

MINUTES
COMMITTEE ON PLANNING AND DEVELOPMENT
October 5, 2015
CONFERENCE ROOM D – COUNTY SQUARE
5:00 PM

Pursuant to the Freedom of Information Act, notice of the meeting, date, time and place of the agenda was posted on the bulletin board at the entrance of the Council Office and mailed to the newspapers, radio stations, television stations and concerned citizens.

COMMITTEE MEMBERS PRESENT:

Joe Dill, Chairman
Lottie Gibson, Vice Chair
Sid Cates
Willis Meadows
Fred Payne

COMMITTEE MEMBERS ABSENT:

STAFF PRESENT:

Phoenikx Buathier
Dean Campbell
Paula Gucker
Helen Hahn
Kris Kurjiaka
Scott Park
Eric Vinson
Alan Willis

COUNCIL MEMBERS PRESENT:

Joe Ballard

PLANNING COMMISSION MEMBERS PRESENT

Metz Looper

CALL TO ORDER

Chairman Dill called the meeting to order at 5:04 p.m.

INVOCATION

Mr. Meadows provided the invocation.

APPROVAL OF THE MINUTES OF THE SEPTEMBER 14, 2015 MEETING

MOTION: By Mr. Meadows to approve the minutes of the September 14, 2015 Committee meeting as presented. The motion carried unanimously by voice vote.

ZONING DOCKETS

Alan Willis presented the following Docket

DOCKET NUMBER: CZ-2015-56

APPLICANT: Chris Przirembel, Gray Engineering for Marcelo Torricos, Torricos LLC
chrisprz@grayengineering.com 864-297-3027

PROPERTY LOCATION: NW corner of West Georgia Road and Mimms Road

PIN/TMS#(s): 0594020101500

EXISTING ZONING: R-R1, Rural Residential

REQUESTED ZONING: R-S, Residential Suburban

ACREAGE: 41.93

COUNCIL DISTRICT: 25 - Gibson

ZONING HISTORY: The parcel was originally zoned in 2000 as part of Area 14.

EXISTING LAND USE: Agricultural, Vacant

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	R-R1	single-family residence and vacant land
East	R-R1	church and vacant land
South	R-R1	single-family residence
West	R-R1, R-7.5	single-family residence

WATER AVAILABILITY: Property is under Greenville Water’s service district but main would need to be extended to service property.

SEWER AVAILABILITY: No sewer available to service this parcel.

FUTURE LAND USE:

The subject property is part of the Imagine Greenville comprehensive plan and is designated as *Residential Land Use 1* which prescribes 0.3 units to 3 dwelling units per acre.

DENSITY WORKSHEET:

The following scenario provides the potential capacity of residential units based upon county records for acreage.

	Zoning	Zoning Density	GIS Acres	Total Units
Current	R-R1	1 unit/acre	41.93	42 units
Requested	R-S	1.7 units/acre	41.93	71 units

A successful rezoning may allow up to 29 additional units.

ROADS:

Georgia Road: two-lane, State-maintained minor collector
Mimms Rd: two-lane, local

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
West Georgia Road	0' S	1,550	1,250 (-19.3%)	1,200 (-4%)
Sandy Springs Road	4,200' N	3,100	3,300 (6.4%)	2,700 (-18.1%)
Augusta Road (US-25)	5,600' NW	16,200	14,800 (-8.6%)	14,600 (-1.4%)

SUMMARY:

The subject parcel is 41.93 acres of mostly wooded and vacant land. The property is located to the east of Augusta Road (US-25) and West Georgia Road intersection. Approximately 1,200 feet of frontage exists along West Georgia Road and 1,000 feet of frontage exists along Mimms Road.

The subject property is currently zoned R-R1, Rural Residential. The purpose of this district is to provide a low density housing option in areas that are rural in character and are not necessarily served by public water or sewer. The restrictions contained in this district also are intended to preserve trees and to protect natural amenities within the rural portions of the County.

The requested rezoning is R-S, Residential Suburban. The purpose of this district is to provide reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in character. Provision is made for reduction of the minimum lot size where public or community sewerage and water systems are available.

CONCLUSION:

The applicant identified their proposed use as a single-family residential. It is staff's opinion the requested zoning for this parcel would have significant impact on the area's rural character and recent development pattern. This area is distinguished by small farms and large tracts with single-family houses. Furthermore, recent subdivisions including The Farm at Sandy Springs, Woodmont Estates, and Taylor Estates all utilized the existing R-R1 zoning.

A history exists of maintaining the R-R1 zoning established since 2000. Prior to this direction, commercialization and higher density residential (Canterbury Subdivision, 1972) along Augusta Road persisted. The new direction to maintain more rural conditions was reinforced through two unsuccessful rezoning applications, CZ-2013-31 and CZ-2000-62, requested R-S, Residential Suburban; and C-1, Commercial, respectively. Since 2000, the objective in this area has been one of maintaining the rural character and preserving a farmland feel.

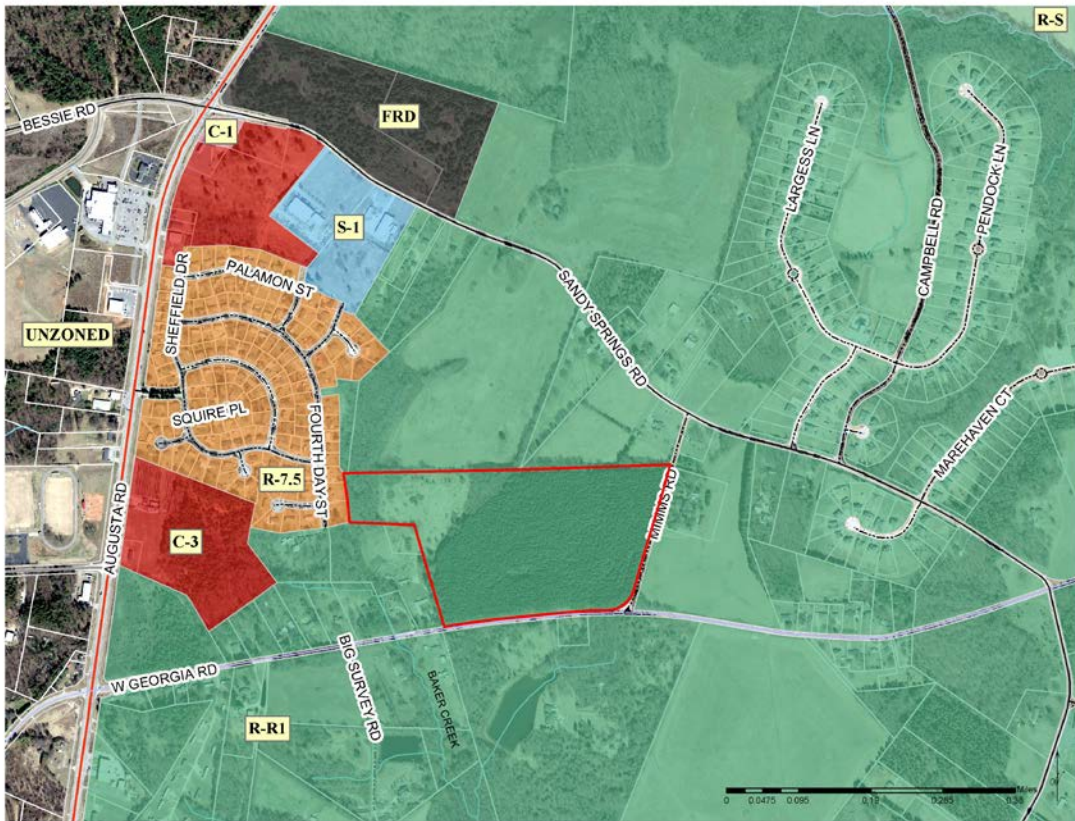
This application is requesting nearly twice the density of the existing zoning with further intensity possible through an Open Space option. So too does the existing zoning allow for an Open Space option, but that requires 40% open space, compared to only 30% if this application is approved. This parcel has already been subject of two preliminary plat submissions (2005, 2007), both proposing 35 lots; and the status of the last as a valid approval.

Together with the lack of sewer and only basic road infrastructure (with no plans to upgrade either system), rezoning applications to higher intensity are unnecessary to match recent emerging development patterns.

