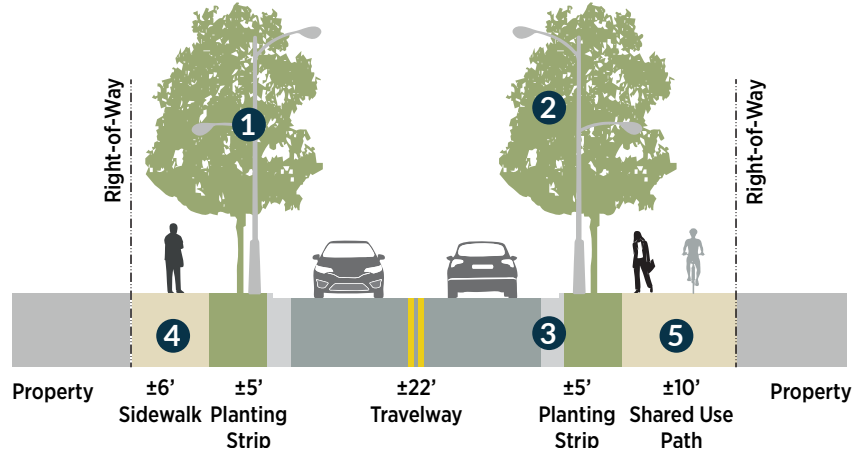
**Two-Lane with Buffered Bike Lanes - +/- 65ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Buffered Bike Lanes



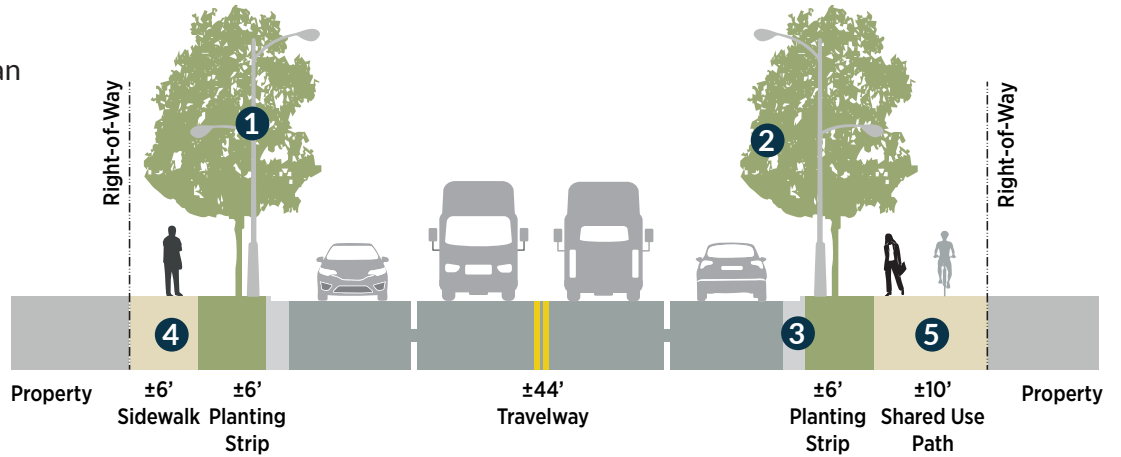
**Two-Lane with Shared Use Path - +/- 54ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Shared Use Path



**Four-Lane with Shared Use Path - +/- 75ft ROW**

- 1 Street & Pedestrian Lighting
- 2 Street Trees
- 3 Curb & Gutter
- 4 Sidewalks
- 5 Shared Use Path



## CONNECT WITH RESIDENTS

As Mauldin continues to grow, it intends to increase physical connections between the places residents live, work, and play. At the same time, the City would like to improve social / communication connections with residents. As part of this planning process, almost 1,000 residents participated in a community survey about their visions for the future of Mauldin. One of the questions focused on quality of life perceptions and over 63% of respondents described the quality of life they experience in Mauldin as “average.” An interest in expanding community events and programming was also portrayed in survey results. Moving forward, the City would like to expand its efforts to “check-in” with residents and ensure they are moving in the right direction.

### **Supporting Actions:**

- » Conduct a quality of life survey of residents on a regular basis (every two years).
- » Consider hosting regular “open house” style meetings that invite residents to speak to elected officials and / or City staff about City services and programs.
- » Work with the Parks and Recreation Department to expand community events and programs, with a focus on expanding opportunities for residents to connect with each other.

# OUR PATH FORWARD

The previous section set out the vision, goals, and a series of supporting actions that will help facilitate a future for Mauldin that it would like to see - a more walkable, active community with vibrant centers and ample amenities to achieve a high quality of life for its residents. The full implementation of these actions will take years, and the process of moving from “Mauldin today” to the envisioned Mauldin of tomorrow will be a slow process, achieved by making successive, minor improvements which build off one another. To help gain support of this vision, the City should take a few major steps, gain a few minor wins, and start building the Mauldin of tomorrow, today - at the time of adopting this plan. In order to get there, four major initiatives will need to be completed in the coming years and these are described below:

## STEP 1 *Regulatory Alignment*

*In order to create vibrant, walkable, and connected centers, the City will need to modify its development and design regulations to encourage, and in some cases require, a new urban form.*

### **A. Update Ordinances**

To facilitate urban development, the City’s regulations will need to be modified to allow the type of development described in the previous section by right. Many design aspects described in the previous section are not currently permitted by right (or at all) within the City. Of particular note, many of the areas designated as “Emerging Vibrant Centers” are not properly zoned to accommodate dense, mixed use development. When modifying ordinances, the following types of standards should be considered:

- » Utilize the future land use map and associated descriptions to ensure the types of development and associated design standards are permitted by right in corresponding zoning districts.
- » Appropriate housing types should be allowed by right in areas identified as Community Activity Corridors, Mixed Use Centers, and Neighborhood Mixed Housing Areas on the Future Land Use Map.
- » New street standards should incorporate complete streets principles, with adopted typologies that require pedestrian and bicycle connections.
- » Building and site dimensional requirements should be reviewed to ensure they accommodate the types of development described in the previous section. As part of this, setbacks should be carefully reviewed.
- » The CRD district may need to be redefined, or a new mixed use zoning district may need to be created to allow the easy development of activity corridors and mixed use centers. Similar zoning district changes are needed to accommodate mixed housing areas.

## B. Update Policies

While the updated ordinances will go a long way in requiring and enabling a more urban, connected type of development, the City should also update policies which will facilitate connectivity across Mauldin. These policies will go beyond zoning-specific development standards and requirements, tying into larger scale envisioned improvements for Mauldin.

- » Adopt a Complete Streets Policy that requires all new and redeveloped streetscapes to consider pedestrian and bicycle facilities and related improvements.
- » Adopt a trail network plan and require proposed development along planned trails to reserve trail easements and dedicate future trail connection routes. Similar requirements should be established for associated bicycle and pedestrian facilities.
- » Identify needed bus stops and related facilities. Adopt standards which incentivize the construction or dedication of these amenities with proposed development.

## C. Proactive Rezoning

Once the appropriate zoning districts and regulations are in place, the City will need to proactively rezone properties across the City to implement the Future Land Use Map. This step should be considered carefully in coordination with Step 1.A, as the standards established in 1.A will need to accurately enable the development described by the Future Land Use Map.

- » Once zoning districts are modified (or established) to permit the types of development and associated development standards described in the Future Land Use Map, the City will need to ensure they are appropriately designated on parcels across the City. In any case where the current zoning does not currently meet the Future Land Use Map contained in this plan, the City should proactively rezone it to assist with the implementation of the plan.
- » Additional consideration should be given to zoning and development standards in areas designated as Regional Activity Corridor, Community Activity Corridor, Mixed Use Village, Mixed Employment and Industry, and Neighborhood Mixed Housing.

A couple major components to consider include:

- » The Neighborhood Mixed Housing Areas should allow townhomes, attached-single family homes, duplexes, and similar mixed housing styles. Ensure accessory dwelling units are allowed by right, and review dimensional standards to allow these types of developments to occur.

## STEP 2 *Infrastructure Investment*

*Mauldin was developed as a suburban community and to become a more dense, walkable community, a number of infrastructure improvements will need to be made. The City will need to initiate significant improvements to its infrastructure.*

### **A. Establish Funding Mechanisms**

In Mauldin, there's significant work to be done in order to create more walkable, bike-able, and connected streets. Improvements can be made to rights-of-way through the enactment of policies as described in the first step, however, significant improvement will only come through strategic investments in infrastructure. To do this, the City will need to establish consistent funding mechanisms to facilitate these improvements. A few tools which the City must consider include:

- » Annual funds administered through the capital improvement planning (CIP) process. The City can include infrastructure investments on its annual CIP, with funds being designated from various revenue streams (general fund, revenue bonds, general obligation bonds, public-private-partnerships, asset recycling, special assessments, tax increment financing, local option sales tax and state or federal grants).
- » The City should engage with the Greenville-Pickens Area Transportation Study (GPATS) and the South Carolina Department of Transportation to prioritize local infrastructure projects on GPATS' and SDOT's long range transportation plans and transportation improvement plans. The prioritization of these projects can also help the City to secure state and federal funding through the Community Development Block Grant, Rural Infrastructure Authority, and other relevant programs.
- » The City should regularly apply for smaller grant programs, such as those provided through the Safe Routes to School and the US Department of Commerce - Economic Development Administration.

### **B. Designate Funding to Projects**

Once consistent revenue streams are established, the City should ensure it has an annualized prioritization mechanism to designate funding to specific projects. The prioritization mechanism will vary based on funding stream (CIP vs state grants, etc.). The following projects should be prioritized in the short-term:

- » The proposed Swamp Rabbit Trail and associated connections.
- » Connections to Bridgeway Station.
- » Improvements to main roads as identified in the previous section.
- » Supportive pedestrian and bicycle improvements. Prioritize missing segments near schools, parks, the City Center, and the proposed Swamp Rabbit Trail.

## STEP 3 *Enact an Annexation Strategy*

*Given geographic constraints, development within the City's boundaries is limited. To grow in an effective manner, the City should adopt and implement a strategy which prioritizes annexation based on a combination of feasibility and economic impact.*

### **A. Identify Targeted Annexation Areas**

Significant development and redevelopment should focus on filling in existing, underutilized areas of the City, as well as in filling in the “donut holes” within Mauldin's boundaries. Secondary development should occur directly adjacent to the City's boundary, where Mauldin can adequately provide services and infrastructure. The Potential Annexation Areas map on page 26 serves as a launching point for identifying future annexation areas. However, additional mapping exercises should consider the following service areas:

- » Water and sewer lines / utility service areas.
- » Police jurisdiction and fire response areas.
- » Trash service areas.
- » Transportation infrastructure.

Properties outside of the municipal limits that fall within these existing service areas should be prioritized for annexation. Vacant or potential industrial and commercial properties should be emphasized as they cost less for the City to provide services to.

### **B. Model Fiscal Impacts**

Prior to embarking on annexation, the City should ensure that potential annexations are fiscally responsible. Key factors to consider include:

- » Projected revenues from taxes and fees (property taxes, hospitality / accommodations taxes, business license revenues, utility revenues).
- » Estimated costs to serve (police, fire, roads, water, and sewer).
- » The compounding costs and revenues over time.

Each property should be evaluated by (net new revenue - net new costs) / time horizon. Only pursue annexations with positive long-term fiscal impacts.

### C. Implement Annexation Strategy

Once the priority annexation areas are determined and their fiscal impacts are assessed, the City should begin implementing its annexation strategy. There are a few tools which the City may use to pursue annexations:

- » Petition-based annexation (per South Carolina Law). Property owners may petition to be annexed into the City on their own, though State regulations govern the required public hearings and process for doing so. The City should consider petition-based annexations when feasible, ensuring they meet State requirements.
- » Utility-triggered annexation. As the City provides utilities, it may require properties which tie into the City's water and sewer infrastructure to annex into Mauldin. The City should establish rates based on "in-city" and "out-of-City" costs to serve, with this added incentive to annex into Mauldin for a lower utility rate. If a property ties into the City's utilities but is not contiguous, it cannot yet be immediately annexed. However, the City can require annexation agreements whereby the property owner agrees to annex once contiguous (as a condition of receiving service).
- » Targeted outreach. The City should develop targeted outreach to priority annexation areas to encourage the utilization of the two annexation tools listed above. This may include mailed letters, an informational webpage, and similar strategies to encourage property owners to pursue annexation. These efforts should emphasize service benefits and development flexibility.

While not all of the annexation priorities are currently contiguous, the City should require annexation agreements as described above. Annexation agreements should be tracked over time so that the City can continue implementing its overall annexation strategy. Through a tracked mapping system, the City can immediately annex priority areas as they become contiguous, growing annexation boundaries over time.

## STEP 4 *Maintain a High Quality of Life*

*Historically, Mauldin has provided an excellent quality of life to residents through the provision of recreational and cultural resources. With new development and a greater population, the City will need to maintain and grow these unique amenities.*

### A. Identify Improvements to Cultural Uses, Entertainment, Parks, and Recreation

With a growing population, the desire for additional cultural, entertainment, and recreation uses will grow. While Mauldin has done a good job of providing these amenities in the past, it will become evermore important to expand these in the future. The City should embrace new cultural and entertainment uses to expand offerings for residents and visitors at key centers throughout the community. A few existing resources can be used to determine the needed improvements to these amenities:

- » Implement the recently drafted City of Mauldin Parks and Recreation Master Plan. The plan identifies improvements to existing facilities, growth of new facilities, and planned connections between them.
- » Conduct an annual quality of life survey that's distributed to residents in order to gauge their level of satisfaction with various aspects of Mauldin, including cultural, entertainment, and recreation amenities.
- » Utilize the annual budgeting process to facilitate review of cultural, entertainment, and recreation needs. Rely on the Community Development, Economic Development, and Recreation Departments to determine desired improvements.

## **B. Establish Funding for Cultural, Entertainment, and Recreation Improvements**

After desired improvements are identified, the City will need to establish lump sum funding to implement major plans, as well as consistent funding to maintain the existing resources. The following funding mechanisms

- » Annual funds administered through the capital improvement planning (CIP) process. The City can include infrastructure investments on its annual CIP, with funds being designated from various revenue streams (general fund, revenue bonds, general obligation bonds, public-private-partnerships, asset recycling, special assessments, tax increment financing, local option sales tax and state or federal grants).
- » Continue to facilitate and maintain the public-private partnership to develop the multi-use sports and entertainment stadium at BridgeWay Station. Consider similar opportunities in other Emerging Centers.
- » Seek partnerships with State, County, and other sports focused organizations including Greenville County, Special Olympics, and other partners to grow sports related entertainment opportunities in Mauldin.
- » Identify collaborative opportunities such as festivals and events to assist with marketing existing and emerging cultural and entertainment activity hubs.
- » Develop incentives to encourage cultural and entertainment uses and businesses that will have a positive impact on overall quality of life while generating economic activity and tourism. Potential incentives may include rebates on fees and taxes (building permit fees, business license fees, and property taxes), targeted entertainment incentives like the City of Conway has implemented, or establishing a cultural district through the South Carolina Arts Commission.

# PLAN ELEMENTS



# POPULATION

## MAULDIN IN THE REGION

Mauldin is a growing city in Greenville County; located in the northwestern part of South Carolina. Positioned between Greenville and Simpsonville, it benefits from its proximity to major transportation corridors like I-385, I-85, and I-185, making it an attractive hub for business and residential growth.

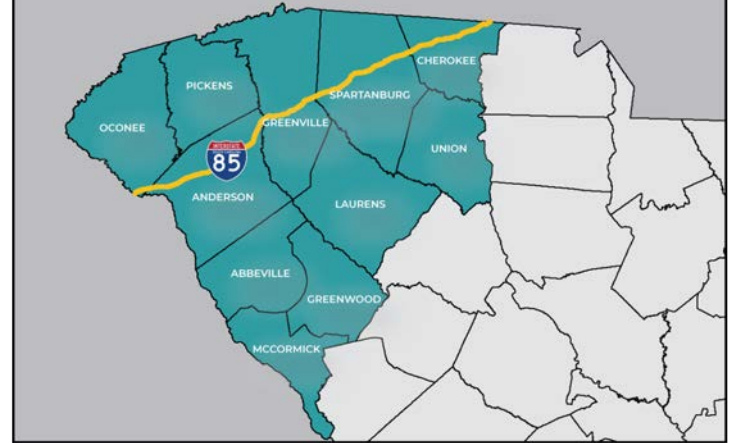
As part of the rapidly expanding Greenville-Anderson metropolitan area, Mauldin plays a key role in the region's economy, offering a balance of suburban living and access to urban amenities.

Mauldin is included as part of the Upstate Region, which encompasses Abbeville, Anderson, Cherokee, Greenville, Greenwood, Laurens, McCormick, Oconee, Pickens, Spartanburg, and Union Counties. Situated between Atlanta and Charlotte, the Upstate is the geographic center of the Charlanta Mega-region.

This area is considered to be a top ranked destination for home buyers, families with children, millennials, and international companies. Within this region, is the Greenville-Anderson MSA, which includes just Anderson, Greenville, Laurens, and Pickens Counties.

Greenville County was ranked 1st in Niche's 2021 ranking of Best Counties for Families in South Carolina. As the most populous county in South Carolina, Greenville's economy has also expanded and diversified to become the commercial, cultural, and recreational heart of the Upstate.

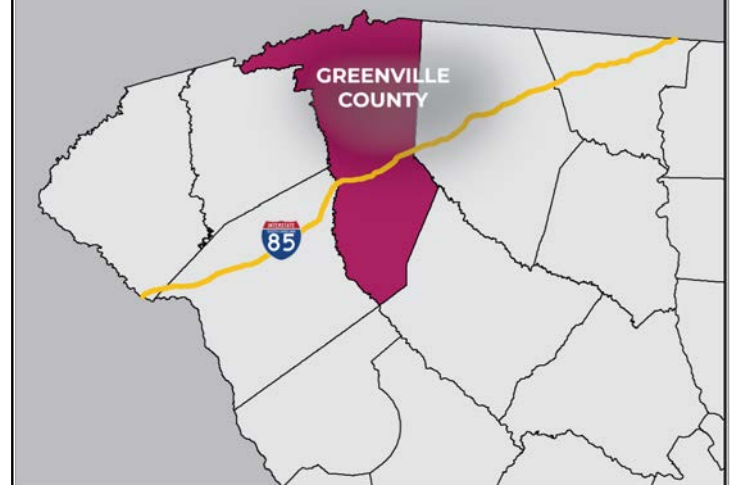
### THE UPSTATE REGION



### GREENVILLE-ANDERSON MSA

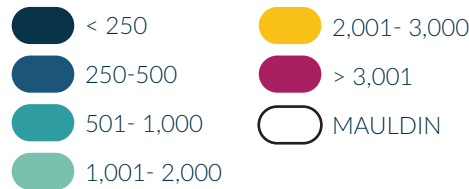
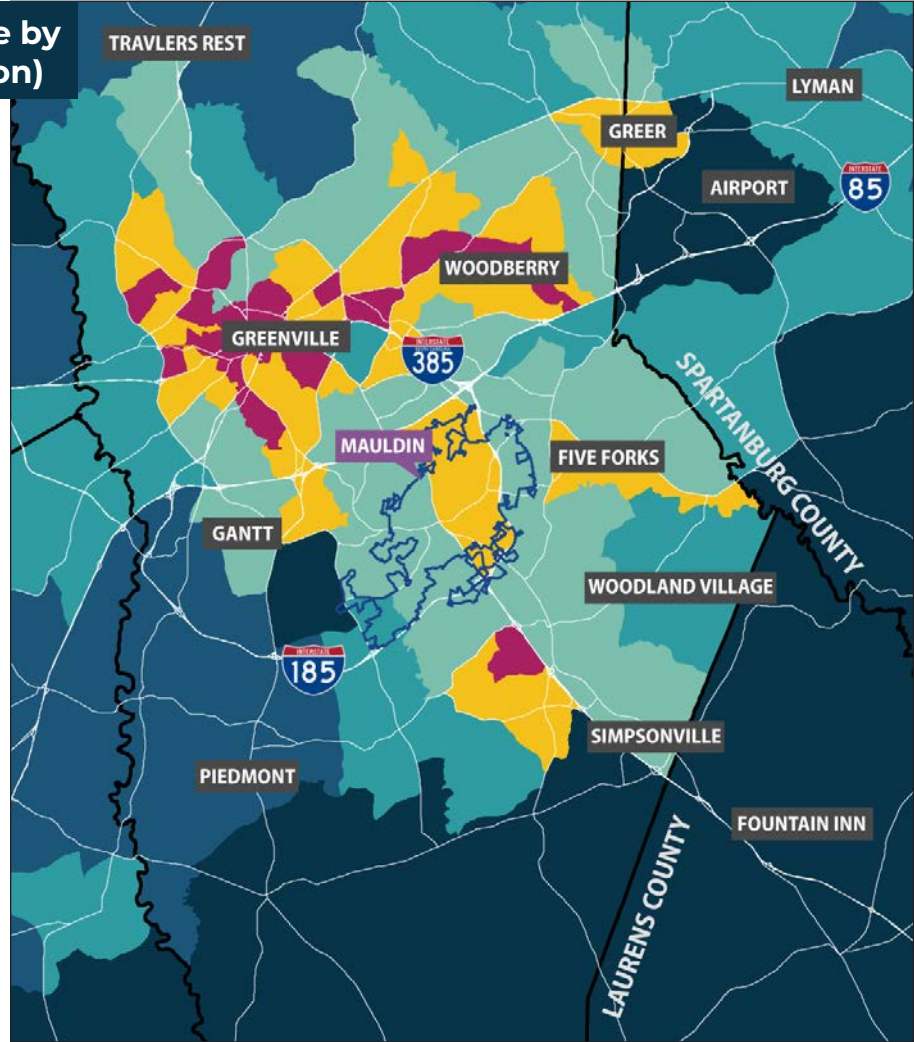


### GREENVILLE COUNTY



**Population per Square Mile by Census Block Group (Region)**

Since 1960, Greenville County's population has grown at a pretty consistent rate of around 12-20% each decade. While it's growth has generally mirrored that of the State, it has outpaced the State's growth this past decade. Looking at population density in the region, Downtown Greenville and the neighborhood of Woodberry have the highest concentrations of people per square mile, with another dense area in Simpsonville. In general, the majority of the population in Greenville County is in the center of the County, with the northern and southern third having very low density.