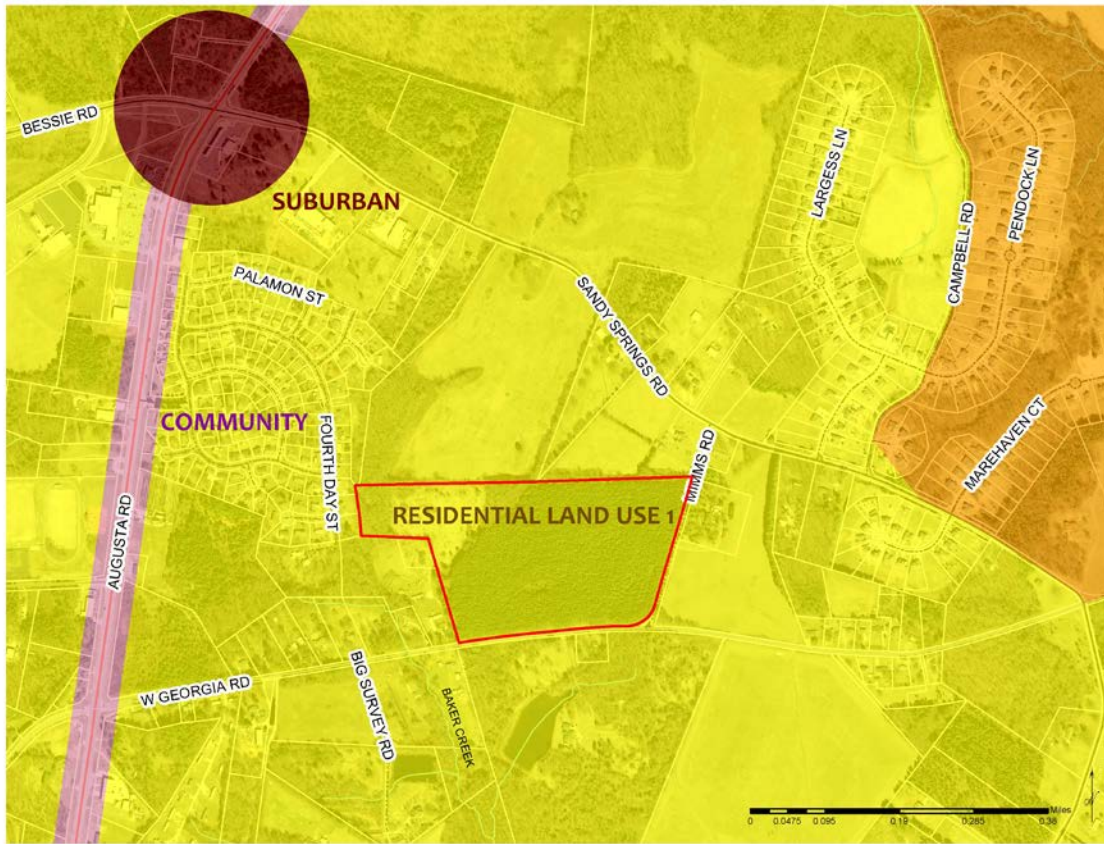
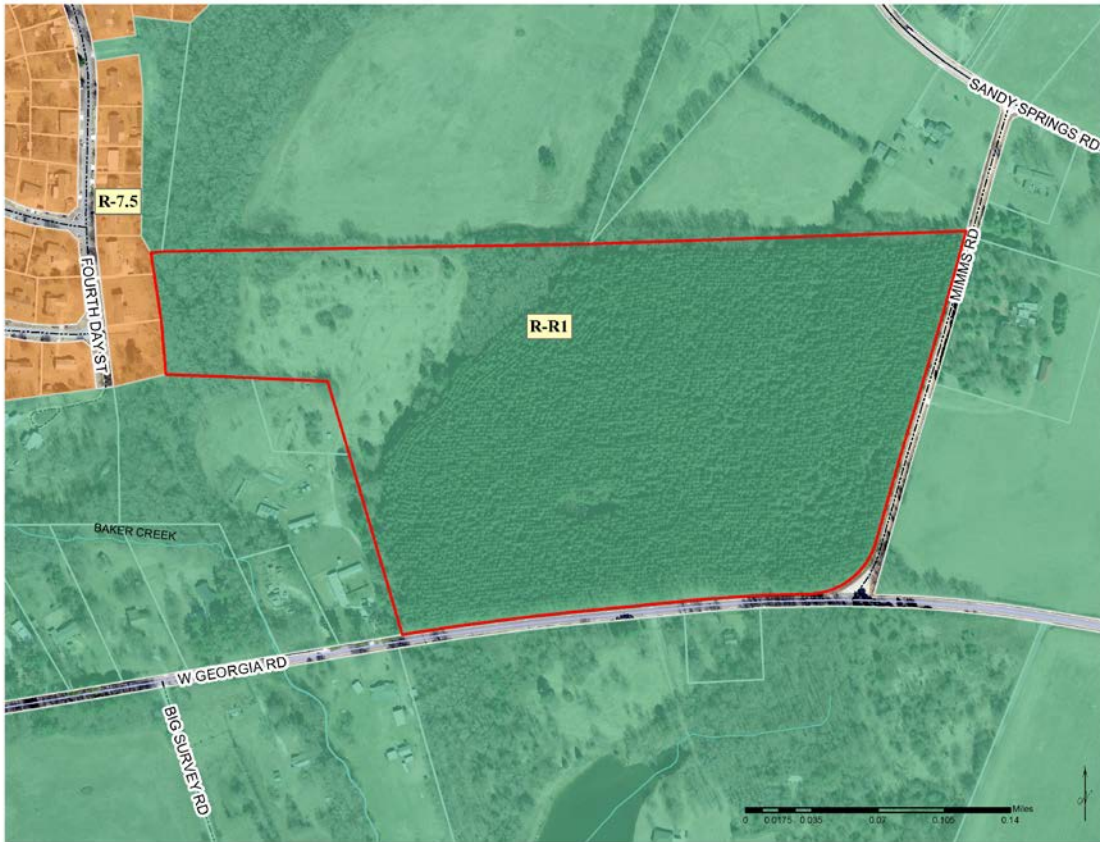
Therefore, based on these reasons, staff maintains the current zoning is appropriate for this area and recommends denial of the application to rezone from R-R1, Rural Residential to the R-S, Residential Suburban. The Planning Commission also recommends denial.



Aerial Photography, 2014



Zoning Map



Future Land Use Map, Image Greenville

Mr. Payne stated he had spoken with Mr. Bedingfield who stated after speaking with the applicant's representative he would request the Committee hold the item and return for further consideration.

Mr. Payne stated he had spoken with Mr. Ballard and both agreed on several issues and Mr. Payne expressed their concerns. He pointed out Augusta Road was an artery which could support significant development into southern Greenville County. He stated the problem for development in the area was water. Water lines were extended by the county down to the Twin Chimneys Landfill, almost to the Laurens County line. Water is potentially available, and available to the property in discussion, about 1000 feet away. Mr. Payne stated what was not available to the area was sewer line. One problem he stated was Metro's lines are not coincident with ReWa. If they could both get aligned they could work better together to plan a solution not only to this piece of property but for hundreds of pieces of property. Mr. Payne stated his petition to staff and County Council members was to plan to do this development properly and that is to create a sewer system, a public sewer system that would allow improved densities like the kind the applicant is asking for without having to use septic tanks which is one of the limiting features for the property discussed now.

Dr. Cates questioned how can County Council influence the building of sewer lines?

Mr. Payne stated perhaps Ms. Gucker could answer the question. He stated he felt the reason I-185 has not developed the ridership was due to not having access to water or sewer nor does it have the right zoning.

After further discussion regarding sewer the following motion was made.

MOTION: By Mr. Payne to hold CZ-2015-56 until the next Committee meeting. The motion carried with one in opposition (Gibson).

Mr. Willis presented the following:

Scott Park clarified staff's recommendation as approval if only the northern portion of the property were to be rezoned. Staff was recommending denial of the rezoning of the southern portion of the property. Additionally he stated the applicant was willing to have the request amended to reflect the rezoning of only the northern half.

DOCKET NUMBER: CZ-2015-57

APPLICANT: Chris Przirembel, Gray Engineering for J. Vaughn Jr. Trust (Ann Stephens)
chrisprz@grayengineering.com 864-297-3027

PROPERTY LOCATION: Neely Ferry Road, West of Fairview Road

PIN/TMS#(s): 0566010103300

EXISTING ZONING: R-S, Residential Suburban

REQUESTED ZONING: R-15, Single-Family Residential

ACREAGE: 113.35

COUNCIL DISTRICT: 26 -Ballard

ZONING HISTORY: The parcel was originally zoned R-S in 1994 as part of Area 10.

EXISTING LAND USE: Agricultural Vacant, Wooded, Electrical Substation

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	R-15	single-family residential (Fairview Pointe SD)
East	R-S	single-family residential, agricultural improved
South	R-S	single-family residential (Ridgefield, SD)
West	R-S	single-family residential, agricultural improved (Knoll Creek, SD)

WATER AVAILABILITY: Greenville Water

SEWER AVAILABILITY: Some of this parcel is in Metro District. If the entire parcel will be developed a small portion on the eastern side abutting Neely Ferry Rd and a small portion on the western side abutting Nelly Ferry Rd along with the property located on the South West side of Neely Ferry Rd will need to be annexed into the District. Sewer is available for the portion of the property located on the North East side of Neely Ferry Rd. The portion located on the South West side of Neely Ferry Rd (and not in the Metro district) may have problems accessing the sewer due to elevations. An upgrade of the existing Metro pump station may be required in order to serve this property.

FUTURE LAND USE: The subject property is part of the Imagine Greenville comprehensive plan and is designated as *Residential Land Use 2* which is prescribed at 3 to 6 units per acre.

DENSITY:

Zoning	R-S (Current)	R-15 (Requested)
Density	1.7 units/acre	2.9 units/acre
Allowable Units (113 acres)	192	328

ROADS: Neely Ferry Road: two-lane, local maintained minor collector

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
Fairview Road	7,000' S	8,900	9,600 (7.9%)	8,400 (-12.5%)
Fairview Road	15,400' N	24,100	24,000 (-0.4%)	22,500 (-6.3%)

SUMMARY:

The subject property is 113.35 acres of mostly wooded and pastured property located to the north of the intersection between Neely Ferry Road and Fairview Road. Approximately 1,200 feet of frontage exists along Neely Ferry Road on the north side and approximately 1,200 feet of frontage on the south side as the property is split by Neely Ferry Road. In addition to blueline streams within the property, both the Northern and Southern boundaries are made up of blueline streams: a tributary of Payne Branch to the North and Cripple Creek to the South. Significant electrical transmission lines and a substation located across the property.

The subject property is currently zoned R-S, Residential Suburban. The purpose of this district is to provide reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in

character. Provision is made for reduction of the minimum lot size where public or community sewerage and water systems are available.

The requested rezoning is R-15, Single-Family Residential. These residential districts are established as areas in which the principal use of land is for single-family dwellings and for related recreational, religious, and educational facilities normally required to provide an orderly and attractive residential area. The regulations for these districts are intended to discourage any use which, because of its characteristics, would interfere with the development of or be detrimental to the quiet residential nature of the area included in the districts.

The applicant identified their proposed use as a single-family residence.

CONCLUSION:

It is staff's opinion that this requested rezoning is consistent with the County comprehensive plan; however, staff recommendation is split due to differences in access to available sewer between the northern and southern portions of the subject site.