Source: US Census (2020)

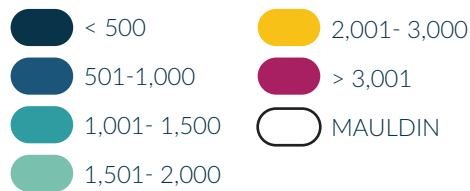
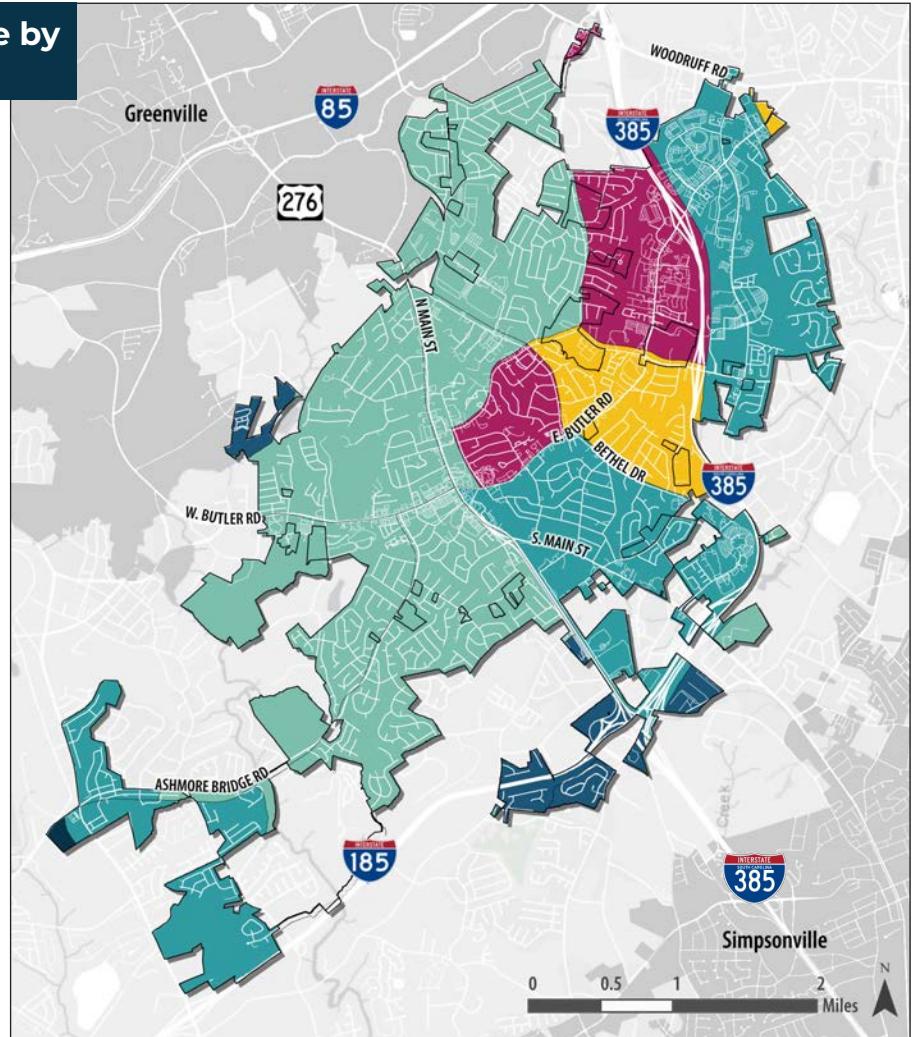
**GROWTH TRENDS: MUNICIPALITIES**

Geography	Year					
	1960-70	1970-80	1980-90	1990-2000	2000-2010	2010-2020
Mauldin	159.7%	114.5%	42.3%	30.2%	51.8%	8%
Fountain Inn	46.0%	21.3%	3.8%	47.2%	20.8%	39.8%
Greer	18.7%	-1.1%	-1.9%	60.2%	54.3%	38.4%
Simpsonville	45.0%	173.2%	29.6%	36.5%	23.2%	38.6%
Traveler's Rest	13.6%	34.6%	1.7%	31.7%	13.2%	79.2%

Source: U.S. Decennial Census

### Population per Square Mile by Census Block Group (City)

In Mauldin, population is most dense in the northeastern quadrant, west of I-385 but north of Butler and Bethel Roads. This area is highly residential with several apartment units. The western half of the City is also fairly dense with high concentrations of homes; however there are more open spaces, parks, and commercial uses in this area, bringing down the net density. The lowest densities in Mauldin are on the southeast and western most points, where I-185 and I-385 intersect.



Source: US Census (2020)

### GROWTH TRENDS: CITY, COUNTY, STATE

Geography	Year					
	1960-70	1970-80	1980-90	1990-2000	2000-2010	2010-2020
Mauldin	159.7%	114.5%	42.3%	30.2%	51.8%	8%
Greenville County	14.8%	19.6%	11.2%	18.6%	18.9%	16.5%
South Carolina	8.7%	20.5%	11.7%	15.1%	15.3%	10.7%

Source: U.S. Decennial Census (1960 - 2020)

# POPULATION GROWTH

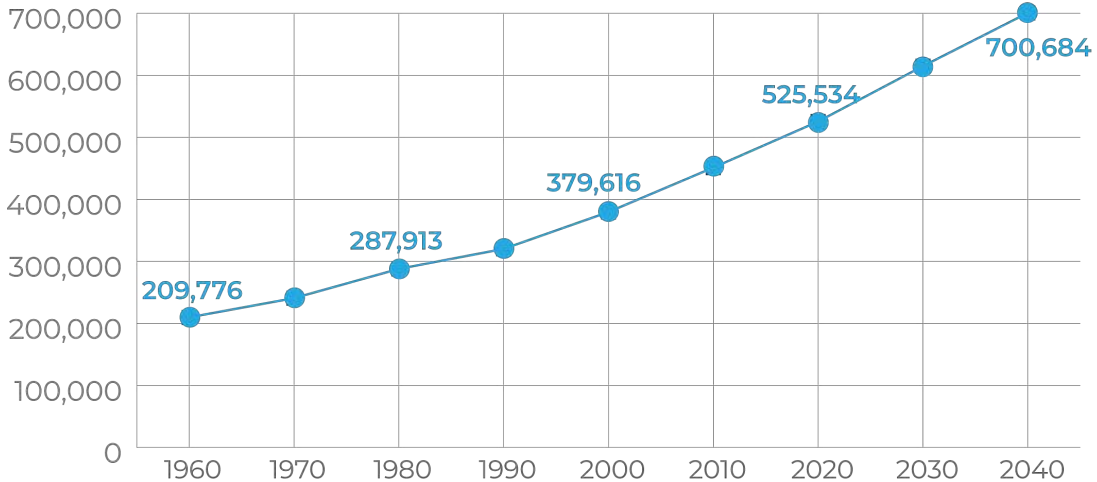
Due largely to its smaller size, Mauldin’s growth rate has drastically outpaced the County and State throughout the past 20 years. However, in contrast to the County, there has been a slowing of growth in the past decade. Current projections expect over 35,000 people to live in Mauldin by 2030.

As compared to other municipalities in the County, Mauldin has grown at a similar rate to Simpsonville since 1960. Fountain Inn and Traveler’s Rest have grown at a considerably slower rate since the mid 70s. Mauldin’s growth has largely occurred as a suburb of Greenville, in hand with Greenville County.

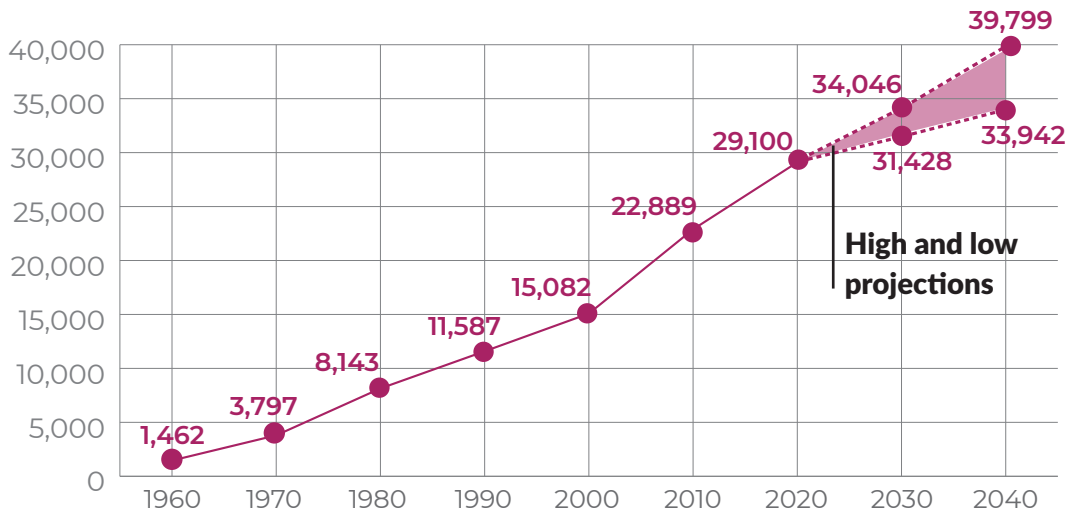
# PROJECTIONS

The State of South Carolina projects that Greenville County’s population will grow to over 700,000 residents by 2040. Based on 2020 estimates, this anticipates almost 200,000 new residents over the next two decades. The City of Mauldin may grow at a comparable rate as it has over the past decade, at a comparable rate to the County’s projections, or based on the current development trends of over 1,000 new housing units each decade. Based on all of the potential projection methods, it’s anticipated that the City’s population will top 30,000 before 2030 and continue to grow to between 33,942 and 39,799 residents by 2040. The highest and lowest projections are shown on the chart below.

**GREENVILLE COUNTY POPULATION GROWTH AND PROJECTION**



**CITY OF MAULDIN POPULATION GROWTH AND PROJECTIONS**



## WHO IS MOVING TO MAULDIN

In recent years, Mauldin has emerged as an increasingly desirable place to live, driven in large part by rapid population and economic growth of the Greenville region. As a key suburb in one of the fastest-growing metro areas in the Southeast, Mauldin is attracting a diverse array of new residents—ranging from young professionals and families to retirees and remote workers—seeking affordability, quality of life, and access to jobs.

South Carolina continues to be a national migration hot spot. In the first quarter of 2025, South Carolina recorded the highest in-to-out move ratio in the United States, with 2.18 people moving in for every one person moving out—a rate 26% higher than the next most popular state. This trend has remained strong over the past five years, with the Palmetto State consistently ranking in the top ten for net migration. Within the state, the Greenville metro area is a standout. As of early 2025, Greenville is the third most popular city in the nation for movers, boasting a remarkable 229 inbound movers for every 100 outbound. This level of interest has risen 8.3% since the beginning of 2024, underscoring its continued growth and desirability.

Employment is a key driver of migration. The broader Greenville area—including nearby cities like Mauldin—is home to a strong and diverse job market, supported by manufacturing, logistics, technology, and healthcare. Mauldin's proximity to Greenville's economic core makes it especially attractive to workers who want a suburban lifestyle with easy access to urban opportunities. According to the 2023 five-year American Community Survey estimates, Mauldin's population is growing from both local and long-distance migration:

- » 7.6% of new residents moved from elsewhere in Greenville County,
- » 3.6% came from another county within South Carolina,
- » 5.9% relocated from out of state, and
- » An estimated 310 people moved to Mauldin from outside the United States, adding to the city's cultural diversity.

This dynamic mix of regional, national, and international migration reflects Mauldin's growing reputation as a community of opportunity and livability. By age, the majority of people moving to Mauldin from a different County are 25-29, 35-59, and 5-17 indicating that young families are attracted to the City. Movement from a different state tended to skew slightly older with over 30% of people ages 40-44 but also a large number of families with 25% under the age of 17.

### Mauldin Stats

# #1

**LOWEST PROPERTY TAXES IN COUNTY**

# #5

**SAFEST CITY IN SC**

# #20

**LARGEST CITY IN SC**

# #25

**BEST PLACE TO LIVE FOR FAMILIES (2022)**

# 85%

**SCHOOL GRADUATION RATE**

# HOUSING

## HOUSING OVERVIEW

Mauldin is an appealing place to live, offering an abundance of new housing choices, a central location within the metropolitan area, and a variety of sports facilities, activities, and cultural events. Like every municipality in Greenville County, Mauldin is absorbing a historic influx of new residents and the businesses needed to serve them. With the County expected to attract many new residents in the next decade, one of the biggest challenges is developing enough housing to accommodate growth.

Townhomes and small-lot developments are becoming increasingly prevalent, as both retirees and young families seek housing options with fewer maintenance demands. This trend is driving a shift to build “up, not out,” and Mauldin is actively adapting to meet changing needs.

In 2022, Mauldin was ranked 3rd in the U.S. by Realtor.com as the best place to buy a new home based on “lower unemployment rates and commute times to work and plenty of things to do as measured by the number of restaurants and bars per 1,000 households.” That same year, Mauldin was also named one of the best places to live in the U.S. for families by Fortune Well.

- » Mauldin has several characteristics that influence housing development, including:
- » A shorter average commute time of 21.3 minutes compared to 23.9 minutes countywide
- » More affordable home values than many other Greenville County cities
- » Lower property taxes than neighboring jurisdictions

As of 2024, there were 13,632 total housing units in the City and a median home value of \$339,600. The most common housing type is single-family detached homes, which account

**A 2024 SURVEY OF MAULDIN RESIDENTS CONDUCTED AS PART OF THE CITY'S STRATEGIC PLAN RANKED FUTURE PREFERENCES IN HOUSING. RESPONDENTS INDICATED THAT MAULDIN SHOULD AIM TO HAVE MORE:**

- 1** Single Family Housing  
**68 responses**
- 2** Age Restricted Senior Housing  
**58 responses**
- 3** Affordable Workforce Housing  
**51 responses**
- 4** Townhomes  
**30 responses**
- 5** Apartments  
**22 responses**

for 58.46% of the city's total housing units.

Apartments make up 23.5% of the 2020 housing inventory, with the remaining housing types including townhomes, duplexes, homes converted to apartments, or other small apartment buildings. A greater portion of multi-family units exist in Mauldin (by about 19%) than in Greenville County, the MSA, or the State—indicating that Mauldin is playing an important role in absorbing higher-density housing for the region.

Most housing units (97%) are currently occupied, a rate that exceeds neighboring areas. However, this figure does not account for housing units under construction or in the planning phase. Owner-occupied housing accounts for 66.5% of all occupied units in Mauldin, which is slightly below the range of 69% to 71% in surrounding jurisdictions.

## HOUSING CHARACTERISTICS

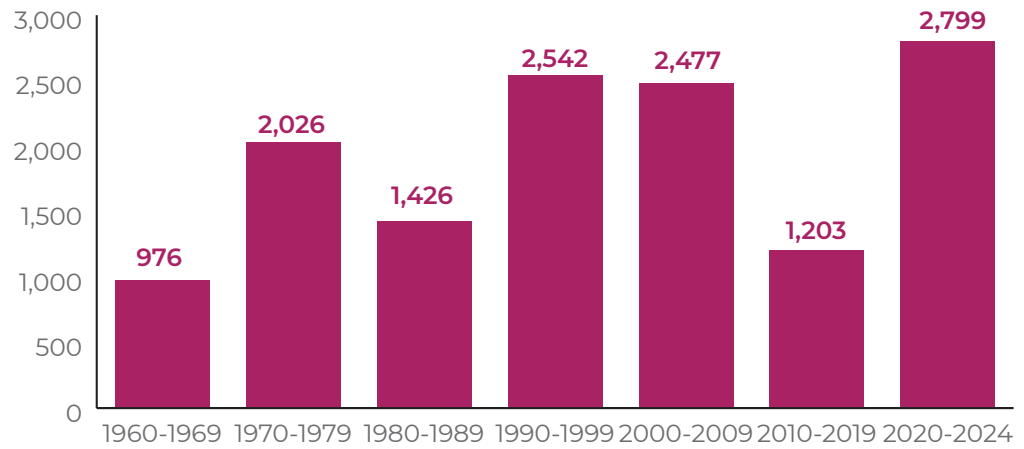
### AGE AND CONDITION OF HOUSING

Mauldin’s housing stock is relatively new. Since 2020, more than 2,799 new housing units have been built, representing over 20% of the total. Approximately 76.6% of the City’s housing units were built after 1980, while 23.3% (3,185 units) were built prior to 1980.

Older housing may present risks such as lead-based paint, which requires special attention during rehabilitation. Habitat for Humanity of Greenville County offers a home repair program that supports safe, stable housing for lower-income residents who meet income guidelines. The City also closely monitors new construction to ensure adherence to the latest building codes and tracks home tract builders for quality assurance—providing monthly reports that serve as valuable consumer tools for home buyers.

Housing condition is closely tied to the age of the unit and appropriate local inspection throughout construction. Housing construction is closely monitored by the City to ensure all new construction meets the latest uniform building code requirements.

### HOUSING UNITS BUILT BY DECADE (1960-2024)



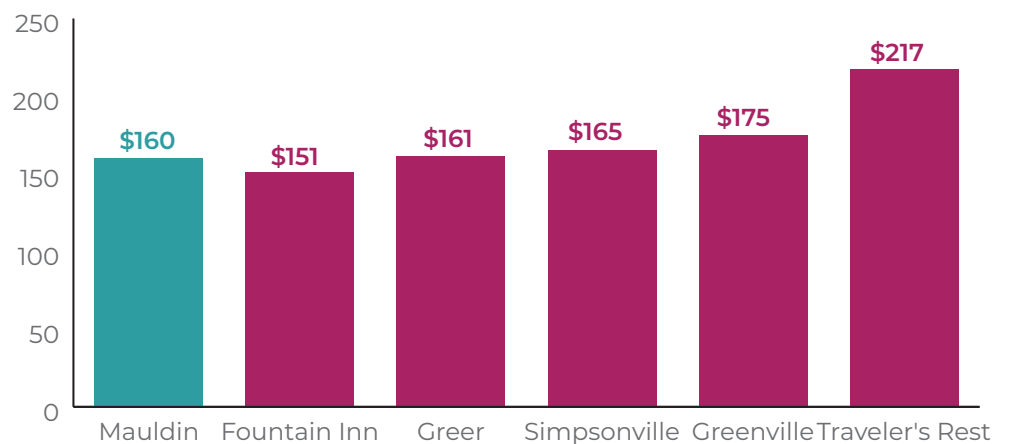
Source: U.S. Census (2020); City of Mauldin Year End Reports

### HOUSING UNITS BY NUMBER OF BEDROOMS (2020)

Housing Size by Bedrooms	2020 Occupied Units	Percent of Total Units
Studio	92	0.9%
One Bedroom	688	6.7%
2-3 Bedrooms	7,211	70.2%
4 or more Bedrooms	2,280	22.2%
<b>Total Occupied Units</b>	<b>10,272</b>	<b>100%</b>

Source: US Census (2020)

### RESIDENTIAL SALES PRICE PER SQUARE FT (2024)



Source: Redfin (2025)

The City provides monitoring and reporting on a monthly basis and monitors home tract builders. This strategy provides reports for each new subdivision meeting standards and serves as valuable consumer information for new buyers. This is especially important with home building occurring at record levels since 2020.

Housing units with two and three bedrooms are most common in Mauldin, representing more than 70% of all occupied housing units in 2020. This excludes 536 vacant units.

**HOUSING VALUE AND HOUSEHOLD INCOME**

The median household in Mauldin is \$81,027, approximately 10% higher than the median household income for Greenville County.

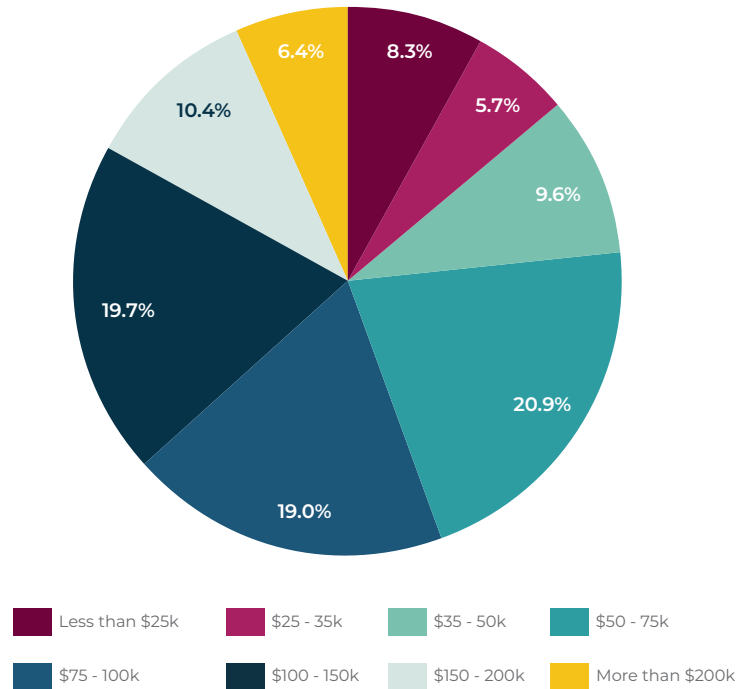
Owner-occupied homes in Mauldin as reported by the 2020 U.S Census range from less than \$100,000 to over \$1,000,000. Home values in Mauldin, across Greenville County, and throughout South Carolina have increased annually since 2020.

In 2024, the median price of new single-family homes was \$379,500, and new townhomes average sales price was \$285,000, approximately \$94,500 less than new single-family homes. Despite the increased home values, Mauldin remains one of the most affordable in Greenville County in 2025, and homeowners receive more square footage for their home investment based on housing costs per square foot.

**HOUSING AFFORDABILITY**

The standard measurement of housing affordability is to compare household income to housing costs. According to the U.S. Department of Housing and Urban Development, households paying in excess of 30% of their monthly household income towards housing costs are said to be “cost burdened.” To

**HOUSEHOLD INCOME PERCENTAGE OF POPULATION (2020)**



analyze the impact of cost burden on residents, the population is separated into two housing types: homeowners and renters.

Based on the average cost of single family and townhome units in the City, as well as residents’ median household incomes, relative affordability can be calculated. For an average single family home in Mauldin, costing just under \$340,000, about 46.9% of City households have difficulty purchasing a home (assuming a 6% interest rate and 20% down payment). Purchasing an average priced townhome (valued at \$285,000) is feasible for approximately 70.1% of the City’s households. Therefore, the recent emphasis on constructing more townhomes has offered more home buying opportunities for the City’s households.

Approximately 16% of renters are cost burdened, paying 30% or more of their income on housing. Even without considering housing cost burden, renters have greater housing instability and a greater likelihood of

## AFFORDABILITY OF THE MEDIAN HOME PURCHASE

Home Purchase Variable	Townhome	Single Family Home
Home Mortgage Rate	6.0%	6.0%
Mauldin Median Home Value (2025)	\$285,000	\$339,600
Loan- Value-Ratio	80%	80%
Down Payment (20% of Home Value)	\$57,000	\$67,920
Monthly Mortgage Payment (30 year term)	\$1,367	\$1,629
Annual Income Required to Afford to Purchase Median Home Price	\$65,625	\$78,190
Median Household Income (2024)	\$81,027	\$81,027
Households Able to Afford Home Purchase (2020)	7,670 Households	5,770 Households
Affordability for Household Earning the Median Household Income	70.5% of Households	53.1% of Households
Households Unable to Afford a House Purchase	29.5% of Households	46.9% of Households

Source: Department of Housing and Urban Development, ACS (2023), Redfin

needing assistance. A household that can purchase property within their means is able to provide a more secure housing situation and create intergenerational wealth.

The median gross rent was \$1,401 compared to \$1,295 for Greenville County. The hourly wage needed to afford a modest two-bedroom apartment in Mauldin is \$22.84/hour or \$46,594 per year, according to 2020 census data, only 22.4% of the city's households earn less than this amount.

Affordable rental housing in Mauldin is provided through a cooperative agreement with Greenville County. The Greenville Housing Authority operates the Section 8 Housing Choice Voucher and public housing programs for Mauldin. There are 1,328 affordable rental units in eight apartment projects, including two projects managed by the Greenville Housing Authority. Within these apartment projects, two-bedroom unit rental rates range from \$1,095 to \$1,480 per month. Median rent for a two-bedroom unit is \$1,287 per month.

## DEVELOPMENT

Housing Development in Mauldin mirrors population growth in the City, with 90% of units being built between 1960 and 2009. While there was a slight pause in the mid 2010s, a number of developments have recently been approved and are anticipated to be developed in the coming years. ADD MORE INFORMATION ONCE WE HAVE NUMBERS FROM THE CITY.

Subdivisions compose 3,646 acres of the City of Mauldin (70% of total land area). While this is a significant proportion, it also includes commercial and industrial subdivisions, such as Brookfield Corporate Center and Ashbury Park,

Another measure of development is the number of building inspections. In 2017, the City averaged around 2,000 building inspections. By 2022, the City performed more than 18,000 building inspections; a record nine times the previous trend. Like every municipality in Greenville County, Mauldin is absorbing a historic influx of new residents along with businesses needed to serve them. With the county expected to attract 200,000 new residents in the next decade, one of the biggest challenges is developing the housing needed to accommodate so many people.

Historically, Mauldin's growth has largely occurred as a suburb of Greenville / in hand with the growth of Greenville County. However, the last decade has seen a turn in the City's growth strategy, particularly as much of its land has already been developed into subdivisions. Instead, the City has turned toward developing dense, mixed-use centers which provides homes for new (and younger) residents, while also providing much desired commercial amenities for existing residents.

## RECENT/ONGOING DEVELOPMENT PROJECTS

### 1 MAVERICK STATION

Maverick Station, located in the City Center redevelopment area, is a restaurant and retail development that was recently completed in 2023.

### 2 MAVERICK YARDS

Maverick Yards, also located in the City Center redevelopment area, is a 42-unit townhome community that was completed in 2025. Adjacent to this community is the Pickleyard, which includes pickleball courts, food, golf and racing simulators, and outdoor paddle courts. This project also opened for business at the end of 2025.

### 3 BRIDGEWAY STATION

Phase 1 of BridgeWay Station, a \$100 million, 80-acre urban village, was completed in 2024. This development combines housing, shopping, dining, and entertainment in an urban form with Italian-inspired architecture. This project is rich with pedestrian experiences and opportunities.

### 4 DISTRICT SOUTH

Construction of District South, located at Verdin Road and Tanner Road, is nearing completion. This village community features multi-story buildings that will create a main street environment and will include 365 apartments, 90 townhomes, 6 carriage homes, and 13 shops/work space units, among other amenities.

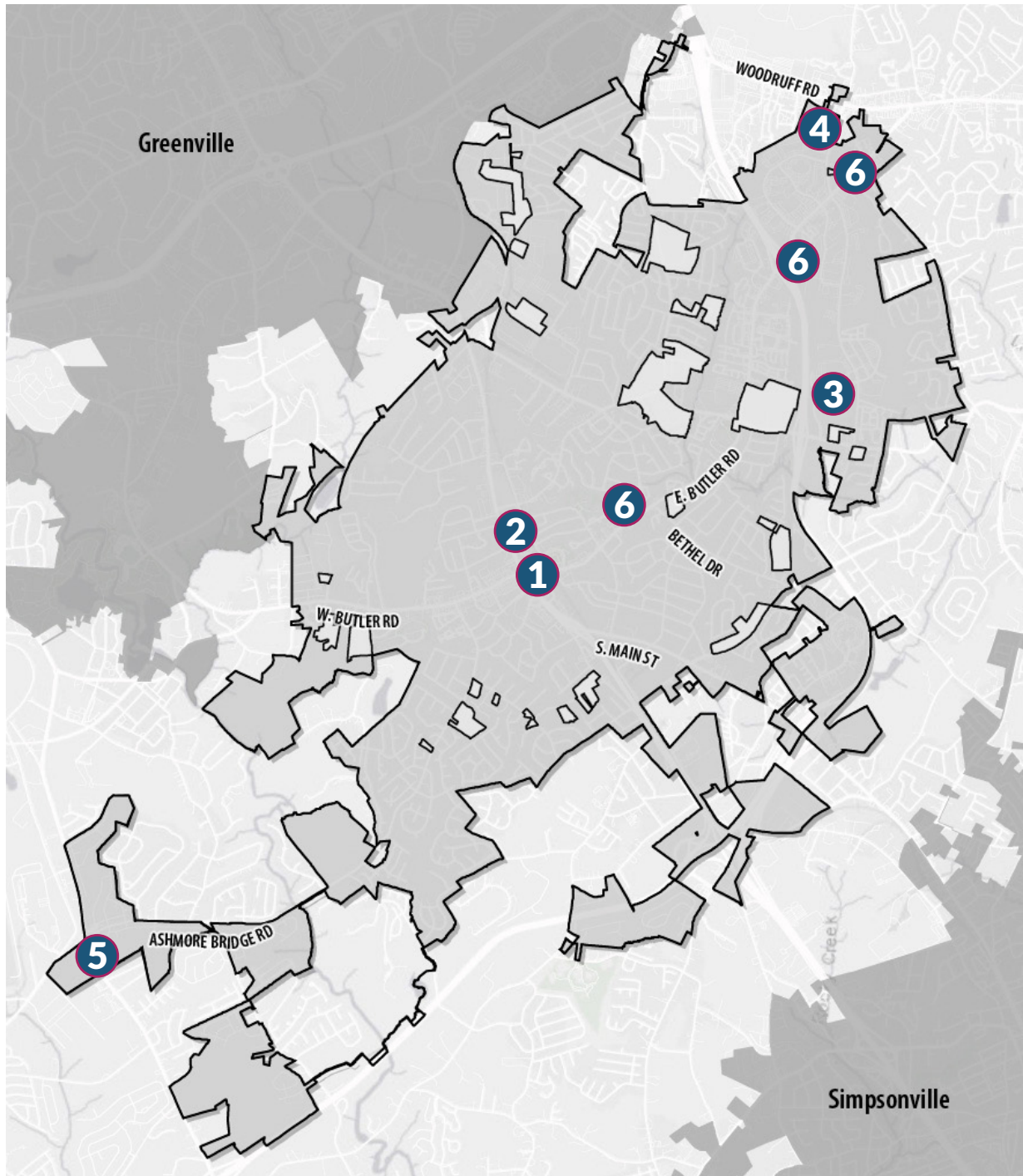
### 5 COTTAGE GREEN

The City recently annexed and rezoned land near the intersection of Fork Shoals Road and Ashmore Bridge Road for the development of a cottage community. In addition to cottage homes, this 33-acre project will also include garden-style apartments and adjacent commercial development opportunities.

## 6 WORKFORCE HOUSING

A few workforce housing projects have been constructed in Mauldin in the last few years. Mercy Housing constructed the Olii Place community consisting of 46 units in 2021 and just finished the Paragon community consisting of 88 units in 2026. NHE has completed both of its phases of the Parkside at Butler community which includes 152 units. Phase 1 (72 units) was completed in 2022 while Phase 2 (80 units) was completed in 2025.

### Recent/Ongoing Developments



# ECONOMIC DEVELOPMENT

Mauldin has a strong and diverse local economy with an emphasis on attracting high paying jobs, supporting unique commercial and retail establishments, and a diverse sports and entertainment tourism industry. The economy in Greenville County and the MSA provides context for economic conditions and development within Mauldin where specific data is not reported. Greenville County has the second highest Gross Domestic Product (GDP) among South Carolina’s counties. During 2023, total GDP was \$50.8 billion, an increase of 8.5% since 2020, reflecting the continued growth throughout the municipalities within the metropolitan area.

## EMPLOYMENT AND LABOR FORCE

Mauldin has a higher labor force participation rate than the surrounding geographies—over 4% higher than Greenville County, nearly 7% higher than the MSA, and almost 9% higher than the State. Nearly half of Mauldin residents are employed in management, business, science, and arts occupations. When looking at industry sectors, Mauldin’s employment patterns closely mirror those of the broader region. Approximately 69% of residents work for private companies, 10% are employed in local, state, or federal government, and the remaining 20% are self-employed, work for nonprofits, or are unpaid family workers. Mauldin’s workforce is fully integrated into the larger Greenville County economy. While the city’s median household income is higher than that of the County, MSA, and State, its per capita income does not exceed those benchmarks

### EMPLOYMENT CATEGORY

The City of Mauldin has 968 businesses including:

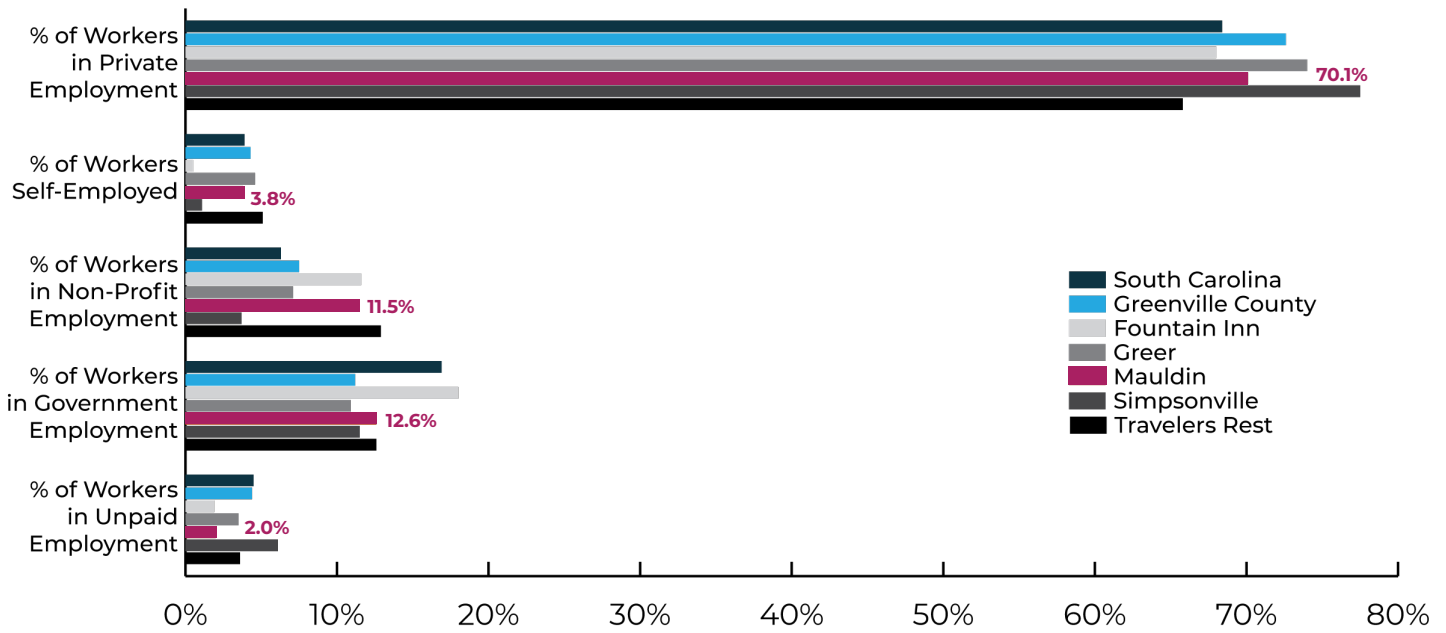
- » 151 retail stores
- » 101 restaurants (not including 44 mobile food services and caterers)
- » 20 arts, entertainment, and recreation businesses
- » 37 manufacturers
- » 5 grocery stores
- » 101 home occupation businesses
- » 553 other businesses led by real estate and rental/leasing (120 businesses), professional, scientific and professional services (83), and construction (61 companies)

Mauldin and Greenville County employment levels have grown by an average of 1.5% annually since 2020. In 2023, approximately 20.1% of Mauldin’s working residents were employed in manufacturing, followed by healthcare and social assistance jobs, which accounted for 15.4% of the City’s workforce.

### EMPLOYMENT FAST FACTS:

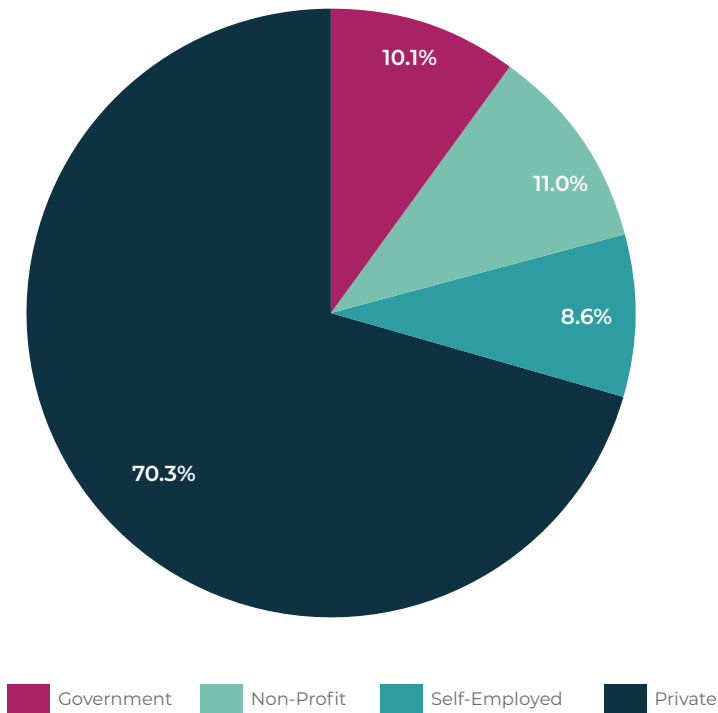
Estimated Mauldin Labor Force <b>2024</b>	<b>14,582</b>
Estimated Number of Jobs <b>2024</b>	<b>14,046</b>
Labor Force Participation Rate <b>2023</b>	<b>66.4%</b>
Unemployment Rate <b>2024</b>	<b>3.7%</b>
Median Household Income <b>2023</b>	<b>\$81,027</b>
Per Capita Income Estimate <b>2023</b>	<b>\$41,231</b>

### CLASS OF WORKER COMPARISONS (2022)



The South Carolina Department of Employment and Workforce projects Greenville County employment to continue to increase by an average of 1.34% through 2030. The industries projected to grow the fastest are:

### EMPLOYMENT CATEGORY



- » Arts, entertainment and recreation are projected to increase by an average of 2.95% per year
- » Accommodations and food services to increase by 2.24% per year
- » Information to increase by 1.50% per year
- » Wholesale trade is expected to increase by 1.44% per year

Only the finance and insurance sector is projected to decline during this period.

Together, Mauldin businesses generated \$352 million in retail sales in 2022 and an average of \$13,111 per capita. Retail sales per capita and accommodation and food services sales per capita in Mauldin are lower than the county, statewide and its neighboring cities averages. This is due in part to Mauldin’s proximity to the number of retail and dining choices along the nearby Woodruff Road commercial corridor in Greenville.

**EMPLOYMENT ESTIMATES BY SECTOR (2023)**

EMPLOYMENT SECTOR	2023 NUMBER OF EMPLOYEES	PERCENT OF WORKFORCE
Agriculture, Forestry, Fishing & Hunting	99	0.7%
Construction	518	3.7%
Manufacturing	2,828	20.1%
Wholesale Trade	197	1.4%
Retail Trade	1,284	9.1%
Transportation & Warehousing	390	2.8%
Utilities	225	1.6%
Information	275	2.0%
Finance & Insurance	766	5.5%
Real Estate & Rental & Leasing	129	0.9%
Professional, Scientific, & Technical Services	1,266	9.0%
Management of Companies & Enterprises	39	0.3%
Administrative, Support & Waste Management	422	3.0%
Educational Services	1,026	7.3%
Health Care & Social Assistance	2,166	15.4%
Arts, Entertainment, & Recreation	171	1.2%
Accommodation & Food Services	1,036	7.4%
Other Services, Except Public Administration	654	4.7%
Public Administration	546	3.9%
<b>TOTAL EMPLOYEES</b>	<b>14,037</b>	<b>100%</b>

Source: ACS 5-year Estimates (2023)

**RETAIL SALES**

According to taxable sales data from the South Carolina Department of Revenue (2022-2023), Mauldin businesses have earned comparable amounts as Fountain Inn and Greenville County. In fact, Mauldin is doing well in terms of sales, with a greater amount of sales than Simpsonville and Traveler's Rest.

## RETAIL SALES

Jurisdiction	2023 Population	2022 Total Retail Sales (\$1,000)	2022 Retail Sales Per Capita	Accommodation and Food Service Sales (\$1,000)	Accommodation and Food Sales Per Capita
Mauldin	28,010	\$352,809	\$13,111	\$60,846	\$2,172
Simpsonville	27,506	\$724,039	\$27,092	\$63,590	\$2,319
Travelers Rest	8,750	\$256,946	\$30,290	\$46,581	\$6,466
Greenville County	558,036	\$11,838,411	\$21,609	\$2,027,129	\$3,632
South Carolina	5,373,555	\$102,257,745	\$19,356	\$17,879,711	\$3,327

Source: ACS 5-year Estimates (2023)

## MAJOR PRIVATE EMPLOYERS

Mauldin is home to a variety of businesses and industries that comprise a diversified and dynamic economic base and features opportunities in many different sectors. The principal employers in Mauldin (in alphabetical order) are as follows:

### MAJOR EMPLOYERS IN MAULDIN

- Ahold Delhaize USA, LLC
- City of Mauldin
- CompX National
- Dodge Industrial
- Global Lending Services
- Greenville County School District
- NVR, Inc.
- Sauer Brands
- Spectrum
- Truist

Source: City of Mauldin Business & Development Services

## EDUCATION

Mauldin is served by the Greenville County School District—the largest and one of the most highly regarded districts in the State. The City is home to several well-ranked public schools, including Mauldin Elementary, Greenbrier Elementary, and Bethel Elementary.

Middle school students are served by Mauldin Middle School, Hillcrest Middle School, and Beck Academy of International Studies, which offer a well-rounded curriculum that supports academic growth and leadership development for grades five through eight. Mauldin High School—one of the top-ranked high schools in South Carolina—boasts a strong graduation rate of 91.1% (the highest in Greenville County for the 2022–2023 school year), a wide selection of Advanced Placement (AP) courses, competitive athletics, and diverse extracurricular programs to prepare students for college and career success.

Mauldin High’s 46.22-acre campus, originally built in 1973 and fully renovated in 2022, includes 108 classrooms, a 676-seat auditorium, a 4,500-seat football stadium, and two gymnasiums with seating capacities of 2,642 and 800, respectively.

## EDUCATIONAL ATTAINMENT

Mauldin adults have an above the countywide average rate of high school graduates (94%) in comparison to the Greenville County high school graduation rate of 90.5%. The percentage of residents with a college bachelor’s degree is slightly lower than the countywide average.

## HIGHER EDUCATION

Greenville County is home to many higher education institutions that prepare students and graduates for the workforce. Foremost among them are:

**Greenville Technical College (GTC)** is a six-campus public community college with nearly 25,000 students and more than 100 curriculum program choices. With short-term training for career and personal development, GTC gives area employers a ready supply of skilled workers.

**The Clemson University International Center for Automotive Research**, located less than three miles from Mauldin, is a 250-acre automotive and motor sports research campus in Greenville. The facility includes a graduate school offering Master’s and Doctoral degrees in automotive engineering.

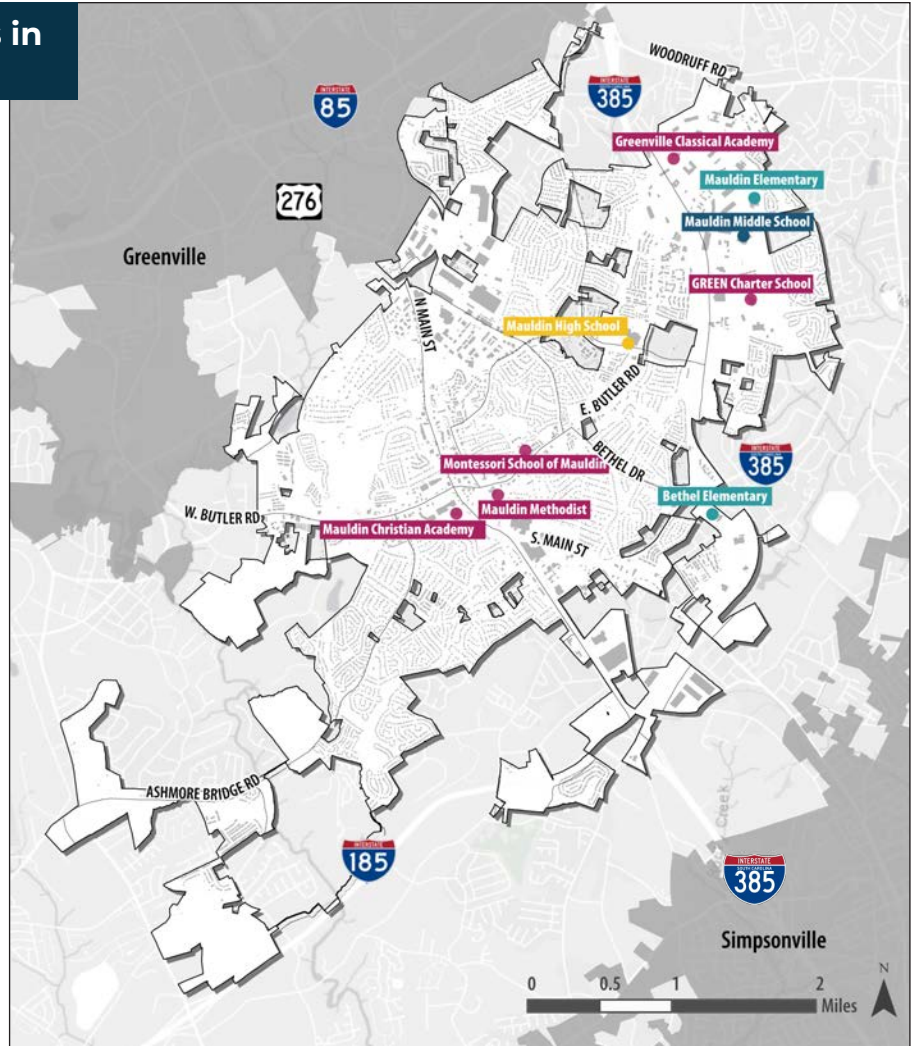
## SCHOOL ENROLLMENT AND EMPLOYMENT (2024-2025)

School	Student Enrollment	School District Employment
Mauldin High	2,141	172
Fisher Middle	880	100
Hillcrest Middle	994	92
Mauldin Middle	919	102
Bethel Elementary	914	104
Cashion Elementary	968	109
Greenbrier Elementary	875	104
Mauldin Elementary	1,048	106
Monarch Elementary	874	101

Source: Greenville County School District

## Public and Private Schools in Mauldin

The public and private schools within Mauldin are shown on the map to the right. For families seeking alternative education options, Lead Academy Public Charter School offers a unique learning environment focused on academic excellence and character development. Mauldin families also have access to a variety of private and parochial schools, including Brashier Middle College Charter, Green Upstate High School, J.L. Mann Academy, South Carolina Governor’s School for the Arts and Humanities, Montessori School of Mauldin, St. Joseph’s Catholic School, Langston Charter, Christ Church Episcopal School, Shannon Forest Christian School, and Southside Christian School.