The southern portion has significant site constraints and limited access to sewerage service that limits support for higher densities. Concomitantly, the applicant has recently changed the intent of the project, and has requested to refocus the application on only the northern portion of the parcel.

Inadequate information exists to determine the effect of increased traffic on roadway volumes. Increased traffic that will be dedicated to Fairview Road is significant. Within a mile radius, this application represents the seventh application, among 340 acres, for increased residential density over 630 units since 2000 (CZ-2000-72, CZ-2001-10, CZ-2001-56, CZ-2003-86, CZ-2004-35, CZ-2007-29), without including the proposed request to add 123 units to an apartment complex to the north (CZ-2015-49). Future scope and timing to upgrade Fairview Road capacity has yet to be identified in the GPATS Transportation Improvement Plan.

In particular, it should be noted that this property as a whole has significant natural resources and transmission conveyances. Waterways and significant topography as well as multiple utility easements including power and gas are included within the boundaries adding additional challenges to develop the site.

Based on these reasons, and in support to the applicant's proposed update to the application boundary, staff recommends approval to rezone the northern portion, but denial to rezone the southern portion of the subject site from R-S, Residential Suburban, to R-15, Single-Family Residential.

If the applicant is successful in amending the application to only include the northern portion, north of Neely Ferry Road, then staff recommends approval for reasons stated above. The Planning Commission recommended approval if amended also.

MOTION:

By Mr. Meadows to approve rezoning the northern portion of the property and deny the rezoning of the southern portion of the property of CZ-2015-57.

Ms. Gibson shared the following information which she received from Council member Ballard.

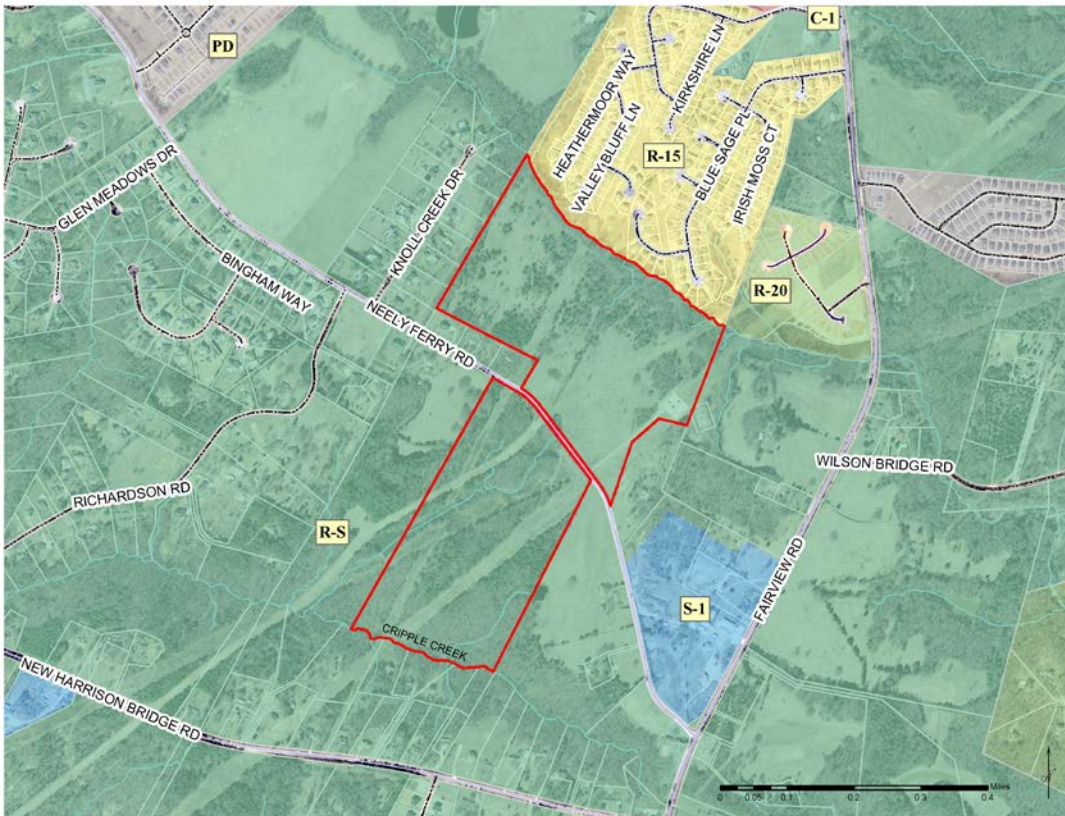
“Even though this request is to be amended, I am opposed to it for several reasons. The area bounded by Fairview Road, Harrison Bridge Road and Neely Ferry Road has exploded with development in the past few years. Harrison Bridge Road and Fairview Road need to be expanded with additional lanes now. The intersection of Neely Ferry Road and Fairview Road is a very dangerous intersection. Several accidents occur there each year and some have been fatalities. The sewer available in this area will require an upgrade to handle anymore development. For these reasons and other reasons, I am asking the Committee to deny the request “

Tony Cirelli, Planning Consultant , 148 Arthur Road Pendelton, SC addressed the Committee members in favor of the proposed. He also echoed the amendment to the original request.

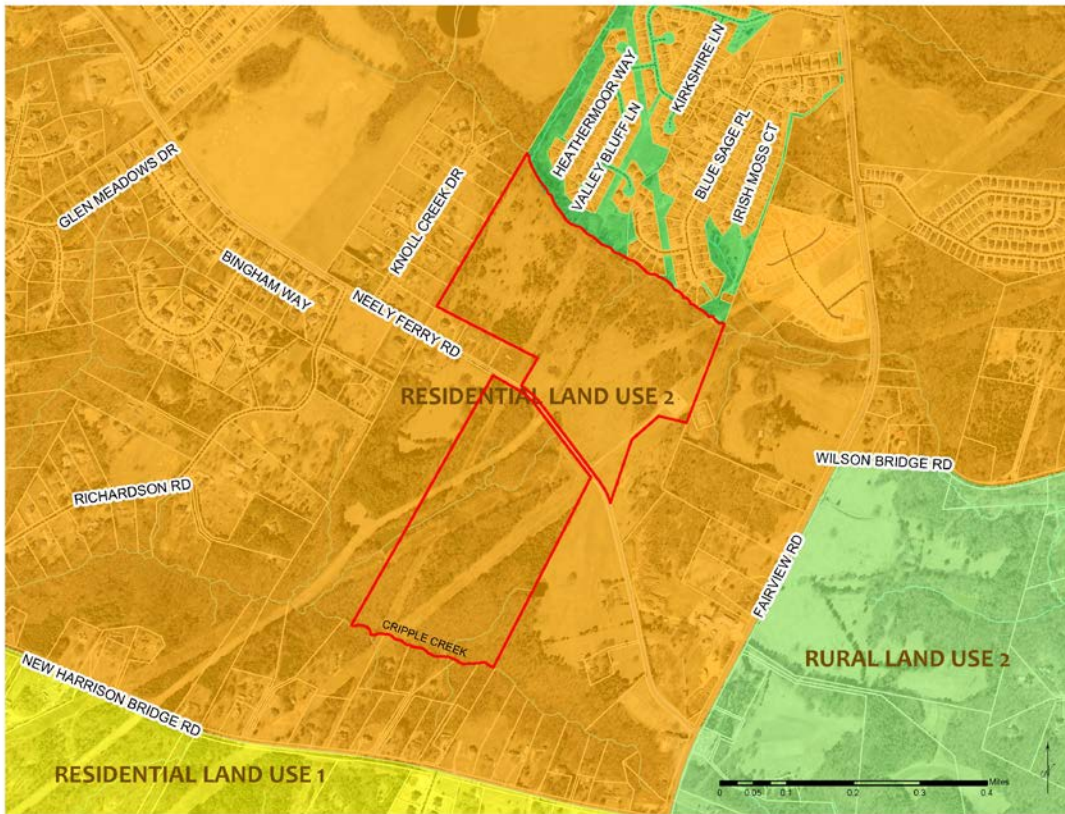
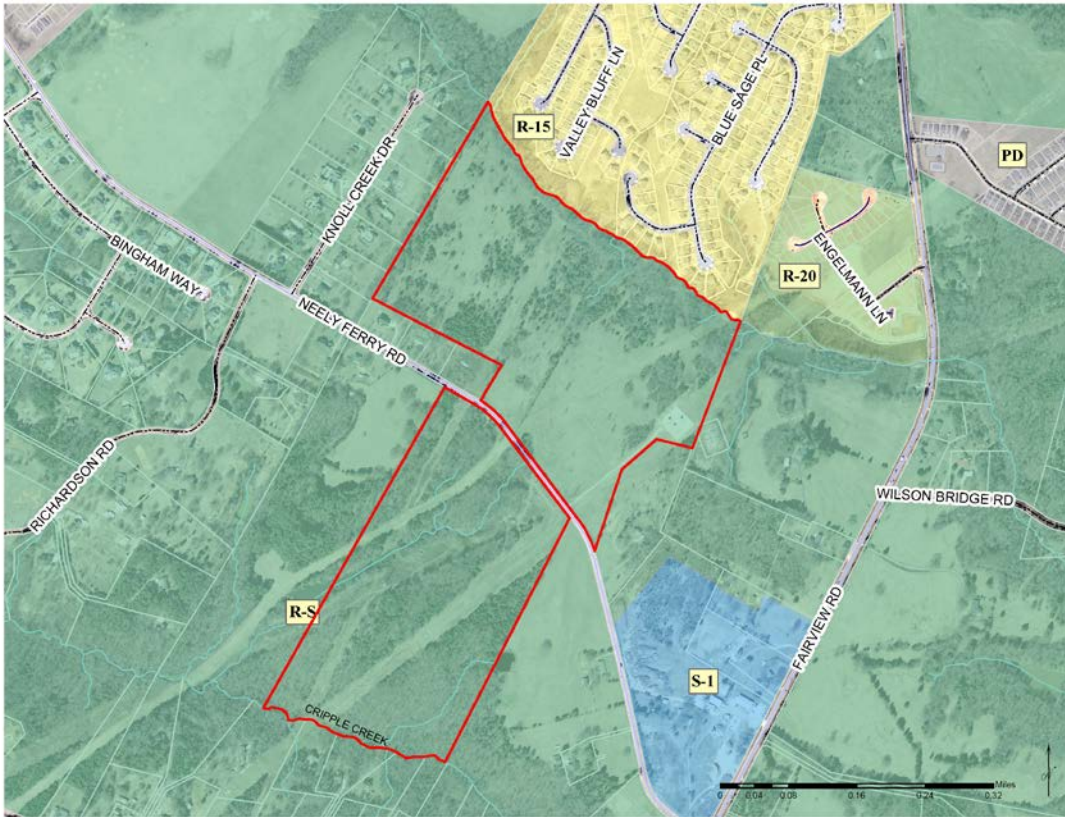
Motion to approve CZ-2015-57 as amended carried by voice vote with two in opposition (Gibson and Payne).