- SCHOOLS**
- ELEMENTARY
  - MIDDLE
  - HIGH
  - PRIVATE / K-12
  - MAULDIN

Source: Greenville County (2024)



# MAUDLIN SCHOOL REPORT CARDS

### ELEMENTARY

Mauldin Elementary .....	<b>50</b>
Greenbrier Elementary .....	<b>54</b>
Bethel Elementary .....	<b>64</b>

### MIDDLE

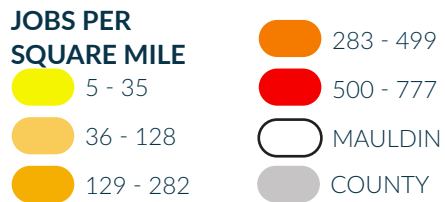
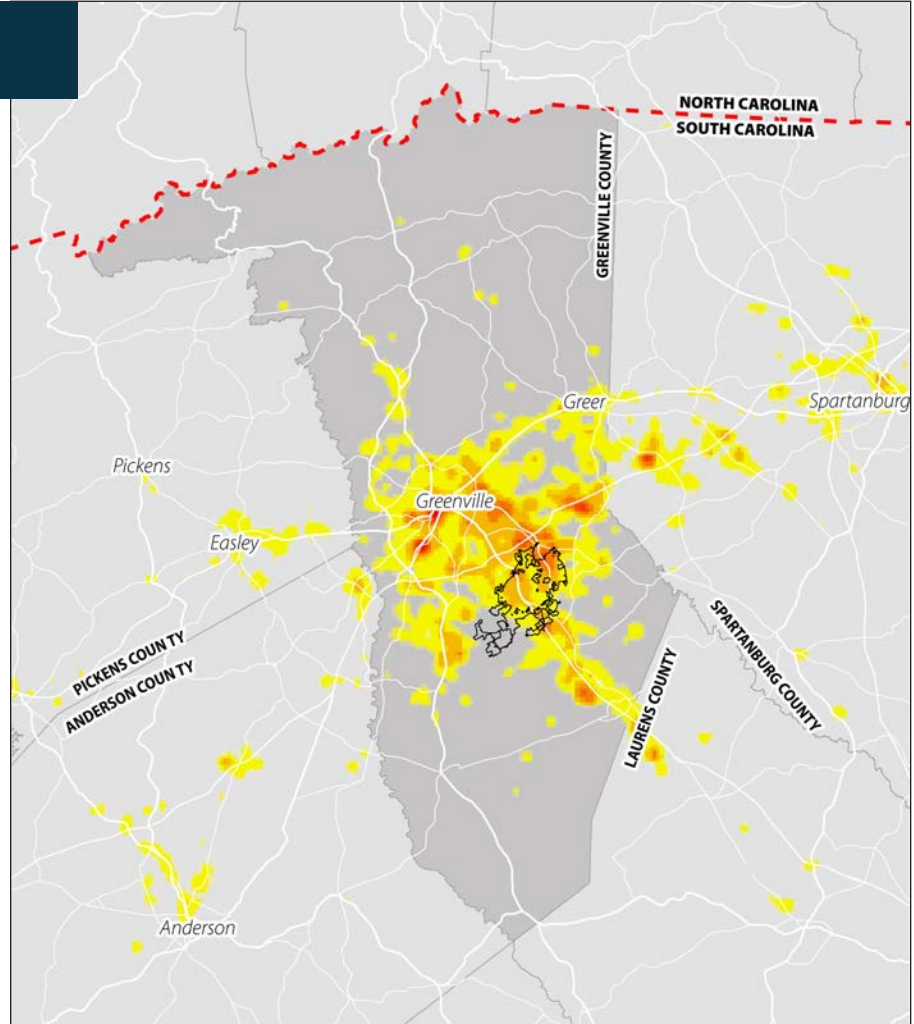
Mauldin Middle School .....	<b>50</b>
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### HIGH

Mauldin High School .....	<b>75</b>
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## Where Mauldin Residents Work

Two-thirds of workers who live in Mauldin commute less than 10 miles to work, mostly in the direction of Greenville. People who work in Mauldin tend to commute from further away, with only 44% traveling less than 10 miles and 18% traveling greater than 50 miles. Most people commute into Mauldin from the southeast. The average commute time is slightly shorter for City residents than the average for the County, State, and the MSA. Largely because the City has a higher work from home/remote work population, 12.5% of workers in the City as compared to less than 9% in the MSA and State.



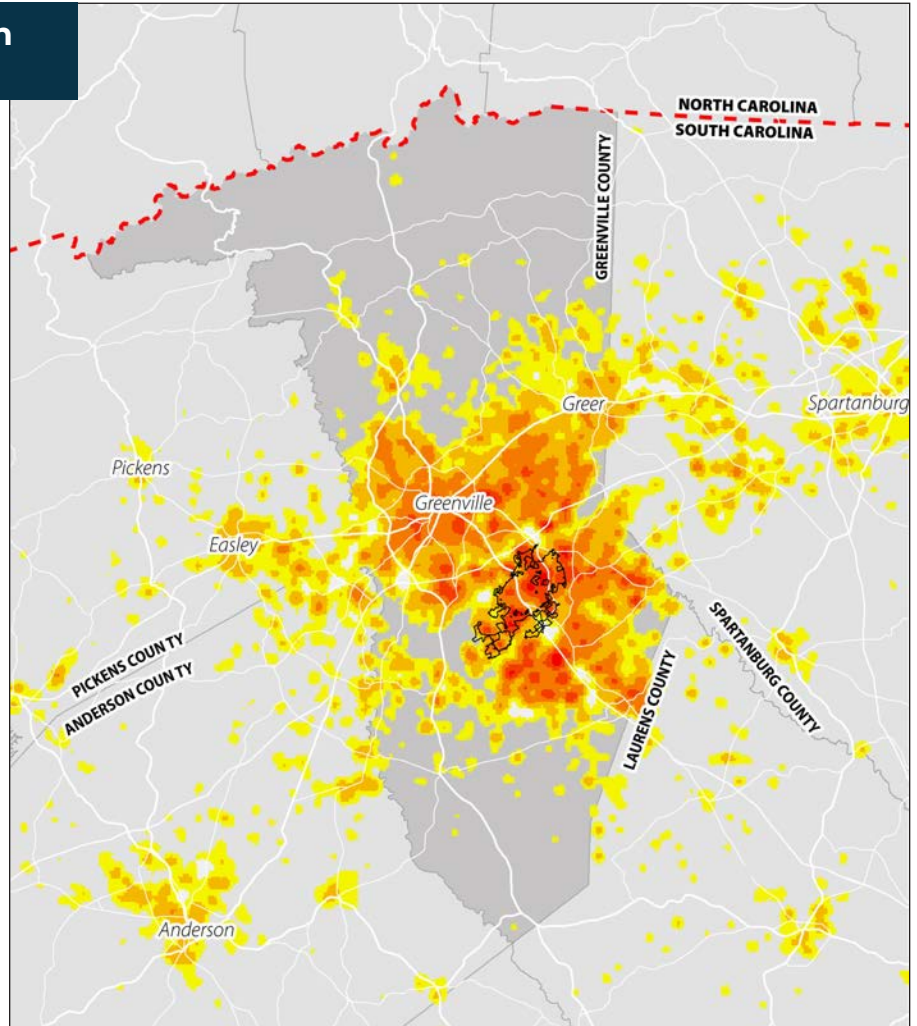
Other post-secondary colleges, universities and technical schools nearby Mauldin include **Bob Jones University, Brown Mackie College, ECPI College of Technology, Furman University, Strayer University-South Carolina** and **Webster University**.

## INCOME AND EARNINGS

Median household income in the City is higher than the surrounding geographies (at \$81,027). However, the other measurements of income (per capita, and family) are lower for Mauldin residents.

## Where People Employed in Mauldin Live

In Mauldin, population is most dense in the northeastern quadrant, west of I-385 but north of Butler and Bethel Roads. This area is highly residential with several apartment units. The western half of the City is also fairly dense with high concentrations of homes; however there are more open spaces, parks, and commercial uses in this area, bringing down the net density. The lowest densities in Mauldin are on the southeast and western most points, where I-185 and I-385 intersect.



**HOMES PER SQUARE MILE**

- 5 - 12
- 13 - 33
- 34 - 68

- 69 - 117
- 118 - 180
- MAULDIN
- COUNTY

Source: US Census On The Map (2023)

## ECONOMIC DEVELOPMENT AFFILIATES

Mauldin's business recruitment strategy can be assisted by supporting and actively participating in local and area economic development groups.

### GREATER MAULDIN CHAMBER OF COMMERCE

Greater Mauldin Chamber of Commerce serves to open doors, make connections possible and connect a diverse group of members. They provide a variety of networking, advertising, educational and social opportunities to Mauldin business members



### THE GREENVILLE AREA DEVELOPMENT CORPORATION

The Greenville Area Development Corporation (GADC) is Greenville County's primary economic development agency offering business development services and economic development assistance for new and expanding businesses. GADC is designated by Greenville County as the only organization at the local level with authority to negotiate state and county financial incentives for new and growing companies.



### THE SOUTH CAROLINA SMALL BUSINESS DEVELOPMENT CENTER (SBDC)

The South Carolina Small Business Development Center (SBDC) provides important information on regulations, grants, guidelines, laws and best practices. SBDC consultants also make referrals to put entrepreneurs in touch with the resources and connections necessary for business success.



### THE UPSTATE SOUTH CAROLINA ALLIANCE

The Upstate South Carolina Alliance is a public/private regional economic development organization representing 10 counties in the upstate. Their mission is to establish Upstate South Carolina as a unified and innovative economic region; market the upstate for global business investment and talent attraction; foster public-private collaboration and regional relationships.



# COMMUNITY FACILITIES

The community facilities element provides a high level summary of the infrastructure owned and or maintained by the City of Mauldin. This includes a public water system, a public wastewater system, and streets owned or maintained by the City's Public Works Department.

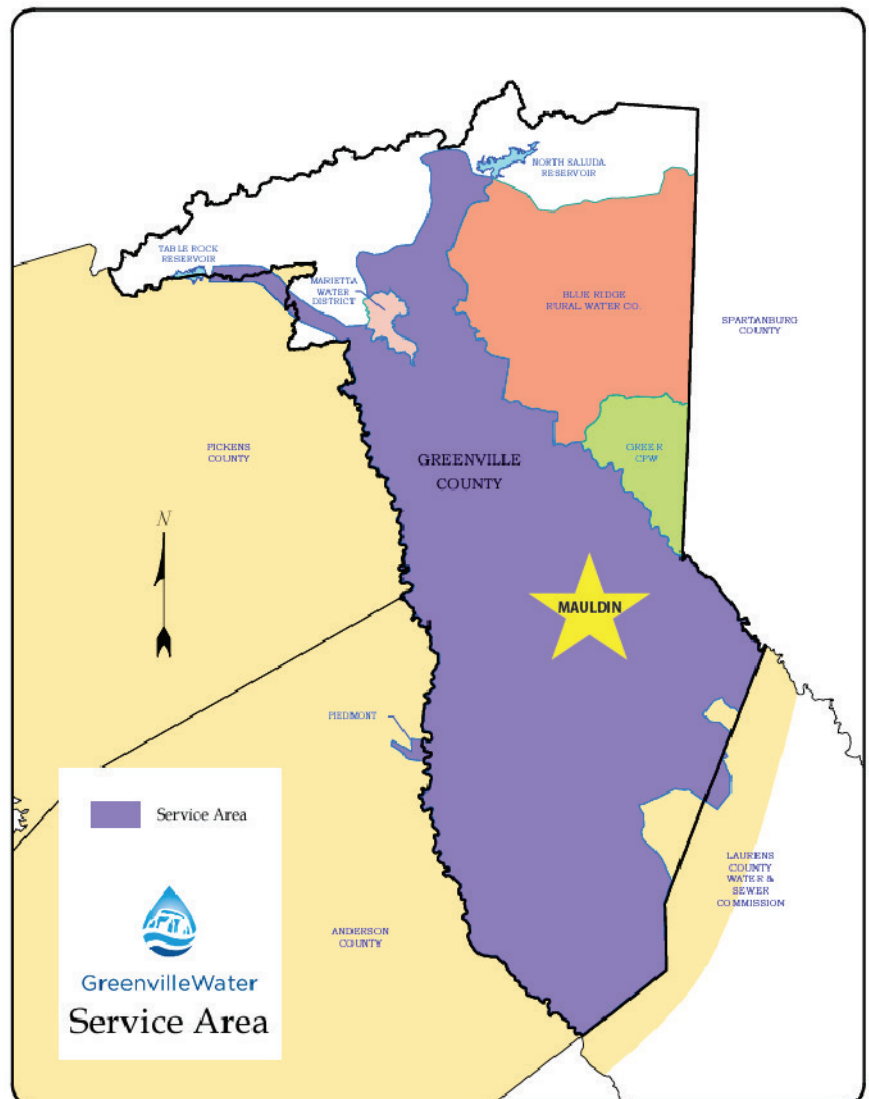
## WATER AND SEWER

### WATER

Greenville Water is responsible for supplying potable (drinking) water to Mauldin and surrounding areas. As one of the largest water systems in the state, Greenville Water serves over 500,000 people in Greenville County, including the city of Mauldin. The water supply system in Mauldin is designed to meet the needs of both residential and commercial customers while maintaining high water quality standards.

The primary source of drinking water for Mauldin is Lake Hartwell, a large reservoir on the Savannah River, as well as Lake Keowee, which feed into the Greenville Water system. These sources provide a reliable and abundant supply of water for the region. Greenville Water operates a series of water treatment plants that treat water from these reservoirs before it is distributed to customers.

The water distribution system in Mauldin includes a network of pipelines, water storage tanks, and pump stations that deliver water from treatment plants to homes, businesses, and public facilities. The system is designed to provide adequate water pressure and supply, even during peak demand periods. The water is also regularly tested for quality and safety, with strict adherence to federal and state regulations set by the Environmental Protection Agency (EPA) and the South Carolina Department of Health and Environmental Control (DHEC).



Source: Greenville Water (2013)

## City Sewer Service System

### SEWER

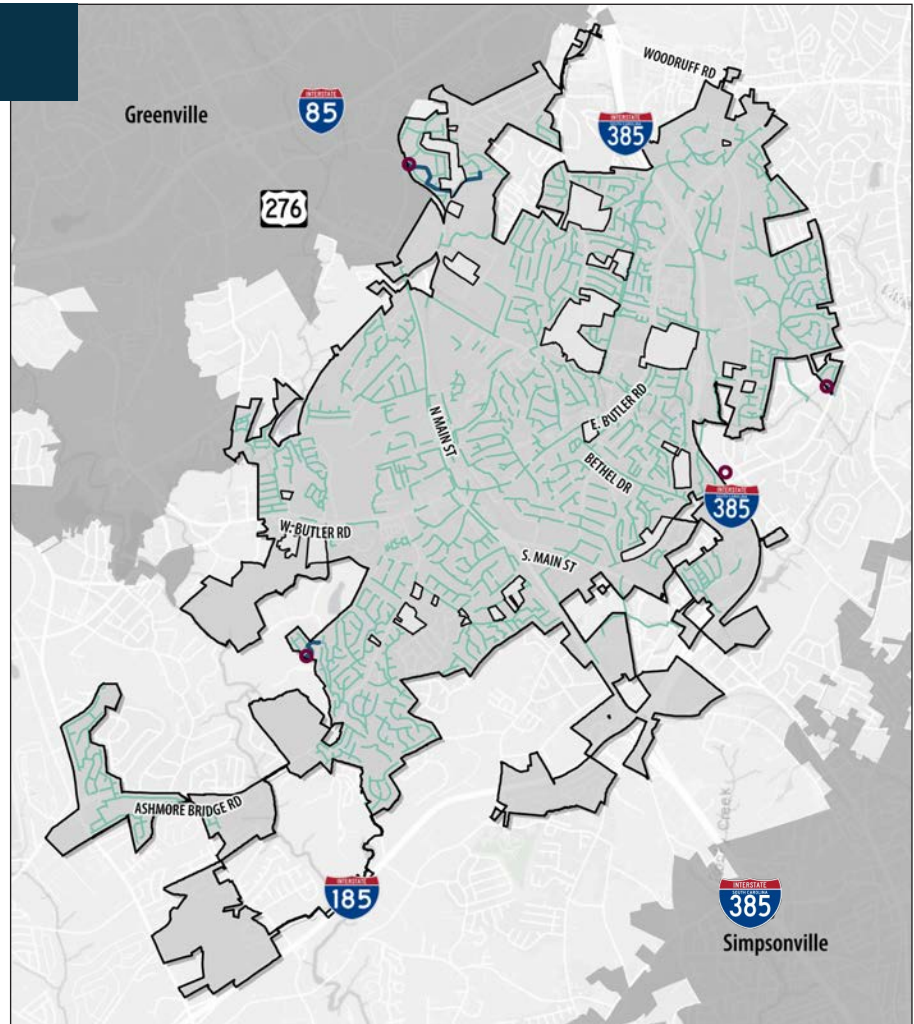
Renewable Water Resources (ReWa) provides wastewater treatment services to Upstate South Carolina. ReWa has nine water resource recovery facilities, 345 miles of collection lines, and provides services to Greenville County, as well as portions of Anderson, Laurens, Pickens, and Spartanburg counties.

The Mauldin Sewer Division is a subdistrict of ReWa, providing wastewater collection, treatment, and disposal to the City.

The Mauldin Sewer Division is an extensive network of gravity-fed sewer lines, pump stations, and force mains that collect and transport wastewater from homes, businesses, and other properties to ReWa’s wastewater treatment facilities. The infrastructure is regularly maintained to ensure reliability and to prevent issues like blockages, overflows, or failures. The district’s system is built to

handle both sanitary waste and, in some cases, stormwater runoff. Adjacent and connecting subdistricts within ReWa’s system include Greenville, Simpsonville, and MetroConnects (who manages sewer in unincorporated areas surrounding Mauldin). MetroConnects also owns and manages sewer lines within Mauldin’s City limits.

Once wastewater is collected, it is sent to the Greenville County Wastewater Treatment Plant. The plant uses a multi-stage process, including screening, biological treatment, and disinfection, to ensure the water is treated to meet or exceed safety and environmental standards. After treatment, the cleaned water (effluent) is returned to local water bodies, typically after passing stringent quality checks to ensure compliance with regulations set by the EPA and South Carolina Department of Environmental Services.



- SEWER LINES
- FORCE MAIN
- PUMP STATION
- MAULDIN

Source: City of Mauldin GIS (2024)

## CITY OF MAULDIN PUBLIC WORKS

The Public Works Department in the City of Mauldin provides Sanitation services and maintenance to City Parks and Streets. The Sanitation Division offers weekly trash removal and recycling pickup throughout the year to residents and businesses. These services require the purchase of a City trash and recycling bin. The City also collects yard debris throughout the year on an as-needed basis. Street sweeping is also conducted on a regular basis to help prevent clogging and pollution of the storm drainage system and keep the roads clean.

The Street Division of the City of Mauldin's Public Works Department oversees the maintenance of municipal streets and the associated stormwater drainage infrastructure within city rights-of-way and dedicated easements. Additionally, the division is responsible for the upkeep of various drainage ditches, ensuring they remain clear of debris to facilitate proper stormwater flow. Public streets in Mauldin are maintained either by the City or the South Carolina Department of Transportation (SCDOT).

# NATURAL RESOURCES

## FLOOD ZONES

Approximately 365 acres of land within the City of Mauldin is in the FEMA 100 year flood zone with an additional 52 acres in the 500 year flood zone. Based on precipitation levels, past flood variability factors, and FEMA flood zones, there are over 1,000 properties in Mauldin at risk of flooding in the next 30 years. Residents in Mauldin have expressed concern over flooding due to heavy rainfall and inadequate stormwater management. The City is currently undergoing a stormwater master plan to address these issues.

## HISTORY OF FLOODS

Mauldin has experienced several significant flooding events, with notable incidents in recent decades.

### HISTORICAL FLOODING EVENTS

**2013 Flooding:** In early July 2013, heavy rainfall led to severe flash flooding across the Southeastern United States, including Upstate South Carolina. Mauldin was among the affected areas, with residents facing substantial property damage.

**2014 Flooding:** In March 2014, Mauldin residents were still recovering from flooding that had occurred nine months earlier. The slow recovery process highlighted the challenges faced by the community in rebuilding and addressing flood damage.

### FLOOD RISK AND MITIGATION EFFORTS

The First Street Foundation's flood risk report for Mauldin, SC, details the city's current and future flood risks. About 11.4% of properties (1,285 total) face flood risk, with projections showing an increase due to climate change. 641 properties are at major risk of flooding (100 year flood plain). However, the highest impact to the community that is projected is the risk to roadways flooding to a depth that makes them unsafe. In February 2024, Mauldin received a grant from FEMA to develop a stormwater master plan aimed at addressing the city's drainage issues. Residents expressed concerns about recurring flooding problems and the need for effective solutions.

The City has also undertaken mitigation activities, such as the acquisition and demolition of flood-prone properties, to reduce repetitive damage and prevent loss of life. For instance, in 2019, a project was proposed to acquire and demolish a house located in a flood zone, converting the land into designated green space.

## WATERSHEDS

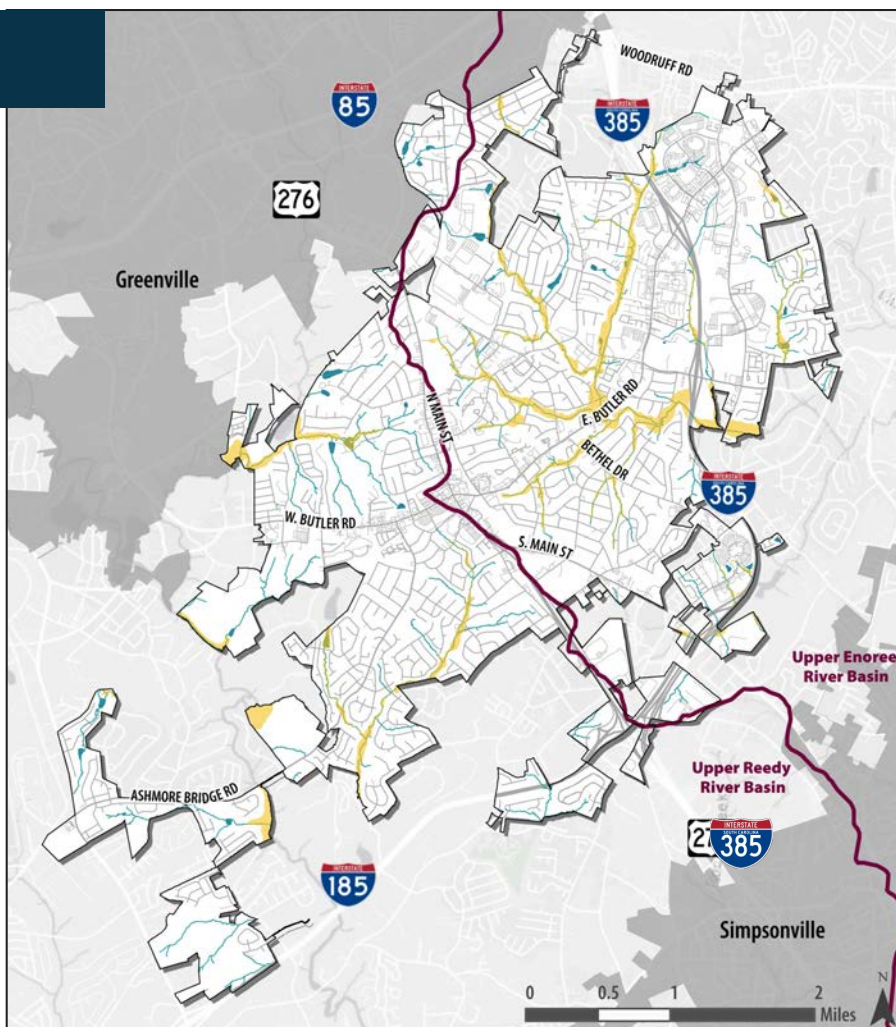
The City of Mauldin is split between the Upper Reedy River Basin and Upper Enoree River Basins.

## Environmental Features

### UPPER REEDY RIVER BASIN

The Reedy River originates near Travelers Rest, flowing approximately 65 miles through Greenville and Laurens counties before joining the Saluda River in Lake Greenwood. The river's headwaters are situated in the foothills of the Blue Ridge Mountains, contributing to its varied topography. A notable feature along the River is the Reedy River Falls, located in Falls Park within downtown Greenville. This area has undergone significant revitalization, transforming from industrial use to a centerpiece of urban recreation and tourism.

Historically, the Reedy River faced environmental challenges due to industrialization, leading to pollution and sedimentation issues. Efforts by organizations like Friends of the Reedy River focus on conservation and restoration to improve water quality and habitat.



- LAKES
- RIVERS AND STREAMS
- FLOOD HAZARD AREAS
- WATERSHED BOUNDARY

MAULDIN Source: FEMA (2024)

According to the Reedy River Report Card, the river and its tributaries generally meet or exceed water quality standards for dissolved oxygen and pH. Notably, phosphorus concentrations have decreased by more than half since the 1990s, leading to the removal of the Reedy River from South Carolina Department of Environmental Services impaired water list for phosphorus at Boyd’s Millpond in 2016. However, challenges remain with nitrogen levels and E. coli concentrations, which do not meet in-stream standards at many locations.

### UPPER ENOREE RIVER BASIN

The Enoree River begins in northern Greenville County and flows approximately 70 miles southeastward, eventually joining the Broad River above Columbia. Its basin covers over 730 square miles across South

Carolina’s Piedmont region, encompassing parts of Greenville, Spartanburg, Laurens, Union, and Newberry counties. The upper portion of the basin is characterized by urban and residential development associated with the Greenville Metropolitan Area, while the lower portion remains more rural, consisting primarily of pasture and forested land. The Enoree River’s diverse habitats support a variety of wildlife, including species such as red-shouldered hawks, blue herons, barred owls, mink, muskrat, otter, and various fish species. The river’s course through Sumter National Forest offers recreational opportunities like hiking and paddling, allowing visitors to experience its natural beauty.

The Enoree River has seen improvements in water quality over recent years. Data from SCDES indicate that certain monitoring stations, such as BE-024 (Enoree River at US 221) and B-231 (Beards Fork Creek at US 276), now meet water quality standards for fecal coliform bacteria and are classified as fully supporting recreational use. Other stations have shown reduced violation rates, reflecting positive trends in water quality. The U.S. Geological Survey (USGS) maintains monitoring location 02160500 on the Enoree River near Enoree, SC, providing water data dating back to 1929.

## TOPOGRAPHY

Mauldin, South Carolina, is situated within the Piedmont region, characterized by gently rolling terrain and moderate elevation variations. The city’s elevation ranges from approximately 850 to 1,000 feet above sea level, with a landscape shaped by the transition from the Blue Ridge Mountains to the coastal plains. This topography influences hydrology, land use planning, and infrastructure development across the region.

The predominant slope characteristics in Mauldin fall within the 2-8% range, creating a moderately undulating terrain that facilitates natural drainage while also presenting challenges related to stormwater

management. Areas with steeper slopes, particularly those exceeding 8%, are generally found near creeks and drainage basins. These locations require careful erosion control and stabilization measures to mitigate the effects of runoff and sediment transport.

Hydrologically, Mauldin is part of the Reedy River and Enoree River watersheds, with a network of tributaries shaping localized elevation changes. Low-lying flood-prone areas are concentrated near these watercourses, where flatter topography contributes to water retention and potential inundation during heavy precipitation events. As urbanization continues, stormwater infrastructure will play a critical role in managing runoff and maintaining watershed health.

From a planning and development perspective, Mauldin’s topography has directly informed land use decisions, transportation networks, and environmental conservation efforts. Slope stability, drainage patterns, and flood risk assessments will be integral to sustainable growth strategies, to continue to ensure that both the natural and built environments are resilient to hydrological and climatic challenges.

## FORESTRY AND WILDLIFE

Mauldin is characterized by a diverse array of tree cover and habitats that significantly contribute to the city’s ecological health and biodiversity.

### **TREE COVER AND URBAN FORESTRY**

In Mauldin, urban forestry is governed by specific ordinances aimed at preserving and enhancing the city’s tree canopy. According to the city’s zoning ordinance, all sites are required to maintain a minimum tree density canopy coverage, as specified in Section 6:2.4(B) Table A of the ordinance. This regulation underscores the city’s commitment to sustaining its green infrastructure.

The South Carolina Forestry Commission provides technical and educational assistance to communities like Mauldin regarding urban and community forestry. This includes support for community forest inventories, management plans, and guidance on proper tree selection, installation, and care. SCDNR's Urban and Community Forestry program also offers technical and educational assistance to municipalities, including forest inventories, management plans, and guidance on tree selection, planting, and maintenance.

## **NATURAL HABITATS AND WILDLIFE**

Mauldin, South Carolina, is located within a region rich in ecological diversity, providing access to several significant public lands managed by the South Carolina Department of Natural Resources (SCDNR). While Mauldin itself is primarily urban, the surrounding areas contain a variety of conservation sites that offer essential opportunities for outdoor recreation, environmental education, and habitat preservation. These SCDNR-managed lands are integral to the region's ecological health, supporting biodiversity and promoting sustainable land management practices.

Adjacent to Mauldin, the Conestee Nature Preserve spans approximately 640 acres and serves as a vital sanctuary for wildlife. The preserve encompasses various habitats, including wetlands, forests, and meadows, supporting over 200 bird species and a range of other wildlife. The presence of such habitats near Mauldin provides residents and visitors opportunities for outdoor recreation and environmental education. Situated approximately 25 miles northeast of Mauldin, the Lake Hartwell Wildlife Management Area spans roughly 8,000 acres, providing a mix of forested uplands, wetlands, and lakeside habitats. This supports a wide variety of wildlife species and offers numerous recreational opportunities, including fishing, boating, hunting, and wildlife observation. Lake Hartwell is managed by SCDNR, who focuses on maintaining ecological balance through habitat restoration, sustainable resource management, and the protection of endangered species.

Several public parks within Greenville County, including those near Mauldin, benefit from collaborative management efforts between local agencies and SCDNR. Paris Mountain State Park, north of Mauldin, offers a combination of forested hills, streams, and recreational facilities. The park is a key site for hiking, fishing, and wildlife observation, with its ecosystems carefully managed. Similarly, the Poinsett Bridge Heritage Preserve provides both historical and ecological value, with its forested trails offering opportunities for environmental education and research. While these parks are primarily overseen by Greenville County, SCDNR plays a crucial role in habitat management and conservation efforts, ensuring that natural resources within these areas are sustainably managed for both wildlife and public benefit.

Located approximately 20 miles northwest of Mauldin, the Blue Ridge Wildlife Management Area covers more than 10,000 acres of mountainous terrain, including forests, streams, and rugged hillsides. The area provides critical habitat for various species of wildlife, including deer, wild turkeys, and a range of bird species. The Blue Ridge WMA offers opportunities for a variety of outdoor activities, such as hiking, hunting, and fishing, while also serving as a focal point for conservation efforts in the foothills of the Blue Ridge Mountains. Through responsible land management practices, SCDNR works to maintain the ecological health of the area, balancing recreational access with the protection of natural resources. These SCDNR-managed lands are essential to the preservation of local ecosystems and are a tremendous resource to the public. They serve as critical habitats for a wide range of species and contribute to regional biodiversity. Moreover, they support recreational activities that foster environmental stewardship and promote a deeper understanding of natural resource management. Through ongoing conservation efforts, these public lands play a pivotal role in maintaining the ecological integrity of the Mauldin area and ensuring that future generations can continue to enjoy and benefit from these natural spaces.

# CULTURAL RESOURCES

## HISTORY OF MAULDIN

The City of Mauldin, South Carolina, has a history shaped by resilience, transportation advancements, and economic transformation. Before European settlers arrived, the area now known as Mauldin, South Carolina, was primarily inhabited by Indigenous peoples, notably the Cherokee. The Cherokee, an Iroquoian-speaking people, were concentrated in towns along river valleys across regions that now include western South Carolina. Additionally, South Carolina was historically home to other Indigenous tribes, including the Catawba, Pee Dee, Waccamaw, Ashepoo, Combahee, Edisto, and Waxhaw. However, specific historical records directly associating these tribes with the Mauldin area are limited.

Established in 1784 when Benjamin Griffith was granted 100 acres in the area, the settlement initially functioned as a small agricultural community. By the late 19th century, it was informally known as Butler's Crossroads, named after a prominent landowner, Willis William Butler.

A pivotal moment in Mauldin's development came in the 1880s with the arrival of the Greenville and Laurens Railroad. This transportation expansion significantly enhanced the region's accessibility and economic potential. Lieutenant Governor William L. Mauldin played a key role in securing the railroad's passage through the area, leading to the naming of the local train depot in his honor. Over time, the name extended to the entire community, and Mauldin was officially incorporated as a town on December 24, 1890.

During the early 20th century, Mauldin's economy was primarily driven by agriculture, with cotton serving as its dominant crop. However, the 1920s

brought significant challenges when the boll weevil infestation severely impacted cotton production, leading to economic hardship.

Despite these setbacks, infrastructure improvements, such as the 1925 paving of the Greenville-Laurens road (now U.S. Highway 276) and the introduction of electricity by Duke Power in 1929, facilitated gradual recovery and modernization.

Following World War II, Mauldin experienced steady growth, fueled by regional economic expansion and proximity to Greenville. Recognizing the need for structured governance and development, the community reincorporated as a city in 1969. Today, Mauldin is an integral part of the Greenville-Anderson-Greer Metropolitan Statistical Area, with a population of approximately 25,000.

## CULTURAL AND HISTORIC RESOURCES

Mauldin, South Carolina, offers a variety of cultural and historic resources that reflect its rich heritage and community spirit. While there are only a few places recognized by the National Register, there are many more sites and resources that are locally recognized for their historic and cultural significance to the City.

## NATIONAL REGISTER HISTORIC SITES AND AREAS

There are several historic areas and one National Register Historic Site in Mauldin.

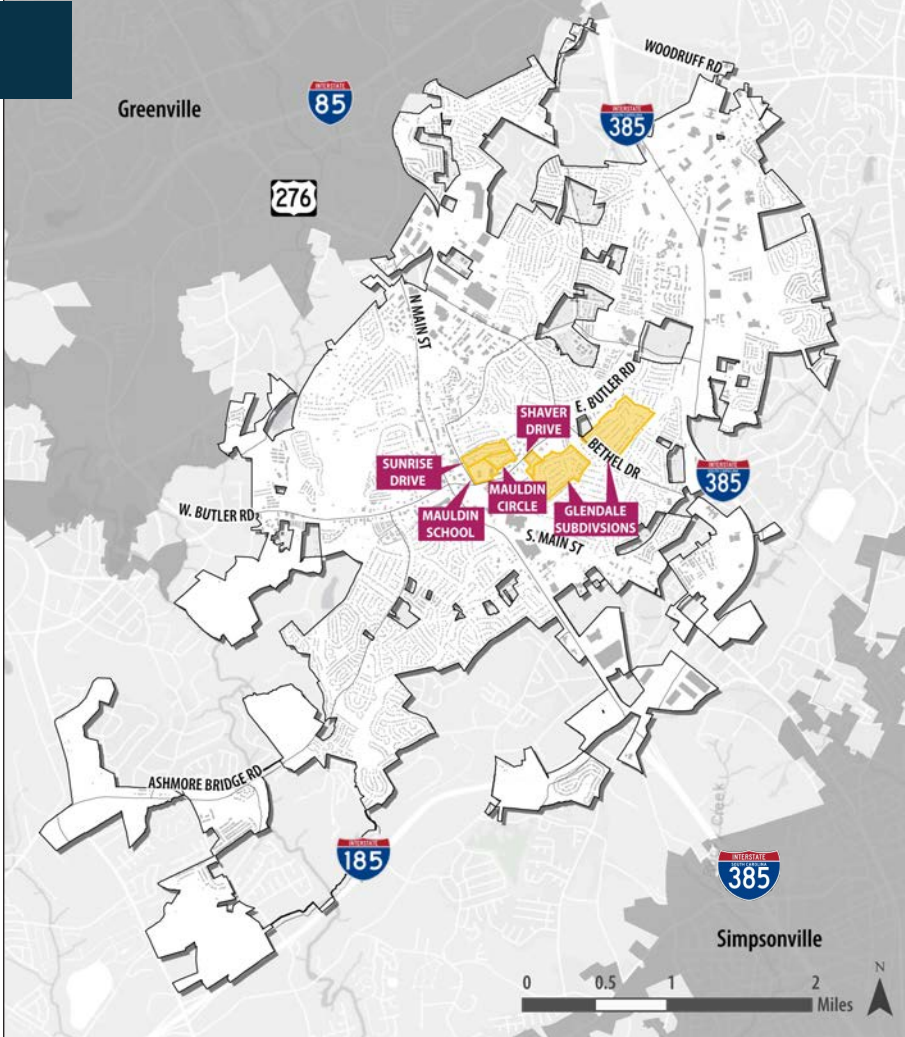
## Local Cultural Resources

### HISTORIC AREAS

Mauldin includes some older neighborhoods that have been integral in the formation of the community. None are on any register of historic properties or areas, but the South Carolina Department of Archives and History does show a few old neighborhoods that are either ineligible or have not been evaluated for the National Register of Historic Places. This includes areas along Sunrise Drive (1955-1960), Mauldin Circle (1957-1969), Shaver Drive (1957), the Glendale community (1966-1976), and the Pine Forest community (1966-1980s).

### Mauldin School

The Mauldin School, located at 101 East Butler Road, has played a pivotal role in the community's educational



INELIGIBLE OR UNEVALUATED HISTORIC AREA  
 MAULDIN

Source: SC Arch Site (2024)

and cultural development. Though not recognized on the National Register either, this building holds significant value to the community. The original school was constructed in 1922 but was destroyed in a fire in 1935. A new school building was erected in 1937 on the same site. The building served children grades 2-12 and was a central educational institution for the City. By 1957, the building was re-purposed as Mauldin Elementary School. In 2002, a new Mauldin Elementary School was constructed. Recognizing the building's historical and cultural significance, the City of Mauldin purchased the property in 2003. The former school was transformed into the Mauldin Cultural Center, which now serves as a hub for arts, cultural events, and community activities. The evolution of the Mauldin School building reflects the city's commitment to preserving its heritage while adapting to the changing needs of its residents.

## LOCAL CULTURAL RESOURCES

### Mauldin Cultural Center

The revitalized Mauldin Cultural Center is an asset to the community. This City-owned facility hosts nearly 30,000 visitors annually, offering over 1,500 classes, performances, and events that celebrate the arts and community engagement. Notable event offerings include a series of outdoor events held at the center’s amphitheater, featuring live music, food, and activities. Highlights include “Amp’d Up Fridays,” a summer concert series showcasing genres from beach and pop to rock and country, and “SOOIE. Mauldin’s BBQ Cook-off,” celebrating some of the best barbecue in the Southeast. The Cultural Center also is home to Mauldin Youth Theatre and the Mauldin Theatre Company, offering a range of productions from youth performances to community theater involving both adult and youth actors.

The Mauldin Cultural Center is run by the Cultural Center Team, a branch of Mauldin’s Community Development Department that is responsible for managing the cultural and artistic assets of Mauldin and finding ways to use the arts as a tool to drive economic development.

### Mauldin Mural Project

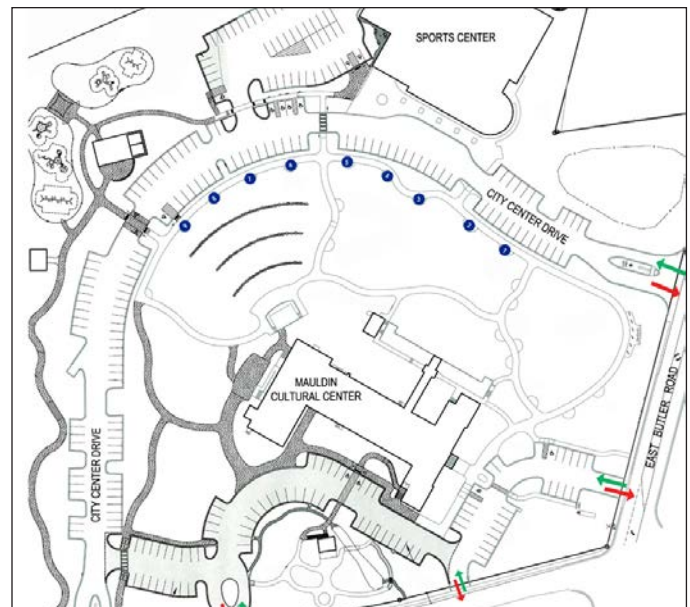
In 2015, Mauldin High School senior Celine Crum created a large mural on the Mauldin Cultural Center building as part of her service project for Furman University’s Emerging Public Leaders program. Crum, who also attended the Fine Arts Center, noticed a lack of student artwork displayed in the community and sought to address this by showcasing local talent. Inspired by Vincent Van Gogh’s *Starry Night*, the mural was designed to celebrate creativity, particularly that of children, and encourage adults to foster this creativity throughout their lives. Crum envisioned the mural as a catalyst for a stronger arts scene in Mauldin, inspiring both children and the broader community to engage with the arts.

### Public Art Trail

The Mauldin Public Art Trail, established in 2014, is a public art initiative designed to enhance the community with sculptures created by South Carolina artists. Located around the Mauldin Cultural Center’s outdoor amphitheater, the Trail features up to nine pieces, with a new artwork added annually. Each sculpture aligns with a specific theme, such as “Heroes and Leaders” and “Youth: Passion for Change.” Artists are selected through an annual RFP process, with a budget of up to \$15,000 for each piece. As of 2025, there are currently seven pieces on display.

### Gosnell Cabin

Gosnell Cabin, situated on the grounds of the Mauldin Cultural Center, is a meticulously restored 200- year old log cabin, relocated from Camp Old Indian in Travelers Rest. Restored and preserved by local citizens, the cabin offers visitors a glimpse into the area’s early settler life and architectural heritage.



*Mauldin Public Art Trail Map;  
Source: City of Mauldin’s Office of Cultural Affairs*

## PARKS & RECREATION

Mauldin offers a variety of parks and recreational facilities that serve the community. These spaces provide residents and visitors opportunities for outdoor recreation, environmental education, and community engagement. The City's parks are designed to cater to a range of activities, from sports and fitness to leisurely strolls and nature observation. Parks with the City occupy almost 70 acres of land.

### **Mauldin City Park**

Mauldin City Park is one of the central recreational areas in the City, providing a variety of amenities for all ages. The park features a large open space ideal for picnicking, as well as walking trails and playgrounds. The park's community center hosts various local events and activities, serving as a hub for social gatherings and community programs. Mauldin City Park also includes sports fields, making it a popular spot for organized sports such as soccer and softball.

### **Sunset Park**

Sunset Park, located near the heart of Mauldin, offers a serene environment for relaxation and outdoor recreation. This park includes walking paths, green spaces, and playgrounds, making it a great spot for families and individuals to enjoy nature. The park is also known for its small pond, where visitors can engage in quiet reflection or simply enjoy the surrounding natural beauty. The park's combination of open space and natural areas allows for both active recreation and peaceful leisure.

### **Pine Forest Park**

Pine Forest Park, located in the northern part of Mauldin, is a well-maintained green space that features a mix of recreational amenities and natural areas. The park is known for its walking trails, picnic areas, and playgrounds. It is a favorite spot for local families and individuals looking to enjoy outdoor

activities in a peaceful environment. The park also has open fields for various recreational pursuits, making it a versatile space for both relaxation and physical activity. Its proximity to residential areas makes it easily accessible for residents of all ages.

### **City Center Park**

City Center Park is one of Mauldin's newer and more urban parks, situated near the heart of the city. This park is a central gathering place, offering a variety of amenities including a performing arts amphitheater, paved walking paths, and open green spaces for community events and leisure activities. The park is frequently used for outdoor concerts, art shows, and local festivals, making it an important venue for cultural and social events in Mauldin. With its modern design and central location, City Center Park serves as a focal point for community engagement and outdoor recreation in the city.

### **Springfield Park**

Springfield Park, located to the south of Mauldin, provides residents with a quiet and scenic environment for outdoor activities. The park is known for its lush green spaces, walking trails, and picnic areas that are perfect for relaxing and enjoying nature. Springfield Park also features a pond, making it an ideal spot for birdwatching and wildlife observation. The park's tranquil setting makes it a popular destination for those seeking a peaceful retreat from the bustle of daily life.

### **Mauldin Sports Center**

The Mauldin Sports Center is dedicated to providing high-quality sports facilities for both recreational and competitive athletes. The center is home to various sports leagues, with facilities for basketball, volleyball, and tennis. It also features a fitness center equipped with modern exercise equipment for residents looking to stay active. The center frequently hosts youth and adult sporting events, making it an essential venue for local athletes and sports enthusiasts.

## Parks and Recreation

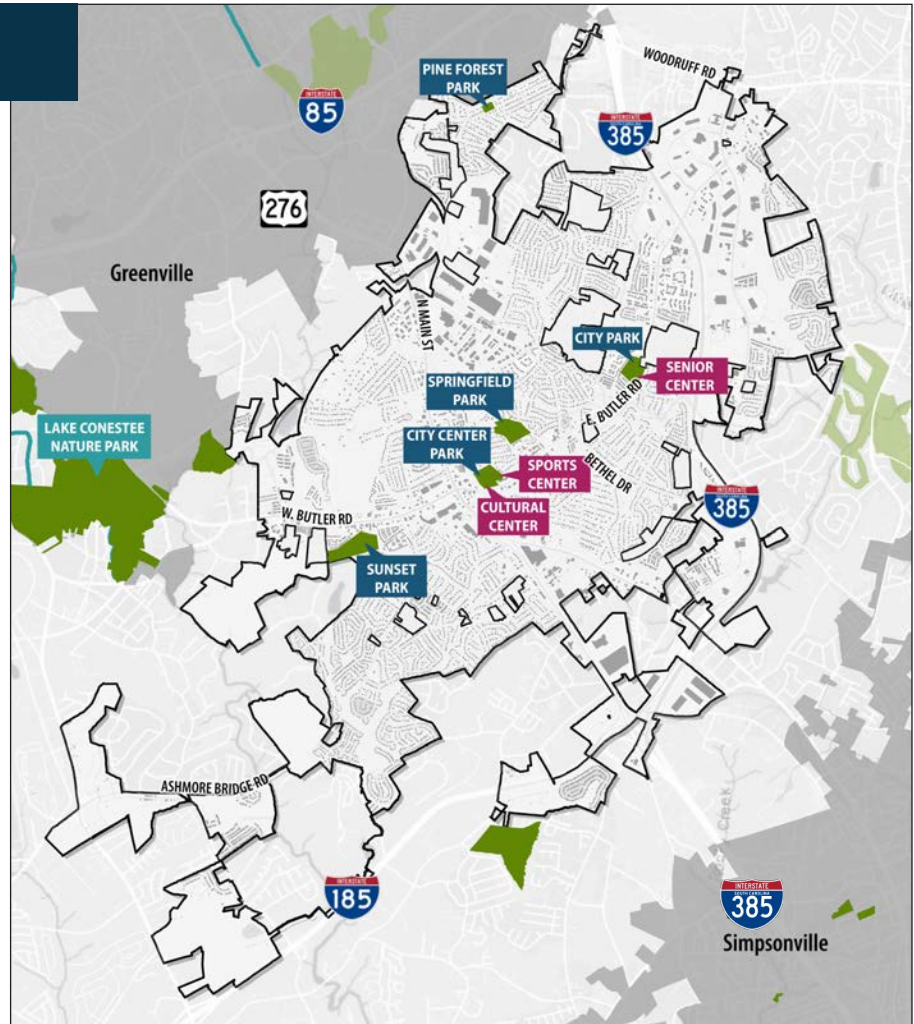
### Barton Creek Park

Barton Creek Park, a more recent addition to Mauldin’s park system, is located in the southeastern part of the City. This park offers walking trails, picnic areas, and open green spaces. Barton Creek Park has been designed to accommodate nature walks and environmental education, with a focus on preserving the natural habitat along the creek. It serves as an important area for wildlife observation and outdoor exploration.

### Recreation Programs

Mauldin’s Parks and Recreation Department offers an array of programs that cater to residents of all ages. These include youth sports leagues, summer camps, fitness classes, and arts and crafts workshops. The department also organizes seasonal events such as community picnics, holiday celebrations, and fitness challenges, which help foster a sense of community and provide opportunities for social engagement.

For seniors, the Senior Center is a focal point for active aging programs, including wellness seminars and social clubs, ensuring that older adults have access to resources that keep them engaged and health



- PARK
- GOLF COURSE
- REC CENTER
- SWAMP RABBIT TRAIL
- MAULDIN

Source: City of Mauldin, Benchmark Planning (2024)

### The Mauldin Senior Center

The Mauldin Senior Center is a vital community resource dedicated to supporting the well-being of senior residents. Located near Mauldin City Park, the Senior Center offers a wide range of services and programs designed to enhance the quality of life for older adults. These programs include fitness classes, educational workshops, social events, and health screenings. The Senior Center is also a place for seniors to gather and connect with others in the community, providing a welcoming environment where they can participate in recreational activities and foster relationships with peers. The center plays a key role in promoting active aging and ensuring that Mauldin’s senior population has access to resources that support their physical and social well-being.