Aerial Photography, 2014



Zoning Map



Future Land Use Map

Mr. Willis presented the following:

DOCKET NUMBER: CZ-2015-58

APPLICANT: Central Realty Holdings, LLC for Archie L. Honbarrier Trust and Cenco Inc. (c/o Bank of America, Tony Joiner)

PROPERTY LOCATION: 5320 Honbarrier Drive

PIN/TMS#(s): 0533040100707; 0533040100529; 0533040100528; 0533040100519; 0533040100520; 0533040100700 (portion)

EXISTING ZONING: S-1, Services District and R-S, Residential Suburban

REQUESTED ZONING: R-M11, Multifamily Residential

ACREAGE: 35.98

COUNCIL DISTRICT: 21 - Burns

ZONING HISTORY: The parcels were originally zoned in May 1971 as part of Area 2. The application to rezone 0533040100519 and 0533040100520 from R-S to S-1 was approved in 1977, CZ-1977-24. There was an unsuccessful PD, Planned Development rezoning request in 2006, CZ-2006-86.

EXISTING LAND USE: truck terminal, storage, wooded, vacant

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	S-1	Restaurants
East	S-1	Commercial and Boiling Springs Fire Station
South	S-1, I-1 & R-M20	Businesses, manufacturing business and multifamily residential (Ivybrooke SD)
West	R-S	single-family residential

WATER AVAILABILITY: Parcels 0533040100700 and 0533040100529 have access to water through Greenville Water. Parcels 0533040100707; 0533040100528; 0533040100519 and 0533040100520 are in Greenville Water's service district but supply may have to be extended.

SEWER AVAILABILITY: Metro District: No lines in the area. The area could possibly be served through a connection to a ReWa Line adjacent to the property.

FUTURE LAND USE:

All subject property is part of the Imagine Greenville comprehensive plan. A portion is designated as *Residential Land Use 2* which prescribes 3 to 6 units per acre.

Parcel 0533040100700 and a small portion of 0533040100707 are designated as a Super Regional Center. These centers serve the overall County and the region for shopping, recreation, and employment needs. This type of center contains the largest scale retail and service offerings such as large hotels, movie theaters, shopping malls, specialty big box stores, large-scale office parks along with factory and warehousing services.

DENSITY WORKSHEET:

The following scenario provides the potential capacity of residential units based upon county records for acreage.

	Zoning	Zoning Density	GIS Acres	Total Units
Current	R-S	1.7 unit/acre	2.0	3 units
	S-1	0 unit/acre	33.98	0 units
Requested	R-M11	11 units/acre	35.98	395 units

ROADS:

Honbarrier Drive: two lane, State-maintained minor arterial
Garlington Road: two lane, State-maintained major collector

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
Garlington Road	2,800' S	5,900	6,400 (8.4%)	6,800 (6.2%)
Pelham Road	4,100' SE	20,800	19,900 (-4.3%)	20,500 (3%)

SUMMARY:

The subject property is 35.98 acres of storage, truck terminals, and vacant, wooded land. The property is located southeast of Interstate 85 and Pelham Road intersection. The property is also located east of Garlington Road and Pelham Road intersection. Approximately 1,200 feet of frontage exists along Honbarrier Drive. Approximately 40 feet of frontage exists along Garlington Road. Significant topography and designated flood zones exist on the site.

The access road (Honbarrier Dr.) to this property is located within the 100-year floodplain. Specifically the elevation of the bridge that crosses Rocky Creek is at an elevation of 846.9 feet. The base flood elevation is at 850 feet. Therefore the access drive would be under approximately 3 feet of water during the 100 year storm event. This would make evacuations and/or rescues extremely difficult without specialized equipment.

The subject property is currently zoned R-S, Residential Suburban and S-1 Services. The purpose of the Residential Suburban district is to provide reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in character. Provision is made for reduction of the minimum lot size where public or community sewerage and water systems are available. The Services District is established to provide a transition between commercial and industrial districts.

The requested rezoning is R-M11, Multifamily Residential. These residential districts are established to provide for varying population densities. The principal use of land is for one-family, two-family, and multiple-family dwellings and recreational, religious, and educational facilities normally associated with residential development.

The applicant identified their proposed use as a multi-family complex.

CONCLUSION:

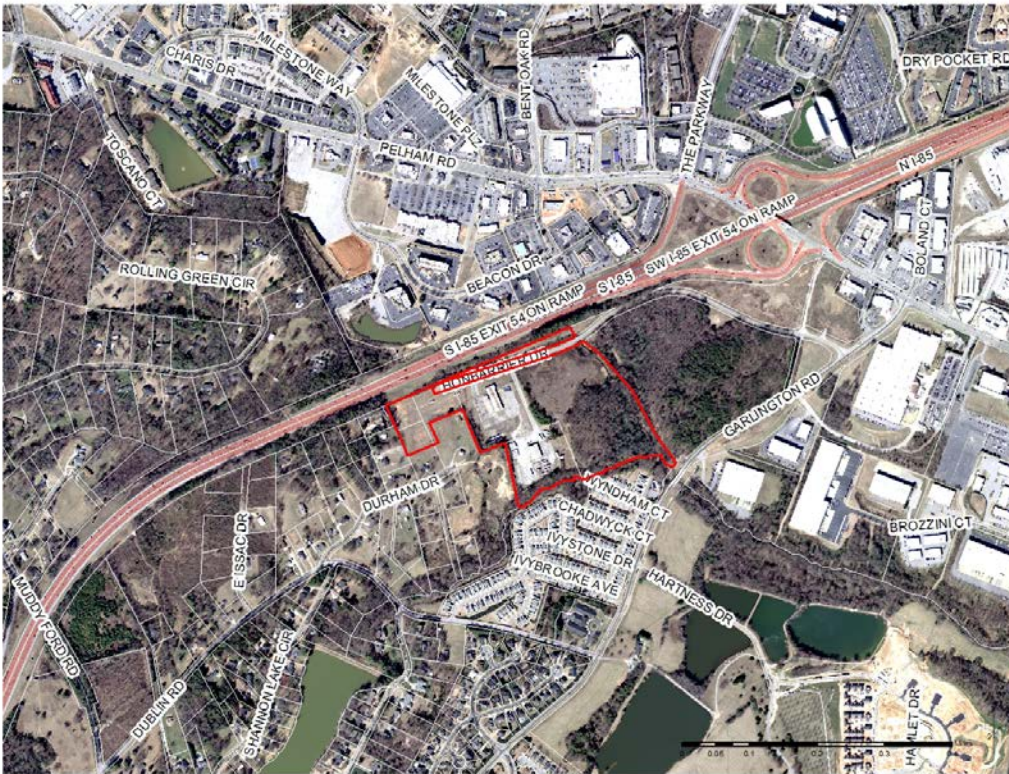
It is staff's opinion that this requested rezoning would have negative impacts to the surrounding road network and necessitate on- and off-site road improvements to successfully develop this site as proposed. Significant challenges exist to provide adequate site accessibility lending to concerns over public safety and traffic volume.

The concerns for this site are basic; public safety is endangered for future residents with no viable secondary access solutions across the floodplain. A proposal for alternative access should be included with any plan to commit significant traffic (from nearly 400 units in this case) to a location with only single access over a proven flood hazard area. Safety concerns may only be relieved by providing a full secondary access that avoids all floodplains.