## GREENWAY AND TRAILS

Mauldin is also working to expand its greenway system, enhancing its network of trails for walking, running, and biking. These trails connect various parks and recreational facilities across the city, providing safe and accessible routes for outdoor exercise and transportation. The development of additional greenway corridors is part of the city’s long-term plan to improve access to nature and promote active lifestyles.

## COLLABORATION WITH GREENVILLE COUNTY

Mauldin also benefits from its proximity to the broader Greenville County Parks and Recreation system, which includes several regional parks and outdoor facilities. Residents of Mauldin can easily access additional recreational areas, including larger nature preserves, hiking trails, and sports complexes, providing even more opportunities for outdoor activities and environmental education.

### REGIONAL PARKS AND TRAILS



**BLUE RIDGE MOUNTAINS**

~ 1.5 HOUR DRIVE



**SWAMP RABBIT TRAIL**

~ 12 MINUTE DRIVE



**LAKE CONESTEE NATURE PARK**

~ 6 MINUTE DRIVE

Median Number of Residents Per Park and Parkland (for cities of 20,000-49,999)

Mauldin’s Metrics



**2,062**

RESIDENTS PER PARK



**11.2**

ACRES OF PARKLAND FOR 1,000 RESIDENTS



**5,383**

RESIDENTS PER PARK



**2.6**

ACRES OF PARKLAND FOR 1,000 RESIDENTS

Source: 2024 NRPA Agency Performance Review Key Findings

# LAND USE

The land use element provides a summary of existing land uses, as well as potential future uses of land and surrounding factors which impact land use in Mauldin. This section also considers potential growth of the City.

## EXISTING LAND USE

Existing land use in the City reveals that just over half of the total land area in Mauldin is used for residential purposes and over 20% is occupied by commercial and office uses. Almost 8% of the residential land area is not currently developed, providing opportunity for future infill development. Industrial and commercial uses are concentrated along the major roadway corridors in Mauldin, primarily US-276, Butler Road, I-385, and S Main Street. These areas also extend into neighboring municipalities.

Almost 3% of parcels within Mauldin are currently either undeveloped or vacant. This accounts for approximately 8% of the total land area within the City, indicating some potential for infill development and redevelopment. These undeveloped or vacant properties are spread across the City, with limited concentration in one area.

## ZONING DISTRICTS

The following general zoning categories are assigned within the City of Mauldin:

### **LOW DENSITY RESIDENTIAL:**

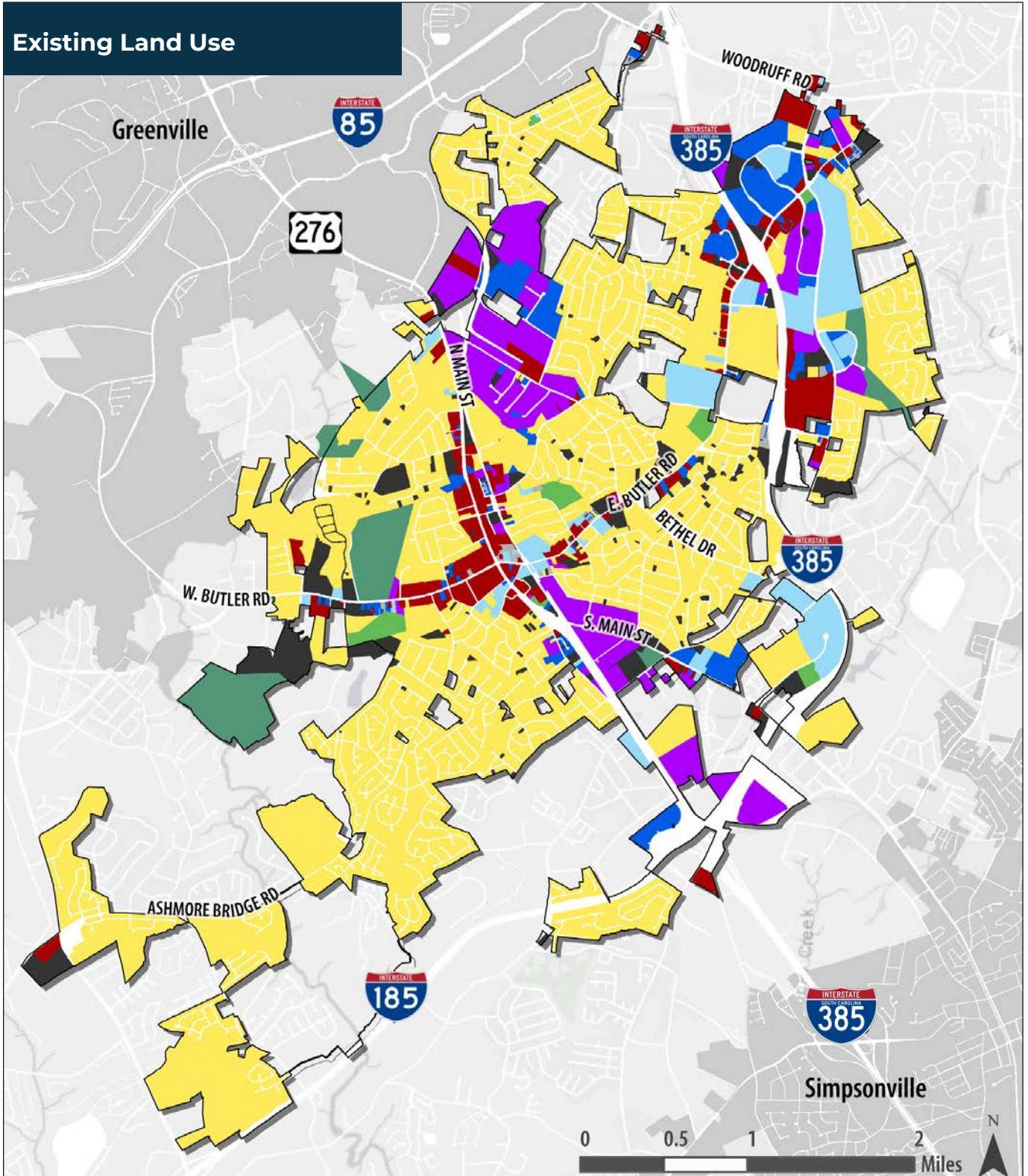
The R-12, R-15, and R-20 residential zoning classifications are considered low density residential districts that are established in areas with the primary use of single family homes and related recreational, religious, and educational facilities. R-20 is the lowest density, with a minimum lot area of 20,000 square feet, while R-12 has a minimum lot area of 12,000 square feet.

### **MEDIUM DENSITY RESIDENTIAL:**

The R-10, R-8, and R-6 districts are used to classify medium density residential zones. These districts are also intended for primarily single family living while encouraging a more diverse housing types and limited non-residential uses. Within these categories both attached and detached housing is allowed as well as provisions for cluster developments to encourage the preservation of open space.

### **MIXED AND MULTI-FAMILY RESIDENTIAL:**

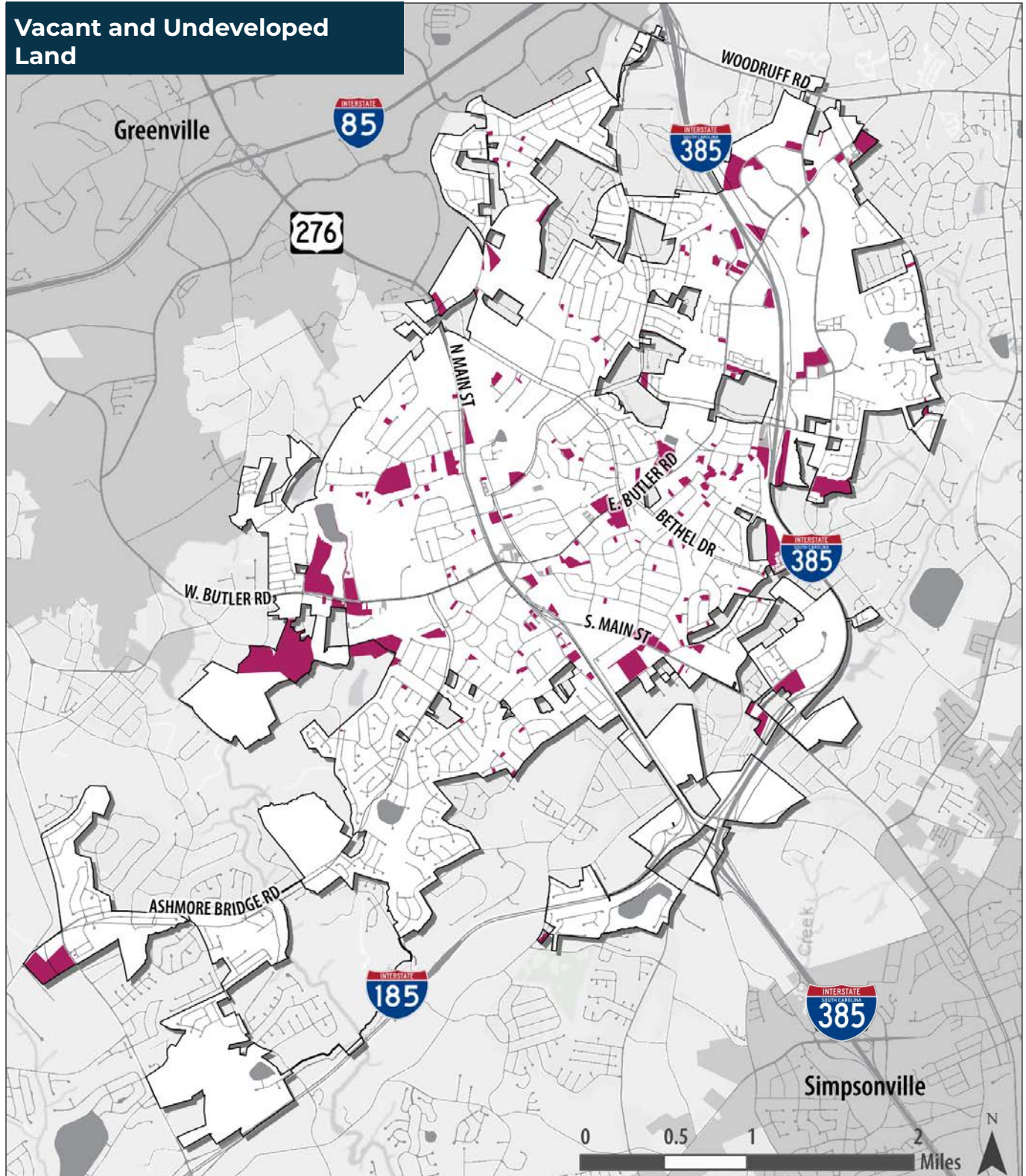
The R-M, R-M1, R-M10 and R-M12 zoning classifications encourage higher density residential. R-M1 is the lowest density of these districts, serving medium density residential areas with one to two family dwellings and recreational, religious, and supporting educational facilities. The R-M, R-M10, and R-M12 districts allow a range of medium to high density multi-family housing types. These districts serve as a transition between single family districts and commercial districts.



Source: Greenville County GIS (May 2024)

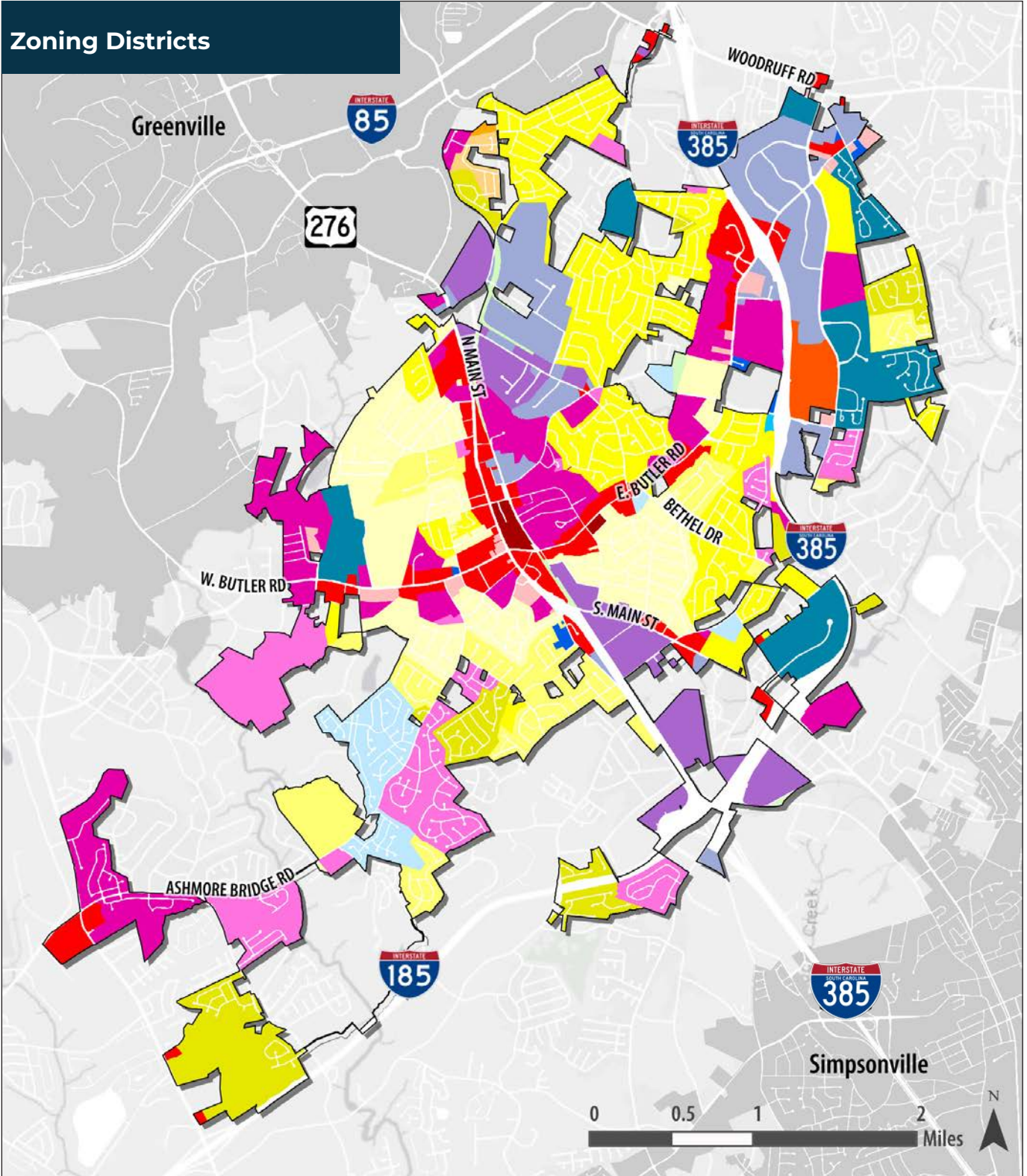
**EXISTING LAND USE**

- AGRICULTURAL
- PARKS & RECREATION
- RESIDENTIAL
- GOVERNMENT / INSTITUTIONAL
- OFFICE
- COMMERCIAL
- INDUSTRIAL
- PARKING / INFRASTRUCTURE
- UNDEVELOPED / VACANT



Source: Greenville County GIS (May 2024)

 UNDEVELOPED/ VACANT



**ZONING DISTRICTS**

Source: Greenville County GIS (May 2024)

- |   |   |  |  |   |  |
|---|---|--|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> C-1 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> I-1 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> PD-R | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-15 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-8 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> R-M1 |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> C-2 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> OD  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> POD  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-12 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-6 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> S-1  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> CRD | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> PD  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-20 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #ffeeba;"></span> R-10 | <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c3e6cb;"></span> R-M | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #bee5eb;"></span> UVD  |

**COMMERCIAL:**

There are two predominant commercial zoning classifications in Mauldin: C-1 and C-2. C-1, Light Commercial District, promotes small scale retail, service, and professional offices that serve nearby residences. The C-2, General Commercial District, promotes accessible and central concentrations of business activities and commercial establishments offering both retail goods and services for the broader community. This district is designed to serve both automobiles and pedestrians but is primarily along major roadways.

**MIXED USE:**

The Central Redevelopment District is designed to encourage development in the central core of the City and to create an identifiable and pedestrian friendly downtown. The Urban Village District encourages a similar mix of commercial, civic, and residential uses in a walkable setting in other parts of the City. This designation is designed for contiguous areas of at least 10 acres but could be established on smaller sites that meet the same purpose.

**OFFICE AND INDUSTRIAL:**

The Office District (OD) allows office and research facilities in a convenient district. The Trades and Commercial Services District (S-1), is designed to provide a transition between commercial and industrial districts by allowing service oriented commercial uses, services related to commercial uses, commercial uses that sell merchandise and require warehouses or outdoor areas, and light industries that have minimal impact on adjoining properties. The Industrial District (I-1) is for exclusive industrial uses such as manufacturing plants, assembly plants, and warehouses.

**PLANNED DEVELOPMENT DISTRICTS:**

Several zoning classifications are established for planned developments to encourage more creative design of

residential, commercial, and office developments with greater flexibility than conventional zoning. Planned Development (PD) is the base designation. PD-R is intended to provide primarily residential uses, PD-C is intended to accommodate primarily non-residential uses, and POD (Planned Office District) is established to accommodate office development that should be compatible with surrounding residential properties.

**AIRPORT:**

The City has an Airport Protective Areas (AP) zoning overlay designation which identifies areas subject to regulations which are supplementary to the regulations of the district in which the designation is attached, appended, or “overlaid.”

## GREENVILLE COUNTY FUTURE LAND USE (2020)

In 2019, Greenville County, SC updated their comprehensive plan. As the plan projected a large increasing the population over the next 20 years, the county was challenged to accommodate this growth. The City of Mauldin was part of the Future Land Use character areas within the County’s Comprehensive Plan so that they could be a part of the discussion of where the County would grow. The map below shows the County’s Future Land Use Character Areas in and around the City of Mauldin. As the City plans for its own future and growth it will be important to acknowledge the County’s Comprehensive Plan and assess compatibility with this map.

Within the City limits, the main character areas assigned are Suburban Neighborhood, Suburban Mixed Use, Industrial, and Mixed Employment Center. The County also included Floodplain as an overlay character area to ensure the protection of vulnerable land.

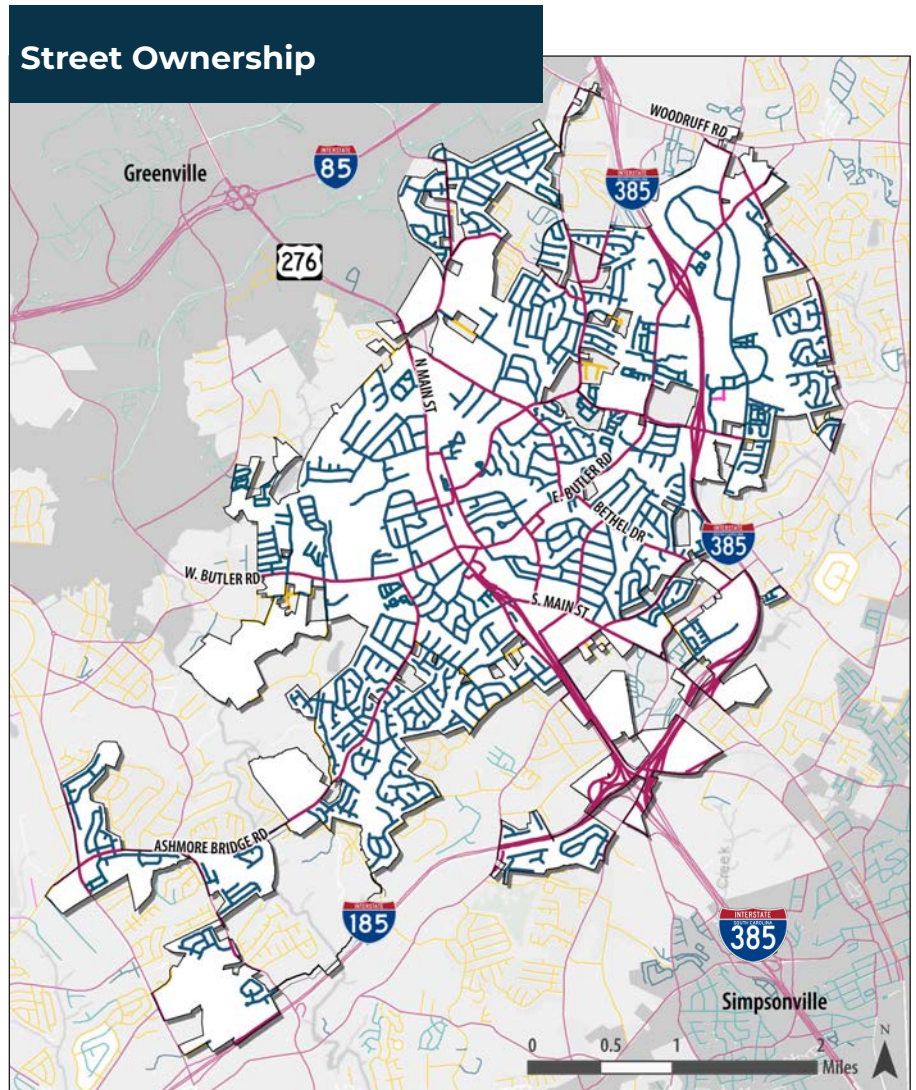
# TRANSPORTATION

The transportation system in Mauldin is primarily composed of public roadways which serve private automobile traffic. However, there are also multi-modal trails, sidewalks, a small bus system, and existing (though currently inactive) rail lines. This section provides a summary of the transportation network in Mauldin.

## ROADWAYS

There are approximately 183 miles of roadway in the City of Mauldin. More than half of the roads (99.2 miles) are owned and maintained by the City, and this includes the majority of neighborhood roads and smaller scale roadways in Mauldin.

An additional 15.6 miles of roadway are owned by a private entity and 5.5 miles of roadway are owned by the County; all of which are towards the edge of the City limits. The remainder of the roads are owned by the State of South Carolina, including the interstates and major arterials such as Miller Road, Ashmore Bridge Road, Bethel Drive, Butler Road, Main Street, and Old Mill Road.



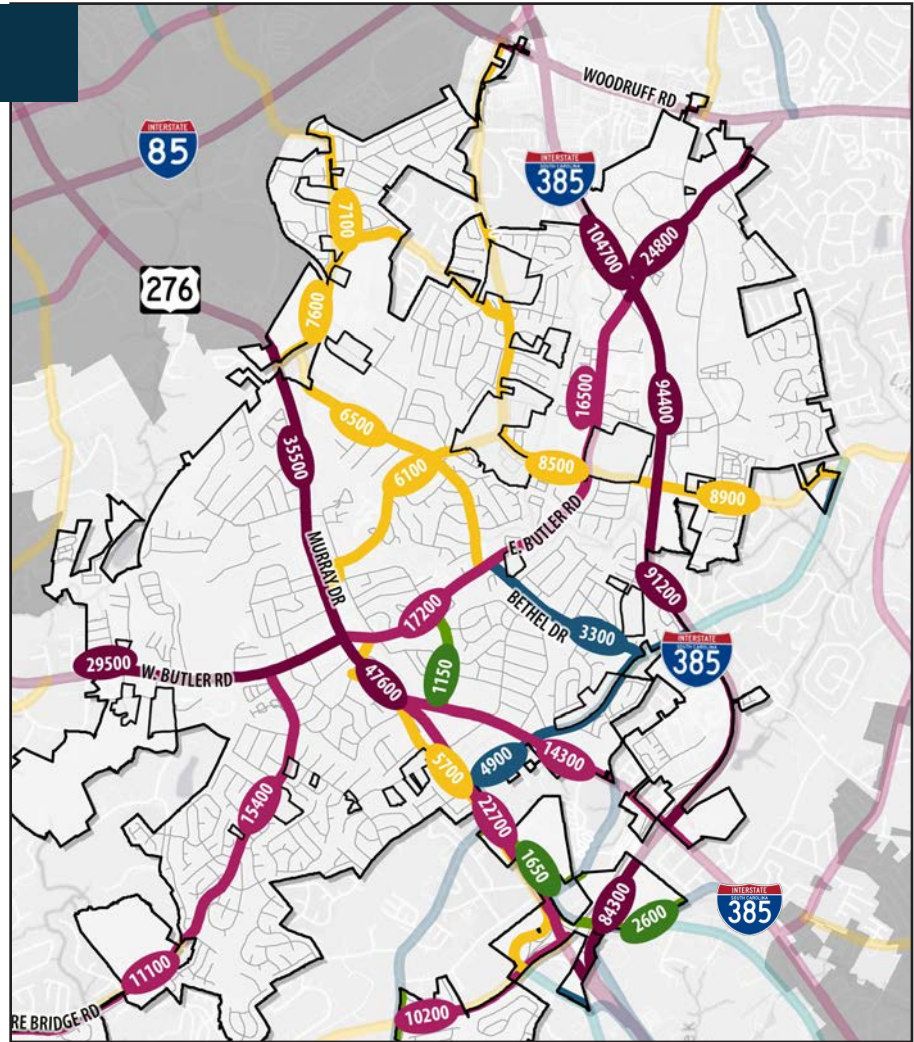
Source: Greenville County GIS (2024)

— CITY OF MAULDIN	— PRIVATE ROAD
— SOUTH CAROLINA	— CITY OF SIMPSONVILLE
— GREENVILLE COUNTY	— CITY OF GREENVILLE

## Average Daily Traffic

### AVERAGE DAILY TRAFFIC

Interstate 385, which runs along the eastern edge of the City, connecting Mauldin to Greenville via I-85, is the most trafficked roadway in Mauldin. On average, it carries 85,000 vehicle trips per day. North Main Street is the second most trafficked roadway in the City, accommodating around 35,000 trips per day. Traffic count data is available only for major roadways, and the majority of other roads carry fewer than 10,000 vehicle trips per day. The map on the following page illustrates the average daily traffic across the major roadways in and just outside of Mauldin.



**AVERAGE ANNUAL DAILY TRAFFIC**

Source: South Carolina Department of Transportation (2024)

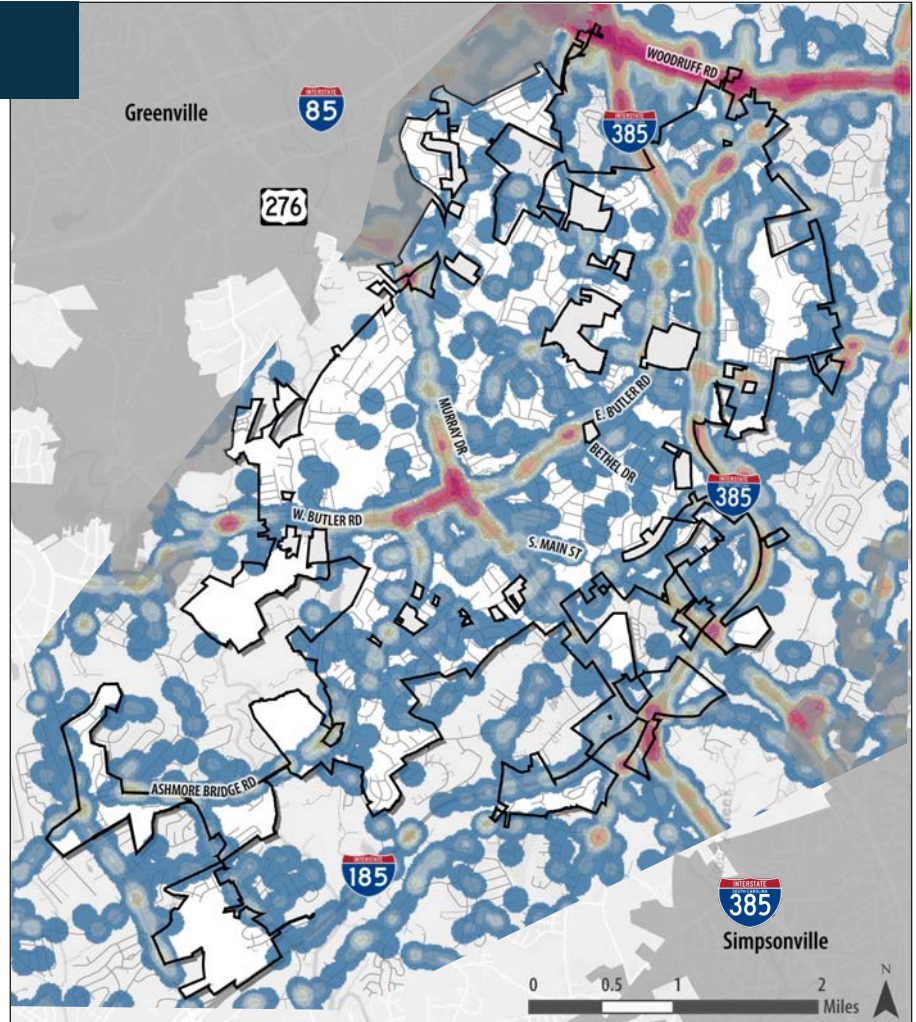
- < 2,500
- 5,001 - 10,000
- 2,500 - 5,000
- 10,001 - 25,000
- > 25,000

# Vehicle Crash Data

## Vehicle Crash Data

According to data obtained from the South Carolina Department of Public Safety, the majority of Mauldin has witnessed minimal vehicle accidents in recent years. However, major intersections, particularly along Butler Road and Murray Drive, have experienced a significant amount of accidents. The intersection of Butler Road and Murray Drive in particular witnessed more than 100 accidents from 2017-2022.

Mauldin Police Records provided more recent crash data from LawTrak for several locations that consistently have higher crashes.



### Since 01/01/2024:

#### Near Main St/Butler Rd

- » 70+ accidents around Owens Ln/S Main/Main intersection
- » 160+ around Main/Butler Rd intersection
- » 87 around Main/Sunset/Jenkins intersection

#### Near E Butler Rd/Verdin Rd

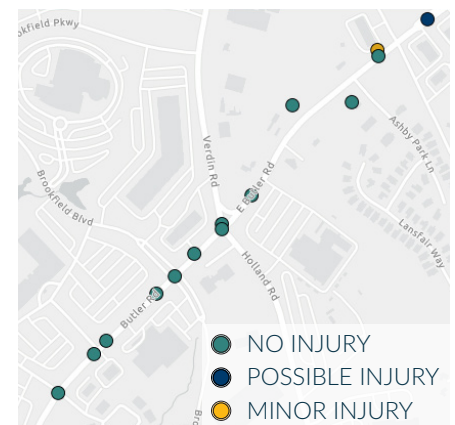
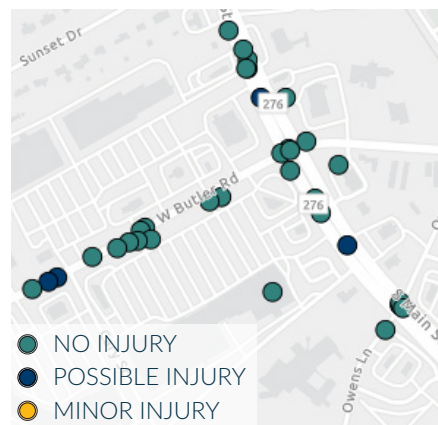
- » 15+ accidents around Butler/Verdin Rd intersection
- » 50+ around Brookfield/Butler Rd intersection
- » 21+ around Butler/Holland Rd intersection

### VEHICULAR CRASHES (2017 - 2022)

1 2-5 5-10 11-50 51-100 >100



Source: South Carolina Department of Transportation (2023)



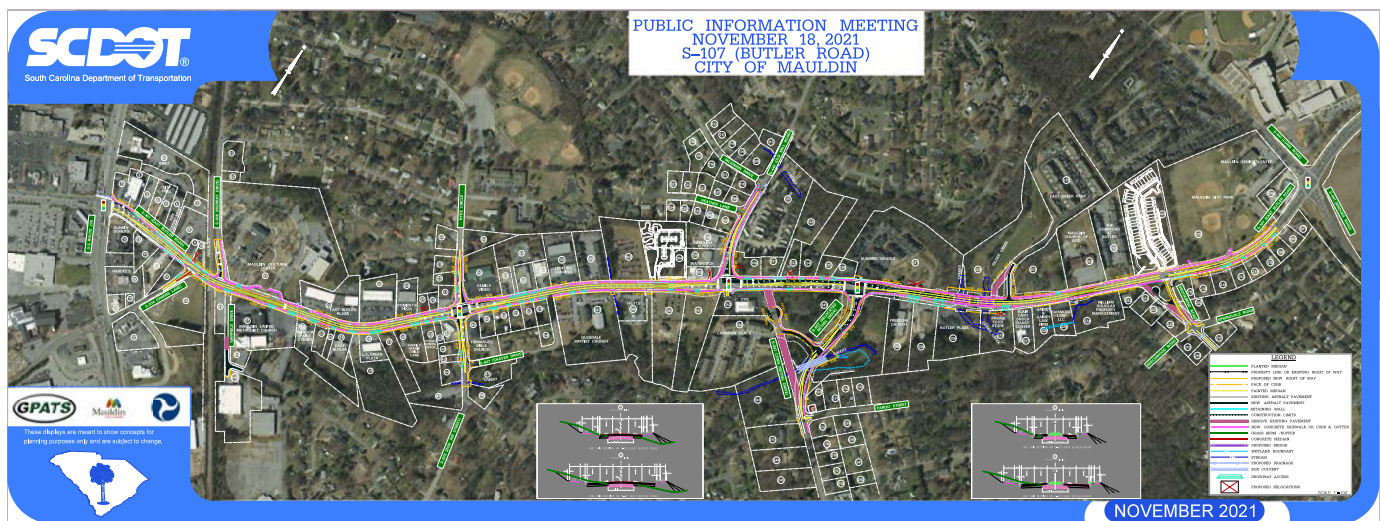
LawTrak maps shows several crashes since 01/01/2024 clustered along W Butler Rd and N and S Main St. (left) and along E Butler Rd near Verdin Rd (right). Source: City of Mauldin

## BUILD A BETTER BUTLER

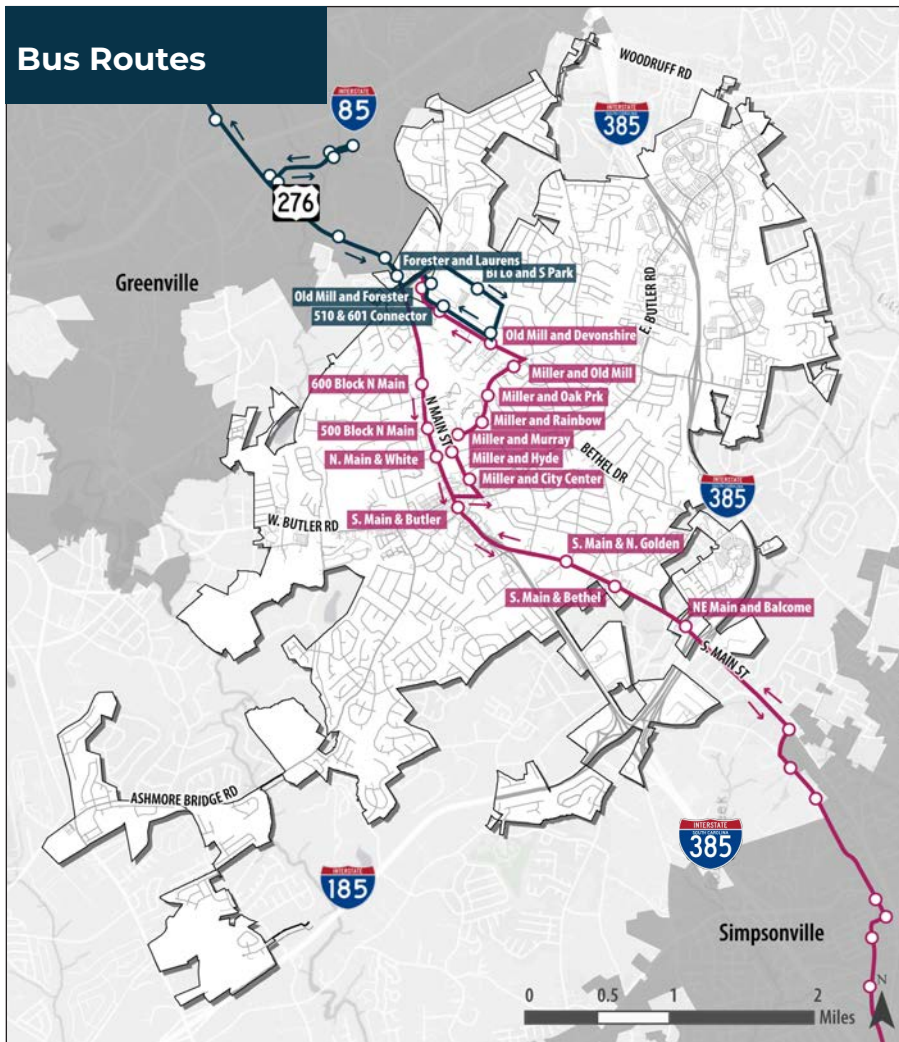
The South Carolina Department of Transportation (SCDOT), in collaboration with the Greenville-Pickens Area Transportation Study (GPATS) and the City of Mauldin, initiated the Butler Road Improvements Project to enhance traffic flow and safety along East Butler Road in Mauldin. This 1.7-mile stretch extends from North Main Street (US 276) to the entrance of the Mauldin Senior Center.

As part of this project, improvements will be made to Intersection Enhancements, Bridge Replacements, Bicycle and Pedestrian Facilities, and Curb and Gutter Installation. As of March 2025, the South Carolina Department of Transportation (SCDOT) has made significant progress on the Butler Road Improvements Project in Mauldin, SC. In May 2024, the Mauldin City Council approved the sale of certain properties along East Butler Road to SCDOT for right-of-way (ROW) purposes. These properties, identified as Tracts 205 and 229, are located at City Park and near the Gilder Creek crossing on East Butler Road. This acquisition is essential for implementing planned improvements, including the construction of a 10-foot multi-use path and other roadway enhancements.

Additionally, in April 2024, the City Council authorized the granting of temporary construction easements to SCDOT for the project. This step facilitates the necessary construction activities while minimizing disruptions to the community. Construction on the project is underway with the original funding allocated through 2026.



Concept plan for the Build a Better Butler project shown at a November 2021 public meeting. Source: City of Mauldin, GPATS, SCDOT.

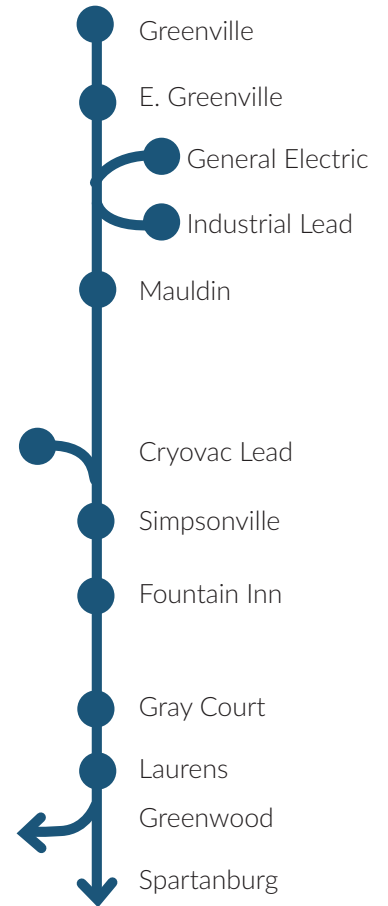


510 LAURENS  
601 SIMPSONVILLE

BUS STOPS

Source:  
Greenlink  
(2024)

### CAROLINA PIEDMONT RAILROAD ROUTE MAP



## BUS ROUTES

Mauldin, South Carolina, is served by public bus transportation through Greenlink, the public transit system for Greenville County. Greenlink operates a network of fixed-route bus services that provide essential transportation options for Mauldin residents, connecting them to various destinations within Mauldin, Greenville, and surrounding areas. There are two routes that connect to Mauldin: The Simpsonville Connector and the 510 Laurens to Greenville.

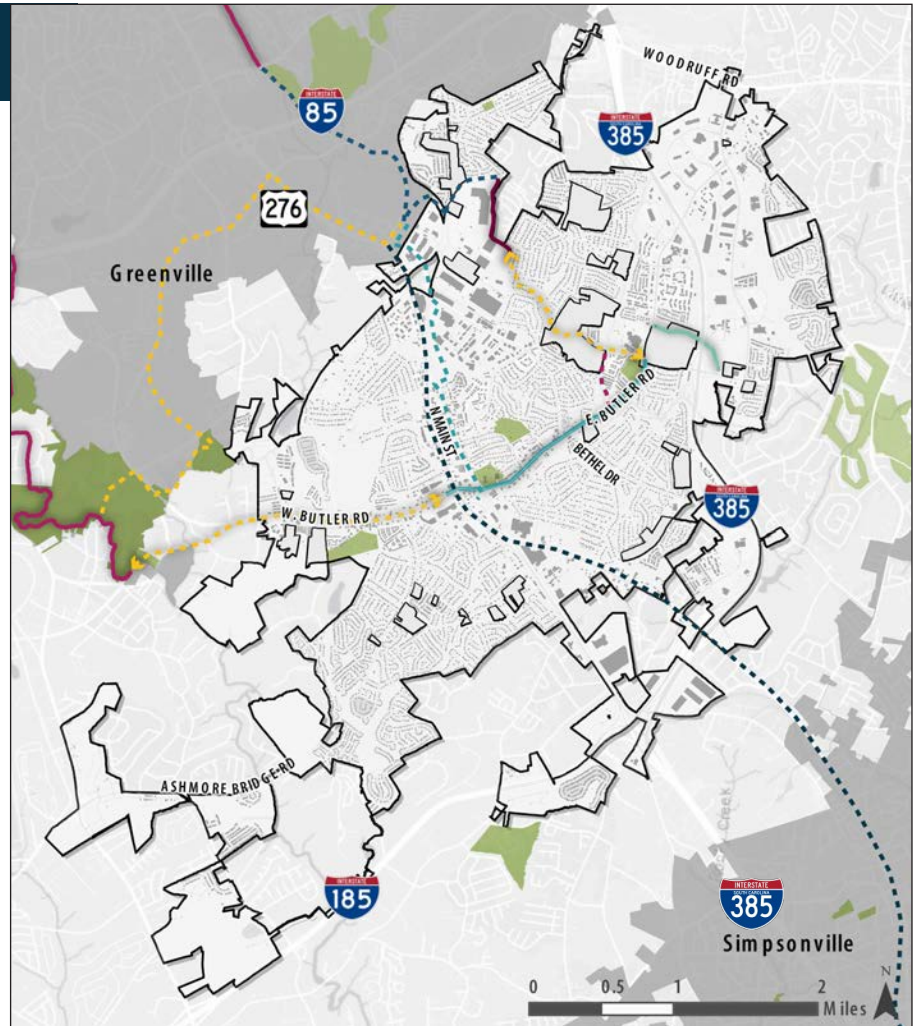
## RAILWAYS

The Carolina Piedmont Railroad is a class III railroad and subsidiary of Genesee & Wyoming Inc. operating in Upstate South Carolina. The railroad cuts through Mauldin; running 34 miles from an interchange with CSX Transportation at Laurens and terminating in East Greenville. In 2008, the railroad accumulated approximately 5,500 annual carloads with primary commodities of plastic resin, gas and wind turbines, food products, forest products, and chemicals. The railroad serves a General Electric Facility that provides high value cargo for the line, shipping several gas and wind turbines via rail on an as-needed basis.

## Trail Systems

In 2009, the Greenville County Economic Development Corporation (GCEDC) initiated a Multimodal Transit Corridor Alternatives Feasibility Study focused on a 3.42-mile section of inactive freight rail line extending from N. Pleasantburg Road in Greenville to just north of Mauldin. This line segment is owned by GCEDC. The study was completed in March 2010 and considered four transit alternatives: commuter rail, light rail transit (LRT), streetcar, and bus rapid transit (BRT). The study envisioned a commuter rail option using existing tracks from Fountain Inn to eastern Greenville and Forrester Road. The service then would continue on the rail corridor owned by GCEDC into Greenville. Of the four alternatives, BRT was ranked highest and was recommended.

Source: SCDOT MMTP Rail Plan



- SWAMP RABBIT TRAIL
- DAVID BATES GREENWAY
- PROPOSED GREENLINK CORRIDOR GREENWAY
- BUILD A BETTER BUTLER
- PROPOSED CONNECTIONS
- MAULDIN TO CU-ICAR
- MAULDIN TO SIMPSONVILLE MAIN STREET GREENWAY
- GLIDER CREEK GREENWAY
- BRIDGEWAY PED. BRIDGE
- PARKS

Source: Greenville County, UGATA, and Benchmark Planning (2024)

## TRAILS & GREENWAYS

Like much of the greater Greenville region, Mauldin features a growing network of trails and greenways both within and around its city limits. A key project, the Build a Better Butler Greenway, will run through the center of the city along Butler Road, with proposed extensions reaching both the southwestern and northwestern boundaries of Mauldin.

On the southwestern end, the greenway is planned to connect to the well-known Swamp Rabbit Trail—a 28-mile multi-use path that links residents to Downtown Greenville and numerous destinations along the way. On the northwestern edge, a connection is proposed to the David Bates Greenway (listed as Forrester Woods Trail on Google Maps), a smaller trail that links nearby subdivisions and light industrial areas within Mauldin’s city limits. Another potential connection between the Swamp Rabbit Trail and the David Bates Greenway could form a regional loop through Mauldin, enhancing connectivity and access.

A trail that is already completed is the BridgeWay Station Pedestrian Bridge, a paved greenway bridge that spans six lanes of I-385. This bridge links the BridgeWay Station development to Bridges Road and provides pedestrian access to the Mauldin City Trail on East Butler Road near Mauldin High School. It is also a planned segment of the Swamp Rabbit Trail extension into Mauldin.

In addition to the Butler Greenway, several other planned trail corridors are highlighted on the City's greenway map:

### **MAULDIN TO CU-ICAR TRAIL:**

A potential Swamp Rabbit Trail extension beginning at the Mauldin Cultural Center. It follows Murray Drive, transitions to a new 12-foot greenway at the Green Street intersection, and continues to North Main Street. The route then follows Forrester Drive, passes the Forrester Park Business Complex and St. Francis Medical Office Building C (Millennium Campus), and terminates at Sara Lane and Innovation Drive. This greenway will connect to an existing network of sidewalks and bike lanes, providing access to the proposed Swamp Rabbit Trail extension along the GCEC corridor.

### **SIMPSONVILLE–MAULDIN MAIN STREET GREENWAY:**

Identified in the GPATS Horizon 2040 Long Range Transportation Plan, this shared-use path will connect Mauldin and Simpsonville and also serve as a future Swamp Rabbit Trail link, forming part of the “Golden Strip Greenways.”

### **GREENLINK CORRIDOR GREENWAY (ICAR LOOP):**

Another proposed route included in the Greenville Trails Master Plan, envisioned to support multimodal transportation options and regional connectivity around the ICAR area.

Together, these trails and greenways form a foundation for a well-connected, accessible, and vibrant pedestrian and bicycle network that will enhance mobility and recreation throughout Mauldin and the surrounding region.

## **BICYCLE AND PEDESTRIAN INFRASTRUCTURE**

### **BIKE TRAILS**

Mauldin, South Carolina, and the broader Greenville County area have been making strides in developing bike infrastructure and expanding trail networks to promote active transportation, recreation, and environmental sustainability. Both Mauldin and Greenville are increasingly focusing on making cycling safer and more accessible for residents, enhancing the overall quality of life by offering opportunities for outdoor exercise and alternative transportation.