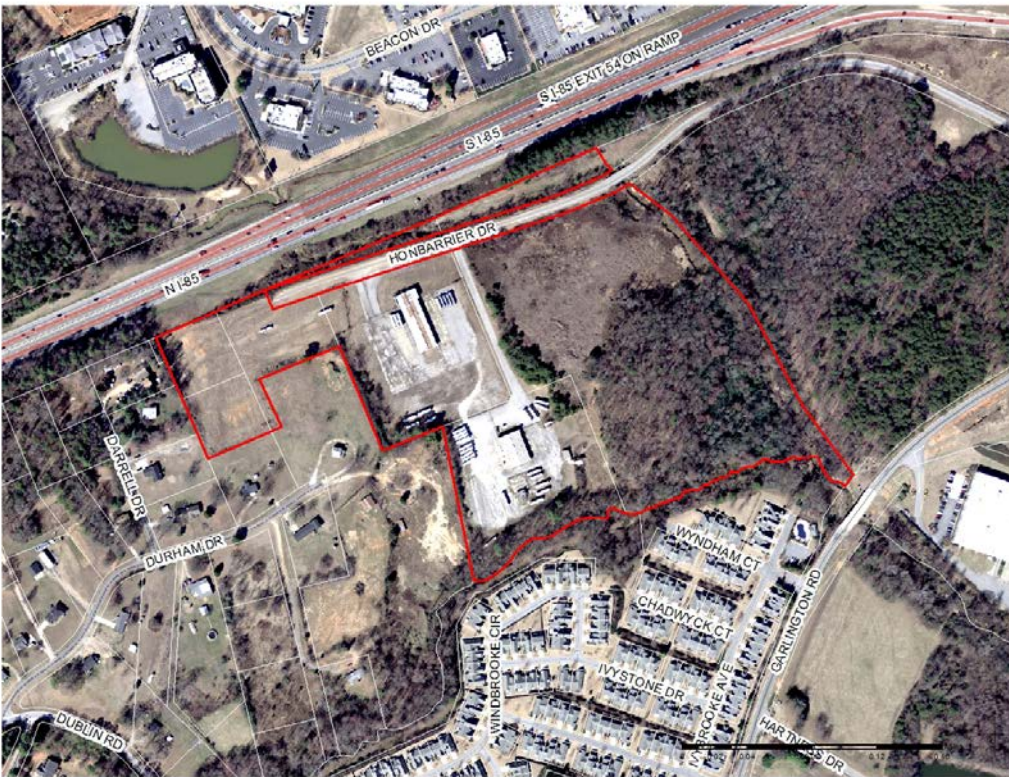
Staff has concerns over the additional traffic volumes generated by the proposed use and is of the opinion the surrounding road network cannot reasonably handle the additional traffic volumes without significant improvements.

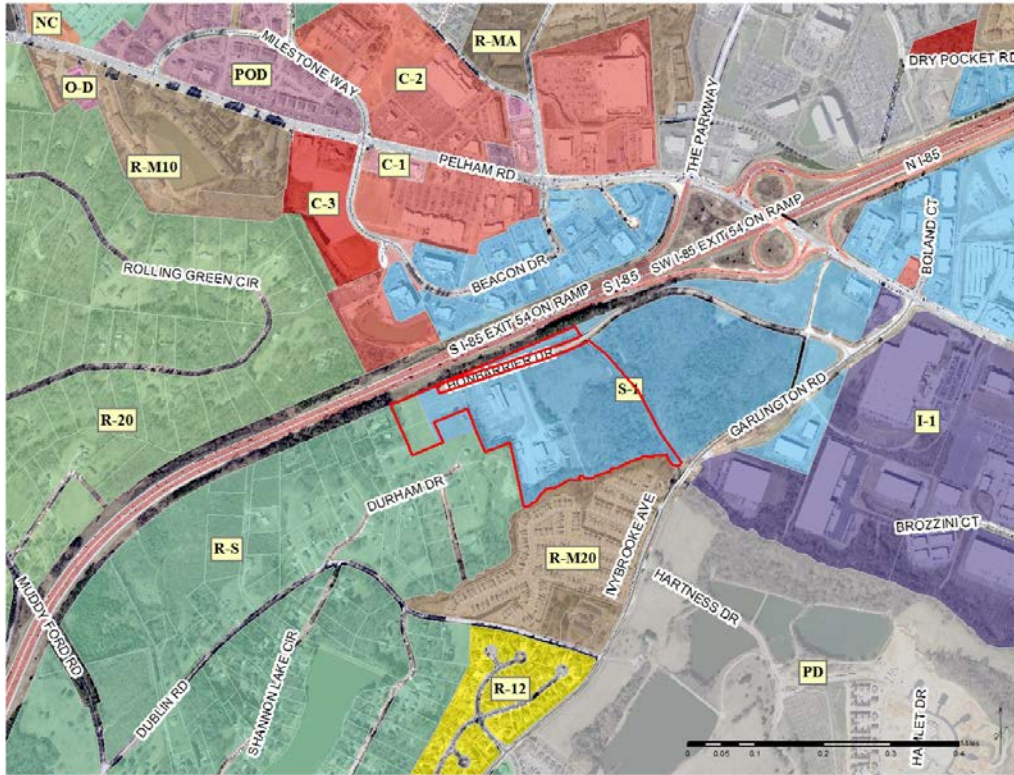
Staff is of the opinion that offsite access road improvements are necessary to Honbarrier Drive and Durham Road to provide safe and adequate service to the site; but in the absence of a traffic study, a lack of information exists on the extent of these anticipated traffic impacts and what improvements will be necessary. Considering the nature and magnitude of this project, a Planned Development elucidating how this site connects to proposed, adjacent developments may allow better land use decisions, however, the primary challenges to development of this site can only be adequately addressed through offsite road improvements.

Based on these reasons, staff recommends denial of the application to rezone the subject site from R-S, Residential Suburban and S-1, Services to R-M11, Multifamily Residential. The Planning Commission also recommends denial.

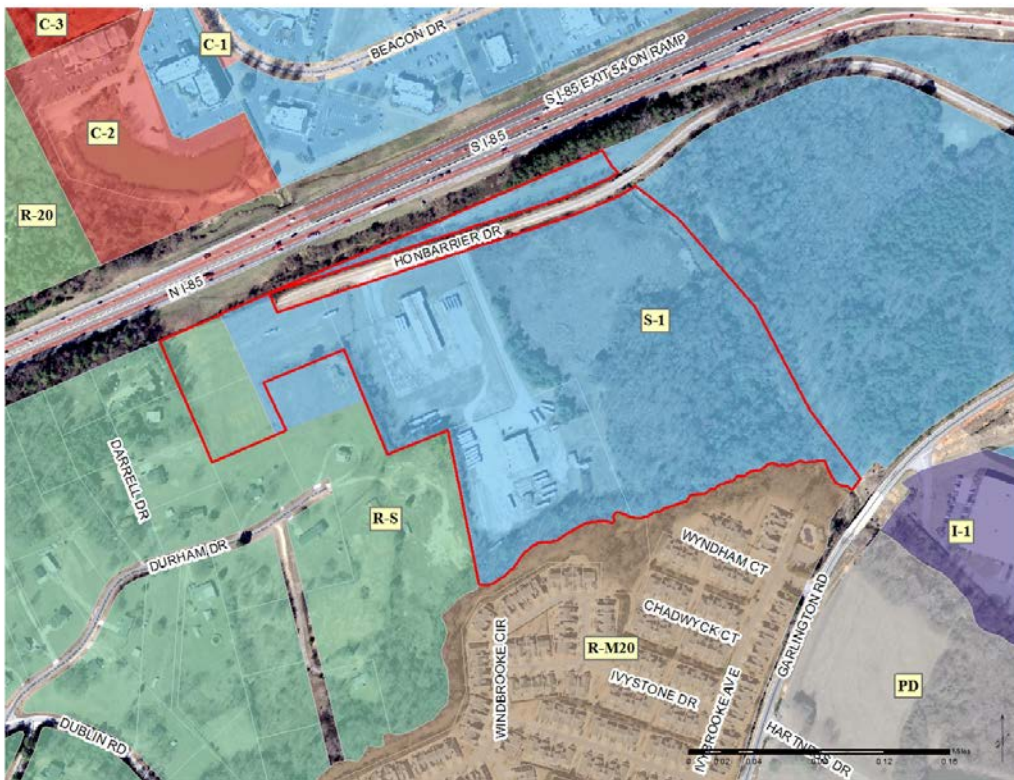


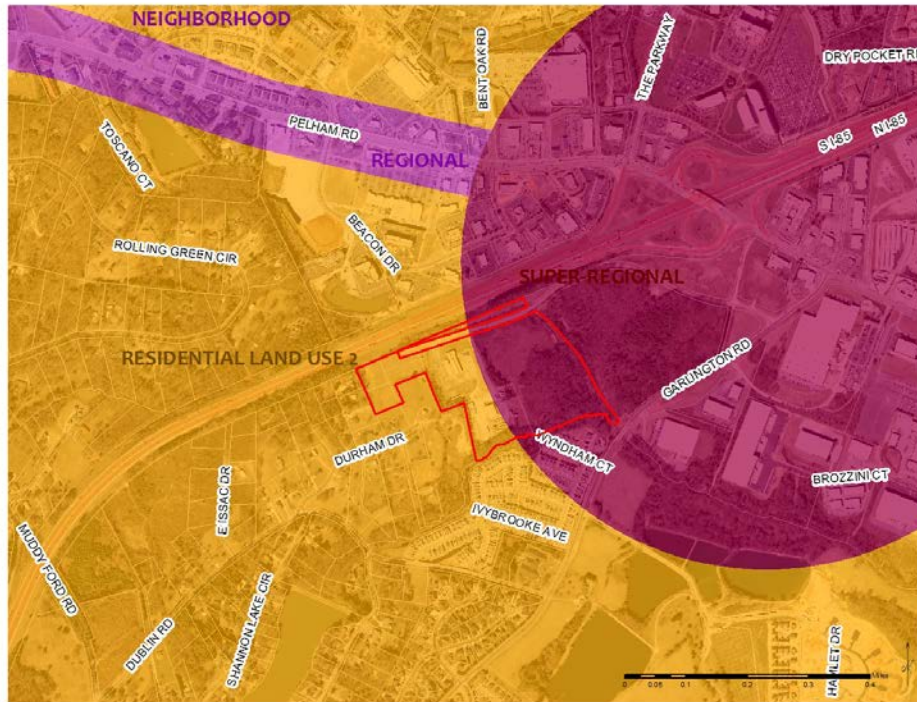
Aerial Photography, 2014





Zoning Map





Future Land Use Map

Mr. Payne asked had a traffic study been done and if so, does staff know what the results were.

Scott Park stated the traffic study was still in the works and staff had only received a preliminary study to let staff know a larger one was coming. He stated staff had not received any other information nor is it know when the information will be available.

Mr. Payne asked his colleagues if it were appropriate to hold the item until the traffic study is available.

The Committee discussed the issue of the traffic study and the following motion was made.

MOTION: By Mr. Meadows to send CZ-2015-58 back to the Planning Commission to review all information when received.

Ms. Gibson stated she had received many phone calls regarding this request. She stated there were 400 cottages in a residential community that now have difficulty getting out on to Garlington Road. In addition, she stated the Fire Department which was on the corner had difficulty getting out on a call and voiced they hoped the item would not be approved. Ms. Gibson stated because of the ages of the people in the residential facility, and she was knocking on that door, she was speaking up for them. She could not support the request.

The Committee members discussed reviewing the traffic study prior to making a decision.

The motion to return to the Planning Commission carried by voice vote with one in opposition (Gibson).

Mr. Willis presented the following:

DOCKET NUMBER: CZ-2015-59
APPLICANT: Robert Howell for Oceana Rapid, LLC
PROPERTY LOCATION: 1320 Hampton Ave Ext.
PIN/TMS#(s): 0139000100100
EXISTING ZONING: I-1, Industrial District
REQUESTED ZONING: S-1, Services District
ACREAGE: 5.7
COUNCIL DISTRICT: 23 - Norris
ZONING HISTORY: The parcel was zoned I-1, in April 1972 as part of Area 3.
EXISTING LAND USE: warehouse, unoccupied

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	I-1	manufacturing
East	I-1	industrial buildings/manufacturing
South	I-1, R-7.5	church (Mt. Moriah Holiness), vacant land, single-family residential
West	I-1, C-2, R-7.5	scrap yard, commercial, single-family residential

WATER AVAILABILITY: Greenville Water

SEWER AVAILABILITY: Parker Sewer District

FUTURE LAND USE: The subject property is part of the Imagine Greenville comprehensive plan and is designated as *Residential Land Use 3* which is prescribed at 6 or more units per acre.

The subject property is adjacent to a *Neighborhood Corridor*, but lacks direct access. These corridors are predominantly residential in form and function but do allow for some limited nonresidential use. Traffic speeds in this corridor are very slow for safety and convenience. Given the low volume and speed, access is largely unmanaged.

ROADS: Hampton Ave Ext: two lane, state maintained local
Cedar Lane Ct: two lane, local maintained minor collector

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
West Washington Ave	2,800' S	4,200	3,900 (-7.1%)	3,600 (-7.7%)
Old Bleachery Road	2,900' N	3,900	4,400 (12.8%)	4,600 (4.5%)

SUMMARY:

The subject property is 5.7 acres containing a vacant warehouse located south of Old Buncombe Road and Pete Hollis Blvd intersection. The property is located between Southern Railway Co. and Seaboard Coast Line Railroad. Approximately 275 feet of frontage exists along Hampton Ave Ext. and 350 feet of frontage exists along Cedar Lane Ct.

The subject property is currently zoned I-1, Industrial District. This district is established as a district for manufacturing plants, assembly plants, and warehouses. The regulations are intended to protect neighboring land uses from potentially harmful noise, odor, smoke, dust, glare, or other objectionable effects, and to protect streams, rivers, and the air from pollution.

The requested rezoning is S-1, Services District. This district is established to provide a transition between commercial and industrial districts by allowing 1) commercial uses which are service related; 2) service-related commercial uses which sell merchandise related directly to the service performed; 3) commercial uses which sell merchandise which requires storage in warehouses or outdoor areas; and 4) light industries which in their normal operations would have a minimal effect on adjoining properties. All of the uses permitted in this district shall be conducted in such a manner that no noxious odor, fumes, smoke, dust, or noise will be admitted beyond the property line of the lot on which the use is located.

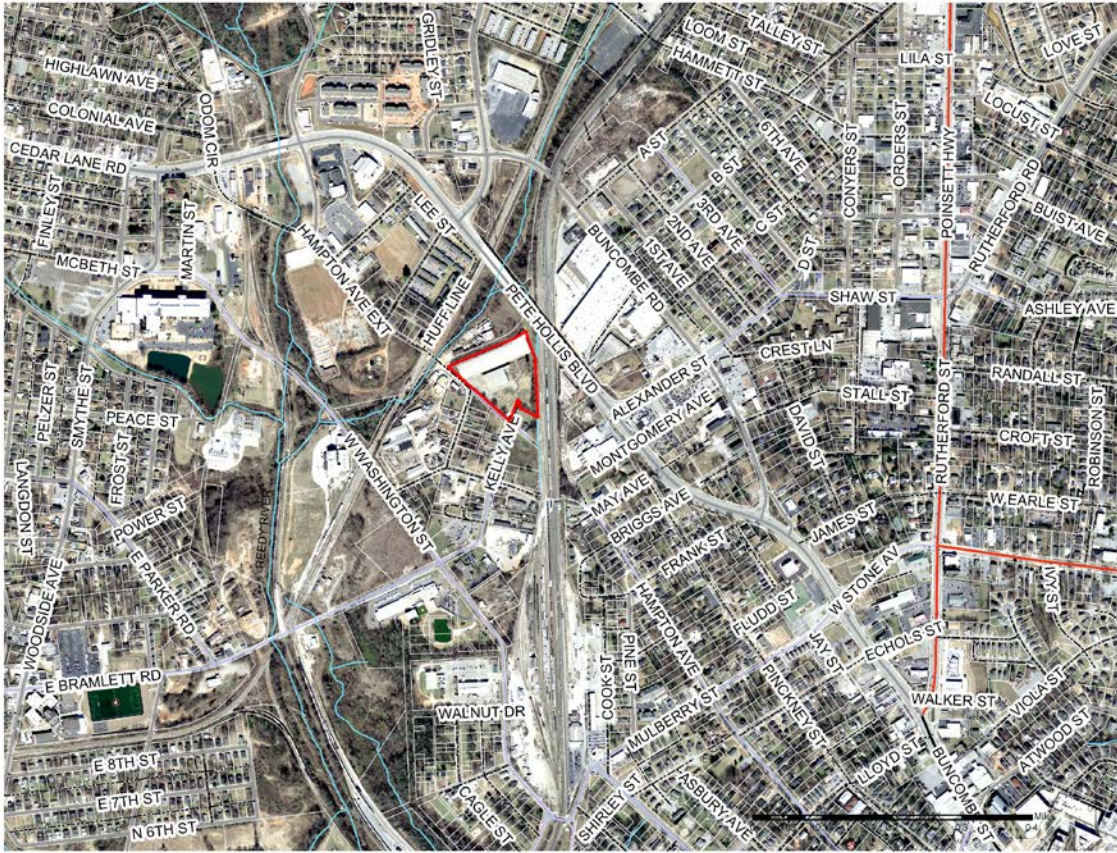
The applicant did not identify their proposed use for this property in the application.

CONCLUSION:

It is staff's opinion that this requested rezoning would have little adverse impact on surrounding uses. The historical use of the property is consistent with Services district uses, although the mix of proposed uses stated at the public hearing may attract additional traffic.

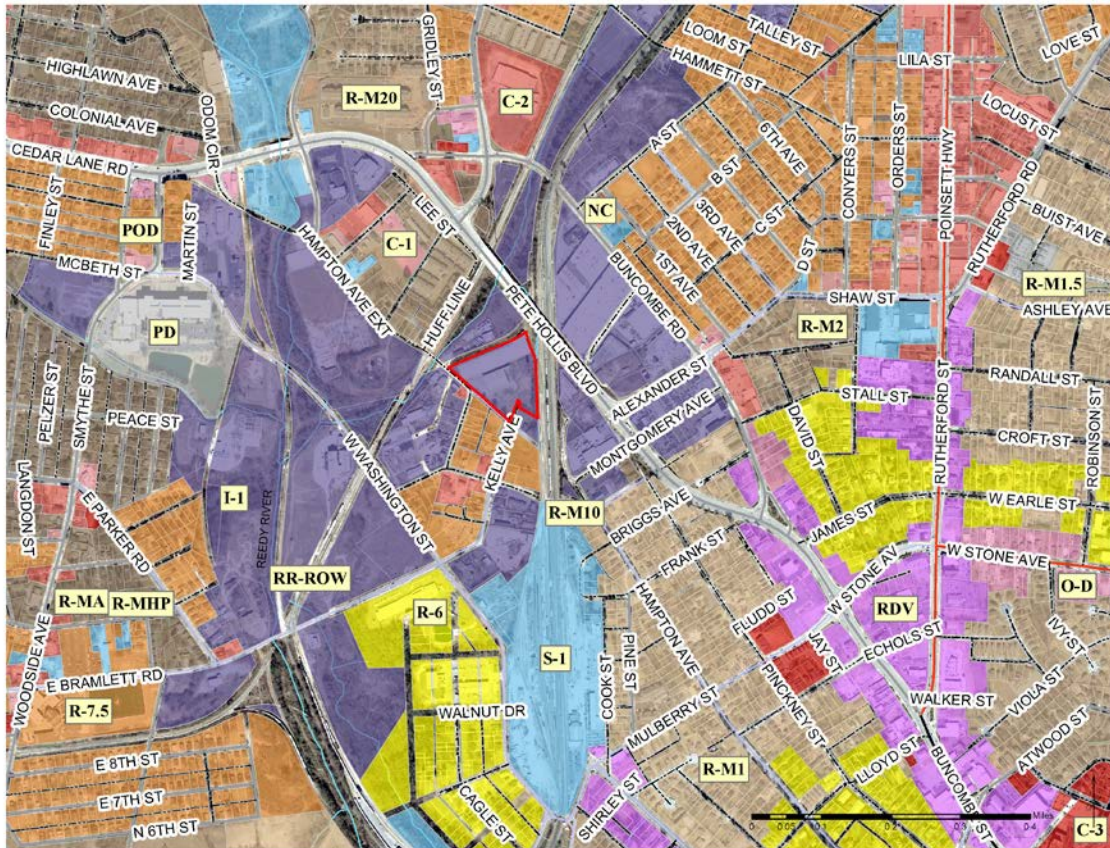
A potential connection to the Swamp Rabbit Trail is running along the northern side of the subject parcel. Some of the additional traffic may be in concert to Trail traffic as this site is intended to become a trailhead of sorts.