While Mauldin has historically been more car-oriented, the city has made recent efforts to improve bike infrastructure and create a more bike-friendly environment. These efforts include the development of bike lanes, multi-use paths, and increased connectivity to surrounding areas. Some key features of Mauldin's bike infrastructure and trail offerings include.

### **Mauldin's Greenway System**

As previously mentioned, Mauldin is working toward expanding its network of greenways and multi-use paths to connect key areas within the city and beyond. These greenways are designed for both pedestrians and cyclists, providing safe, off-road routes for recreational and transportation purposes. The development of these greenways is part of Mauldin's broader effort to enhance its infrastructure and promote more sustainable forms of transportation.

## **Bike Lanes and Roadway Improvements**

As part of its efforts to improve bikeability, Mauldin has introduced bike lanes on several roads and has made improvements to existing streets to accommodate cyclists. These bike lanes are typically found along main roads and corridors, improving safety for cyclists traveling through the city. While the bike infrastructure in Mauldin is still evolving, these enhancements are a step toward creating a more bike-friendly environment.

## **Greenville County Bike Trails**

Greenville County has made more significant strides in developing bike infrastructure and an expansive network of trails. As mentioned previously, one of the most prominent features of Greenville's bike infrastructure is the Swamp Rabbit Trail—a 22-mile-long, multi-use trail that stretches from Downtown Greenville to Travelers Rest. This trail is one of the region's most popular recreational routes, providing cyclists, runners, and pedestrians with a safe and scenic route through parks, natural areas, and along the Reedy River. The Swamp Rabbit Trail is part of a broader effort to connect neighborhoods, parks, and green spaces within the city and county, offering a direct route for commuting as well as recreational cycling. The city of Greenville is recognized for its commitment to making cycling safer and more accessible through the development of bike lanes and bike racks throughout the city. Many of Greenville's streets are designed to accommodate cyclists, with dedicated bike lanes along key roads, such as Main Street and Pendleton Street. Additionally, the city has invested in bike share programs, allowing residents and visitors to rent bikes for short-term use, further enhancing cycling accessibility. The City of Mauldin should work with the City of Greenville to identify key bike route connections.

# RESILIENCY

## SOUTH CAROLINA OFFICE OF RESILIENCY

In 2020, the South Carolina Office of Resiliency was established through SC code §48-62-10. to help the state with housing recovery following a federally declared disaster, mitigation against future flood risks, and resiliency planning. The South Carolina Office of Resilience (SCOR) has developed the Strategic Statewide Resilience and Risk Reduction Plan (Resilience Plan) to guide state investments in flood mitigation and to assist local governments in integrating resilience into their planning efforts. The plan evaluates the state's major watersheds to identify flood risks and potential losses from extreme weather events. It offers strategies for local governments to mitigate these risks and incorporate resilience into hazard mitigation, environmental protection, and economic development initiatives.

SCOR provides technical assistance to local governments, including resources and support for flood risk reduction efforts. The Watershed-Based Resilience Planning Program focuses on resilience planning at the watershed level, facilitating the development and coordination of resilience projects, programs, and policies locally. This program also emphasizes stakeholder input from citizens statewide, which is incorporated into updates of the Statewide Resilience Plan.

Additionally, SCOR has compiled a repository of resilience resources to aid local municipalities and other entities involved in resilience planning. These resources cover various aspects of resilience, including general planning frameworks and specific studies related to South Carolina's flood risks. Through these initiatives, SCOR aims to empower local governments with the tools and knowledge necessary to enhance community resilience against natural disasters.

The Statewide Resilience Plan was last updated

in June 2023. One of the recommendations in the latest update was to bring together the data used into a comprehensive mapping tool- The Resilience Atlas. This platform enables the creation of customized maps by integrating various data sources, thereby supporting informed decision-making for mitigating risks associated with natural hazards. Users can explore datasets relevant to Mauldin's resilience, such as flood risk assessments, infrastructure projects, and environmental considerations. For instance, Greenville County, which includes Mauldin, has been allocated funding through SCOR's Stormwater Infrastructure Program for projects like the Little Creek and North Chastain stream restorations.

## GREENVILLE COUNTY RESILIENCY

At the county level, Greenville County has developed a Multi-Jurisdictional Hazard Mitigation Plan, which includes Mauldin. This plan outlines strategies to mitigate various hazards, including flooding, and emphasizes collaboration among local jurisdictions to enhance community resilience. The Greenville County Multi-Jurisdictional Hazard Mitigation Plan (HMP) is a comprehensive strategy developed to identify and mitigate risks associated with natural hazards affecting Greenville County and its municipalities, including Mauldin. The plan aims to safeguard residents, property, and the local economy by reducing the impact of disasters through proactive measures.

### Key Components of the Plan:

- » Hazard Identification and Risk Assessment: The HMP evaluates various natural hazards such as floods, wildfires, and severe storms, assessing their potential impact on the community.
- » Mitigation Strategies: It outlines specific initiatives and projects designed to minimize or eliminate risks posed by hazards. These strategies encompass structural projects, policy changes, and public education efforts.
- » Multi-Jurisdictional Collaboration: The plan is a collaborative effort involving multiple jurisdictions within Greenville County, including the cities of Greenville, Travelers Rest, Mauldin, Simpsonville, and

Fountain Inn. This cooperative approach ensures a unified and efficient response to hazard mitigation across the region.

- » Plan Maintenance and Updates: Recognizing the dynamic nature of hazard risks, the HMP includes provisions for regular updates and annual progress evaluations to adapt to new information and changing conditions.

### Recent Developments:

In 2023, the Greenville County Council amended the HMP to incorporate the Paris Mountain Wildfire Mitigation Plan as an annex. This addition addresses specific wildfire risks in the Paris Mountain area, highlighting the plan's adaptability to emerging threats.

By implementing and regularly updating the Hazard Mitigation Plan, Greenville County demonstrates a commitment to enhancing community resilience and reducing the long-term risks associated with natural disasters.

The Greenville County Emergency Management Department (GCEMD) is in charge of planning, integrating, and implementing all emergency management and Homeland Security related activities for Greenville County. The GCEMD lists the following hazards as areas of concern for the county:

### Natural Hazards:

- » **Drought:** Greenville County experienced 10 drought events from 2008 to 2020 (NOAA).
- » **Earthquake:** The Brevard and Pax Mountain fault systems cross northern Greenville County. Since 1997, three minor earthquakes (2.2–2.5 magnitude) have been recorded. The 1886 Charleston earthquake was the most significant in state history.
- » **Flooding:** The county has the highest flood-related losses in South Carolina. It experiences dam/levee failures, drainage issues, flash floods, and riverine flooding. Since 1970, 112 flooding events have occurred, causing over \$11 million in damages.
- » **Hurricanes/Tropical Storms:** Inland flooding is the

greatest risk. Tropical Storm Jerry (1995) dropped over 15 inches of rain.

- » **Infectious Disease/Public Health Emergencies:** Outbreaks can strain healthcare resources and require rapid response.
- » **Severe Weather:** From 2008–2020, the county had 204 thunderstorm wind events, 196 hail events, and three lightning incidents. In April 2020, three tornadoes, including two EF2s, caused significant damage and injuries.
- » **Winter Storms:** Between 2008–2020, Greenville County experienced eight heavy snow events, nine winter storms, and 29 winter weather incidents. A major 2005 storm led to a federal disaster declaration.
- » **Wildfires:** Growing development in forested areas increases wildfire risks. The 2016 Pinnacle Mountain fire burned over 10,600 acres, with \$4.5 million in damages.

### Technological Hazards

- » **Communications Failure:** A major disruption in public or private communication systems, including transmission lines, broadcast stations, and software, caused by equipment failure, human actions, or disasters.
- » **Mass Power Failure:** The loss of commercial power affecting at least 1,000 customers for 24 hours due to utility or substation failures.

### Human Hazards

- » **Active Shooter/Hostile Action:** Unpredictable incidents where an individual actively harms others, often with firearms, leading to mass casualties.
- » **Civil Disturbance:** Unrest stemming from social or political tensions, such as controversial legal or law enforcement actions.
- » **Terrorism & Cyber Terrorism:** The County's critical infrastructure and population centers make it vulnerable to various terrorist threats. Cyber terrorism poses risks despite security measures like firewalls and virus protection, especially if security protocols are not followed.

## Hazardous Materials

- » **Hazardous Materials Spill:** Greenville County has the highest concentration of facilities handling Extremely Hazardous Substances (EHS) in South Carolina, with significant risks from industrial sites and transportation routes. It also has the most Toxic Release Inventory (TRI) and Superfund sites in the state.
- » **Nuclear Accident:** Within the 50-mile emergency planning zone of the Oconee Nuclear Station, the county could be affected by radioactive releases impacting air, water, and food supplies. It also serves as a host county for evacuees from Pickens County.
- » **Pipeline Accident:** Hazardous spills from gas and petroleum pipelines (Colonial Pipeline, Kinder Morgan) pose risks to public safety and the environment. The 1996 Reedy River spill, one of the largest inland oil spills in U.S. history, released nearly 1 million gallons of fuel oil.

## CITY OF MAULDIN RESILIENCY EFFORTS

Mauldin, South Carolina, has undertaken several initiatives to enhance its resilience against natural hazards, particularly flooding:

### Stormwater Management and Public Engagement

In 2022, Mauldin collaborated with KCI Technologies to develop a comprehensive stormwater master plan. This initiative involved surveying the city's stormwater infrastructure to identify flooding hot spots. Funded by a \$500,000 FEMA Building Resilient Infrastructure and Communities (BRIC) grant awarded in partnership with the City of Fountain Inn, the project aims to create an actionable plan for infrastructure improvements. Public input has been integral to this process, with meetings held to gather residents' experiences and concerns regarding drainage issues.

### Regulatory Measures and Planning

Mauldin has implemented ordinances focused on flood damage prevention, acknowledging the risks posed

by special flood hazard areas. These regulations are designed to mitigate loss of life and property, as well as health and safety hazards associated with flooding. Additionally, the City's Comprehensive Plan serves as a road map for future growth and development, incorporating strategies to address natural hazards and promote community resilience.

### Emergency Preparedness and Response

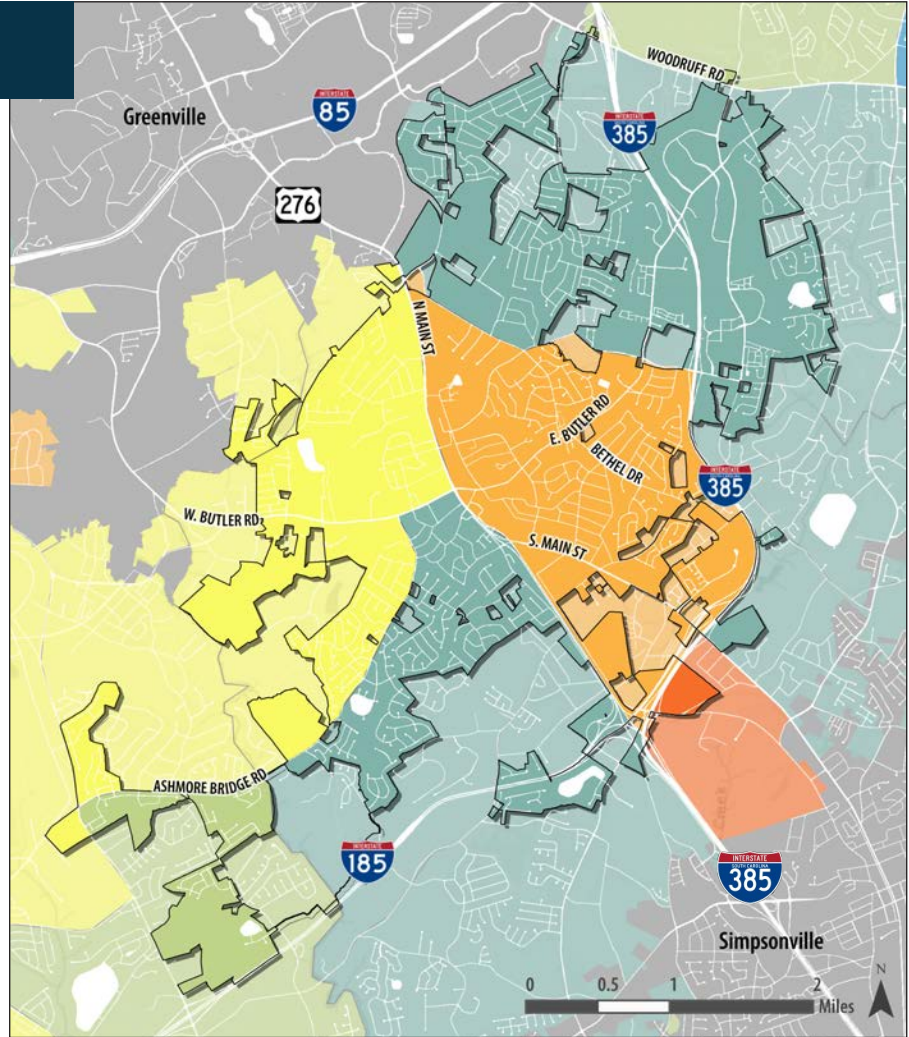
The Mauldin Fire Department operates four stations staffed by over 50 professionals, providing emergency services to approximately 40,000 residents across 23.5 square miles. The department maintains a Class 1 ISO rating, reflecting its high standards in emergency response. Furthermore, Mauldin collaborates with Greenville County Emergency Management, which offers resources and guidance on disaster preparedness for various natural hazards.

Through these combined efforts in infrastructure planning, regulatory measures, and emergency services, Mauldin is actively working to enhance its resilience against natural disasters and ensure the safety and well-being of its community.

## Social Vulnerability

### SOCIAL VULNERABILITY

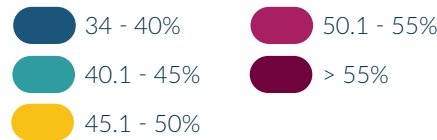
Social vulnerability refers to the ability of individuals and communities to prepare for, respond to, and recover from hazards such as natural disasters, economic disruptions, or public health crises. It is influenced by factors such as socioeconomic status, age, disability, access to resources, and community infrastructure. Populations with higher social vulnerability often face greater challenges in disaster preparedness and recovery due to limited financial means, healthcare access, or social support networks. Understanding social vulnerability helps policymakers and planners develop targeted strategies to enhance resilience and reduce risks for at-risk communities.



PERCENT OF POPULATION WITH RISK FACTORS

Source: Centers for Disease Control (2022)

Census data on social vulnerability looks at several factors including the following:



- Income to poverty ratio
- Single Caregiver Households
- Unit Level Crowding
- Communication Barriers (Limited English/ No high school diploma)
- No full time Employment in household
- Disability
- No Health Insurance coverage
- Over the age of 65
- No Vehicle Access
- No Broadband Access

The map highlights which census tracts around the City of Mauldin have a predominant portion of the population (over 34%) with one or more of these risk factors.

# PRIORITY INVESTMENT

## INTRODUCTION

The Priority Investment Element is intended to help prioritize and allocate funding for infrastructure improvement projects identified in the other elements of the Comprehensive Plan. This element also analyzes potential federal, state, and local funding available for public infrastructure and facilities over the next ten years, and recommends projects for expenditure of these funds. The recommendations in this element will be coordinated with adjacent and relevant jurisdictions as applicable.

Many communities tie this element into a five year Capital Improvements Plan (CIP). The traditional CIP is a great way to schedule improvements based on available financial resources. This also helps guide investments based on the direction set forth in the Comprehensive Plan and allows for programming and prioritization of longer term projects based on projected resources. In cases where no formalized CIP exists, such as Gaffney, this element can serve as the CIP or the catalyst for developing one.

## POTENTIAL FUNDING SOURCES

### Regional Funding

» The *Appalachian Council of Governments (ACOG)* is one of ten South Carolina councils designed to serve as a connection between local governments and State and Federal programs. The ACOG works with Gaffney to identify and coordinate regional development, strengthen services, and improve coordination. Specifically, they provide assistance with public administration, planning, information systems and technology, grants, workforce development, and services for the elderly population. Major federal funding sources include the Appalachian Regional Commission, Economic Development Administration,

US Department of Housing and Urban Development, Workforce Innovation and Opportunity act, and Older Americans Act.

### State Funding

- » *Community Development Block Grant (CDBG)* funds are available through both the US Department of Housing and Urban Development and the State Department of Commerce. CDBG funds can be used to assist local governments in a variety of projects, such as community infrastructure, job creation, neighborhood revitalization, and public facilities.
- » *Municipal Association of South Carolina (MASC)* awards Hometown Economic Development Grants of up to \$25,000 to support economic development projects that will make a positive impact on a municipality's quality of life. The grant program also promotes and recognizes innovation in economic development practices.
- » *South Carolina Arts Commission (SCAC)* provides a range of grants aimed at increasing public access to the arts. These include grants for art programming, increasing access to people with disabilities, and recognition of a cultural district.
- » *South Carolina Department of Archives and History (SCDAH)* helps administer federal historic preservation and planning funds to local governments through planning and preservation grants. These grants can be used to help fund historic district plans, facade improvement programs, and rehabilitation projects.
- » *South Carolina Department of Parks, Recreation, and Tourism (SCPRT)* offers a number of grant opportunities to local governments for tourism marketing, new parks and trails, and improvements to existing recreational facilities.
- » *South Carolina Department of Transportation (SCDOT)* administers community based projects through multiple federal programs. Local governments are amongst the list of eligible applicants for a few of these. Notably are

the Transportation Alternatives Program (TAP), which is a reimbursement-based grant program that funds pedestrian facilities, bicycle facilities, and streetscape projects. SCDOT also administers Safe Routes to School (SRTS) funding, which may be used for infrastructure improvements, education, encouragement, and enforcement programs that enable and encourage children to safely walk and bicycle to school.

- » *South Carolina Forestry Commission (SCFC)* has several grant opportunities to assist local governments with geographic information systems studies, tree surveys, and environmental protection projects.
- » *South Carolina Rural Infrastructure Authority (RIA)* has a Basic Infrastructure Grant Program which can be used to offset local infrastructure projects.

### Federal Funding

- » The *Federal Economic Development Administration (EDA)* offers economic development grants for infrastructure to local governments. Eligible projects include the development of economic development plans in under-served areas, technology-based economic development initiatives, and opportunity zone work.
- » The *Federal Transportation Administration (FTA)* provides funding to local governments for public transit system development, including buses, subways, and commuter rail.
- » The *United States Department of Agriculture (USDA)* provides several grant opportunities to rural communities throughout the State. Some of the key programs include community facilities grants / loans, water and wastewater disposal loans / grants, and rural business development grants.

### COORDINATION

To effectively manage growth and development, the Priority Investment Act requires local governments to coordinate with adjacent relevant jurisdictions

and agencies before recommending projects for public expenditure. To facilitate this process, the Act encourages local governments to maintain a list of these jurisdictions and agencies so that they can be effectively included in major development decisions. In Mauldin, the list of relevant agencies and jurisdictions to coordinate with include:

### Local Governments

- » City of Fountain Inn
- » City of Greenville
- » City of Greer
- » City of Simpsonville
- » City of Travelers Rest
- » Greenville County

### Regional Agencies

- » Appalachian Council of Governments
- » Carolina Thread Trail

### School Districts

- » Greenville County School District

### Utility Providers

- » AT&T
- » Charter / Spectrum Communications
- » Duke Energy
- » Greenville Water
- » Laurens Electric Cooperative
- » Piedmont Natural Gas
- » Renewable Water Resources
- » Ripple Fiber

### State Agencies

- » South Carolina Department of Commerce (SCDOC)
- » South Carolina Department of Environmental Control (SCDEC)
- » South Carolina Department of Parks, Recreation, and Tourism (SCPRT)
- » South Carolina Department of Transportation (SCDOT)

## Priority Investment Areas

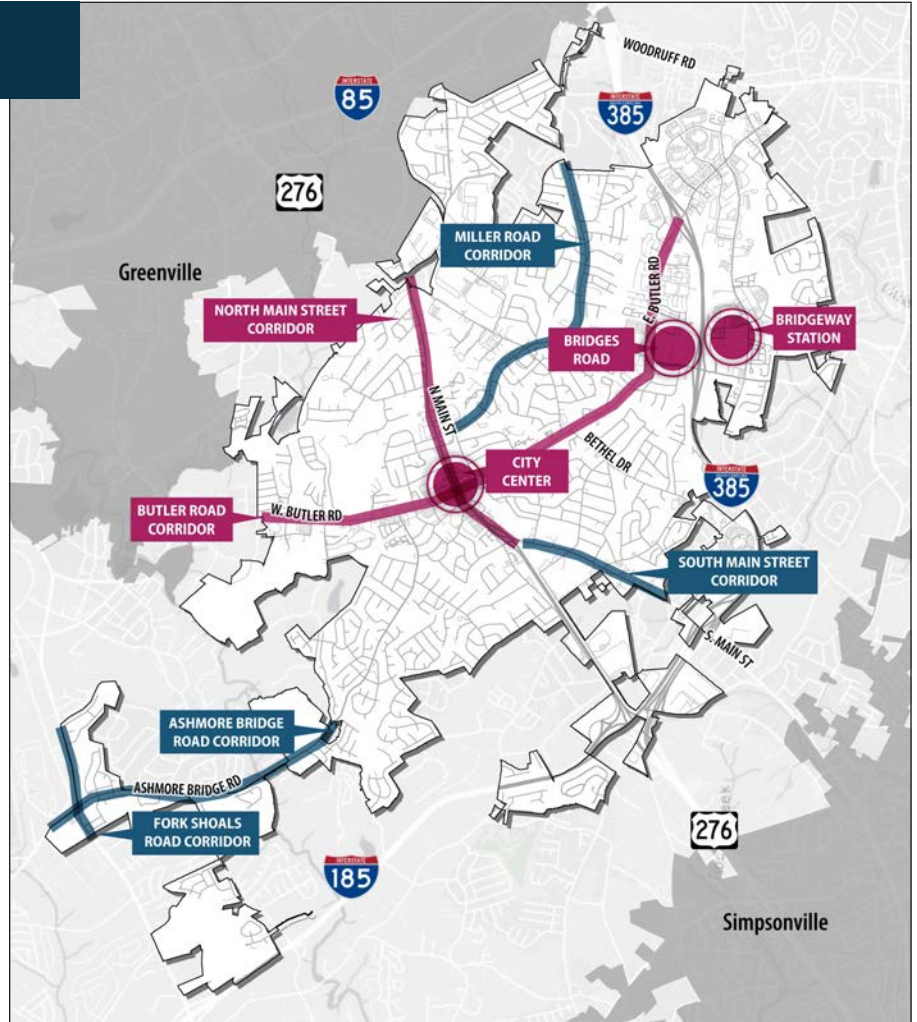
### PRIORITY INVESTMENT AREAS

The Priority Investment Act allows local governments to use market-based incentives to encourage the development of traditional neighborhood designs and housing in designated priority investment areas. Currently, the City has five primary priority investment areas:

- » BridgeWay Station
- » Bridges Road Area
- » City Center Area
- » North Main Street Corridor
- » Butler Road Corridor

There are also four secondary investment areas:

- » Fork Shoals Road Corridor
- » Ashmore Bridge Road Corridor
- » Miller Road Corridor
- » South Main Street Corridor



### PRIORITY INVESTMENT AREAS



### CAPITAL IMPROVEMENT PROJECTS

The City develops a five-year Capital Improvement Plan (CIP) which identifies current and future fiscal requirements and is the basis for determining annual capital budget expenditures. The primary sources of funding for the CIP are sewer fee revenues, hospitality and accommodations tax revenues, general fund revenues, and capital project fund revenues. The most recent CIP was adopted for FY2025 - 2029, though this will be updated in the summer of 2026 as part of the annual budgeting process.

# PLAN MAULDIN