Based on these reasons, staff recommends approval of the application to rezone the subject site from I-1, Industrial to S-1, Services. The Planning Commission also recommended approval.



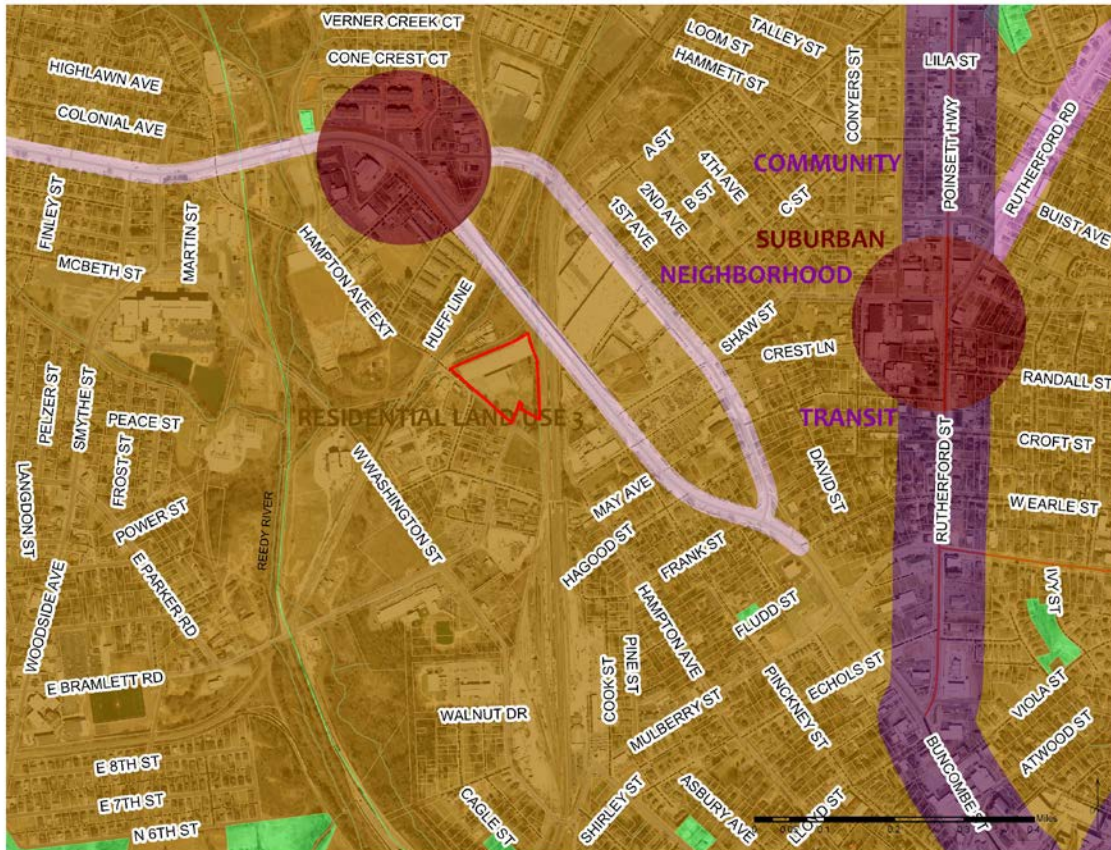
Aerial Photography, 2014





Zoning Map





Future Land Use Map

Mr. Meadows stated he felt it was pretty much the county's stance to be against moving from Industrial zoning as there is a limited amount of Industrial land. Also he stated it was more important as this area having rail access. He stated he would be a little reluctant because of that.

MOTION: By Mr. Meadows to deny CZ-2015-59.

Ms. Gibson asked staff if they knew what was planned at the site.

Scott Park stated the applicant was intending on refurbishing the site for multiple uses. One was retail, almost like an extension of the Swamp Rabbit Trail Café and Grocery. Other things that would be addressed toward trail users with the potential of being an extension of the Swamp Rabbit Trail.

Mr. Payne stated he could see where Mr. Meadows was coming from but looking at what was happening in this part of the county, there really is a transformation going on in the general area. He stated he was not sure it had a chance to go back to being an industrial site it would have been years ago.

The motion to deny CZ-2015-59 failed by a roll call vote with Mr. Meadows and Ms. Gibson in favor and Mr. Payne, Dr. Cates and Mr. Dill in opposition to the denial.

MOTION: By Mr. Payne to send CZ-2015-59 forward without a recommendation. The motion failed by voice vote.

MOTION: By Mr. Meadows to hold CZ-2015-59. The motion carried by voice with one in opposition (Cates).

Mr. Willis presented the following:

DOCKET NUMBER: CZ-2015-38

APPLICANT: John Broadbent

PROPERTY LOCATION: NE quadrant of Chick Springs Road at East Main Street, Taylors

PIN/TMS#(s): T011000201200, T011000201300, T012000104300

EXISTING ZONING: R-12, Single-Family Residential

REQUESTED ZONING: R-M5, Multifamily Residential

ACREAGE: 16.57

COUNCIL DISTRICT: 18 – Baldwin

ZONING HISTORY: The parcel was originally zoned in 1970 as part of Area 1. A request to rezone the subject property to R-12 from S-1 was approved on June 3, 2003, CZ-2003-24.

EXISTING LAND USE: vacant, wooded

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	R-20	single-family residences and vacant
	S-1	vacant, wooded
East	R-20	single-family residences
South	R-20	single-family residences
	I-1	vacant manufacturing plant
West	R-20	vacant, wooded
	R-M10	multifamily residences

WATER AVAILABILITY: Greenville Water System, Greer Commission of Public Works (for service to T012000104300)

SEWER AVAILABILITY: Taylors Sewer District

FUTURE LAND USE: Most of the subject property is shown within the Imagine Greenville comprehensive plan as a *Residential Land Use 3* designation in the Future Land Use Map. This category prescribes a residential density of 6 or more units per acre.

ROADS: Chick Springs Road – Minor Collector
Main Street, Taylors – Minor Collector

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2011	2012
Main St, Taylors	900' N	500	700 (+40%)	500 (-29%)

SUMMARY:

The subject property is over 18 acres according to county records and is composed mostly of wooded property with significant topography and potential of wetlands. The site's eastern boundary, over 1,100', is adjacent to the CSX Railroad. Approximately 1,140' of frontage exists along the north side of Chick Springs Road and about 830' along Main Street, albeit inaccessible due to topography. Likewise, two of the three parcels extend to the southeast corner of the Main St/ Chick Springs Rd intersection, but have limited development potential due to topography.

This site is known by some residents to be the historic location of the Chick Springs Resort.

The subject property is currently zoned R-12, Single-Family Residential. Single-Family residential districts are established as areas in which the principal use of land is for single-family dwellings and for related recreational, religious, and educational facilities normally required to provide an orderly and attractive residential area. The regulations for these districts are intended to discourage any use which, because of its characteristics, would interfere with the development of or be detrimental to the quiet residential nature of the area included in the districts.

The requested rezoning is R-M5, Multifamily Residential, a classification among multifamily residential districts established to provide for varying population densities. The principal use of land is for one-family, two-family, and multiple-family dwellings and recreational, religious, and educational facilities normally associated with residential development.

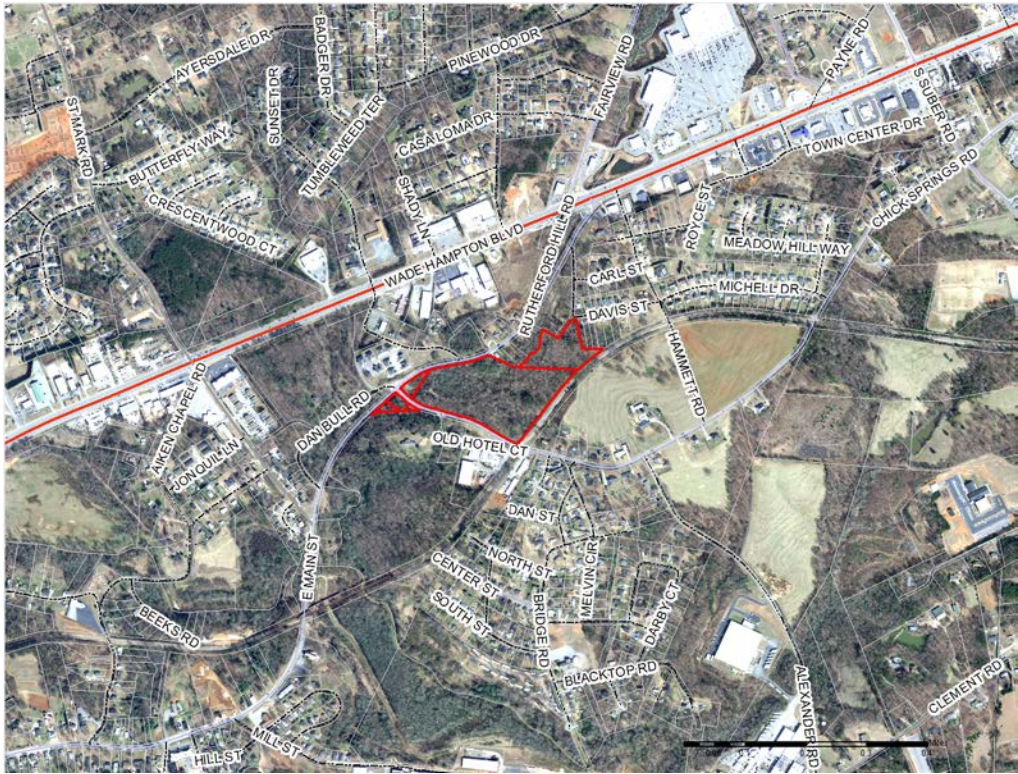
The applicant identifies the proposed use as duplexes.

CONCLUSION:

It is staff's opinion that this requested rezoning would have little negative impact on surrounding uses. The buildable area is limited to a portion of the site due to wetlands, topography, and the CSX rail line along the eastern boundary of the site. These site constraints will concentrate the density of units to a portion of the site; however, the potential to improve connectivity exists to connect this development to the neighborhood to the north as well as with Chick Springs Road.

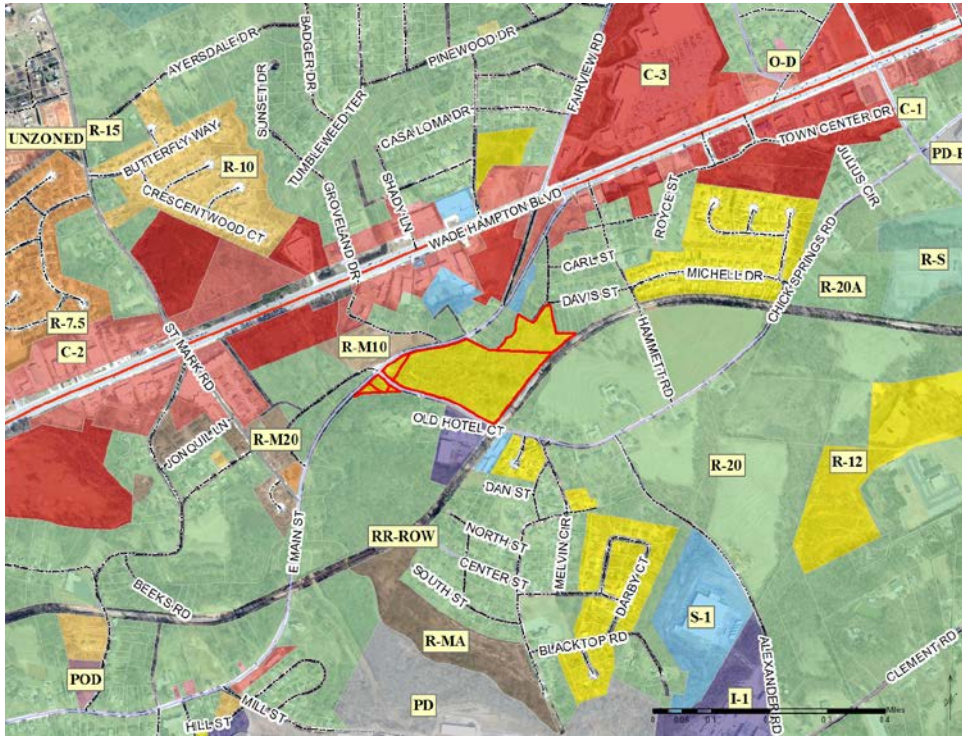
The R-M5 zoning is supported by the County comprehensive plan

Based on these reasons, staff recommends approval of the application to rezone the subject site from R-12, Single-Family Residential, to R-M5, Multifamily Residential. The Planning Commission recommended approval

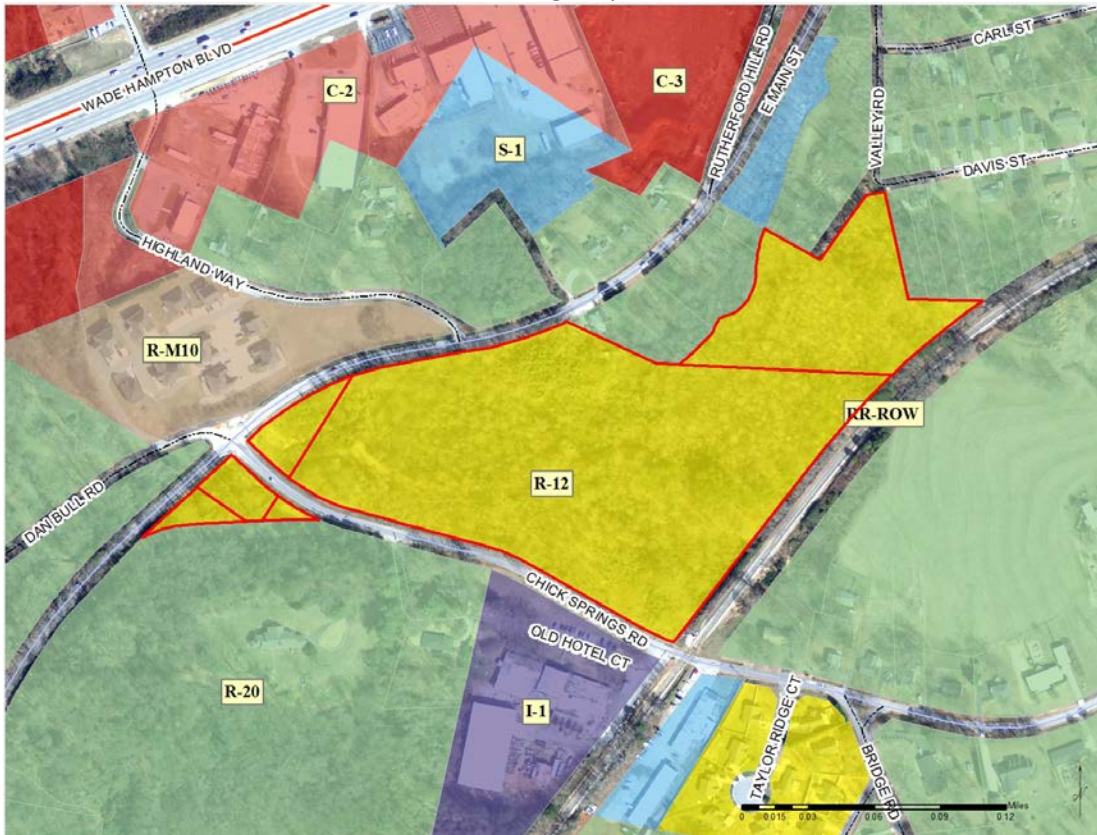


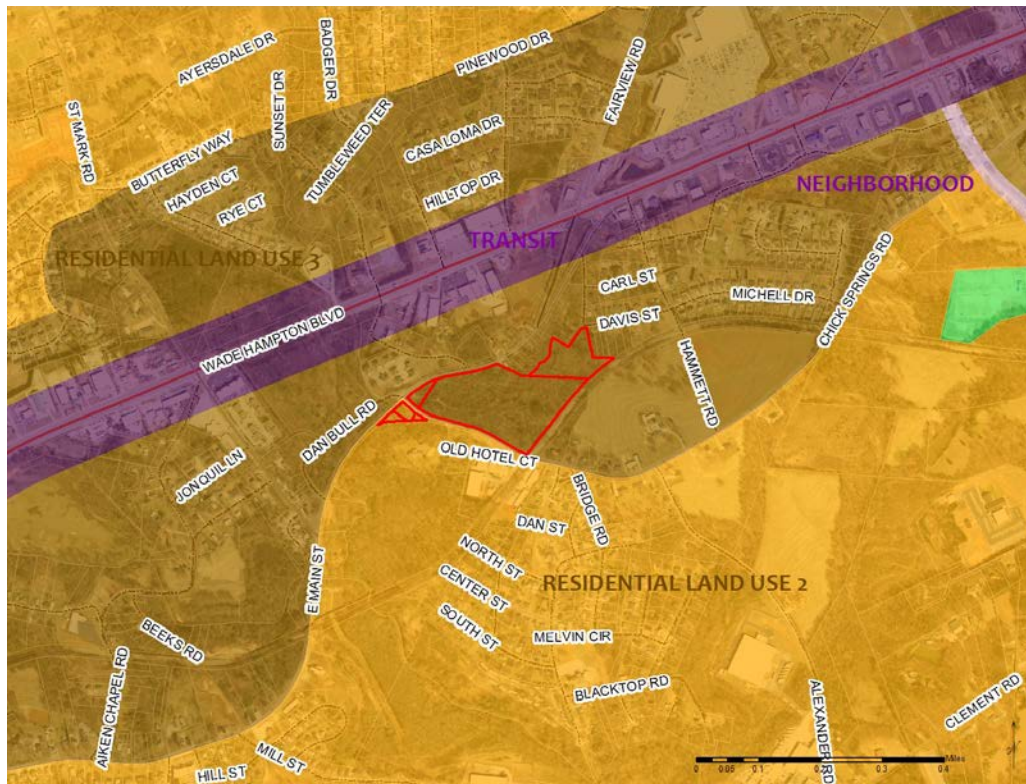
Aerial photography, 2014





Zoning Map





Future Land Use Map, Imagine Greenville

At the July 20, 2015 Committee meeting the item was held in order to allow the developer to meet with staff to discuss a change in the requested zoning classification.

At the August 31, 2015 meeting, the Committee held the item until the next Committee meeting.

At the September 14, 2015 Committee meeting the item was approved and forwarded to County Council.

At the September 15, 2015 County Council meeting the item was returned to the Committee.

Mr. Baldwin had concerns over some unanswered questions. He also stated there were concerns with residents in the area regarding the number of units proposed for the site. Was there some way to guarantee there would only be that number (47) units built?

Scott Park informed the Committee there was not a pre-approved plan with conventional zoning such as this request. He stated it was in the committee's prevue to recommend another zoning which would be a better fit for the density, which could be RM-3, allowing 49 units.

The Committee discussed various options the applicant would have to achieve the density he would need, which would give the residents in the area some assurance what was said to be built would be built. Additionally, the Committee discussed the concern over sewer capacity. Another option discussed would be to request annexation into Greer.

John Broadbent, 112 Stratford Road, Gville, SC answered questions from the Committee.

The Committee continued discussing various options for rezoning and the concerns of the citizens in the area.

MOTION: By Mr. Meadows to hold CZ-2015-38 until the next Committee meeting. The motion carried unanimously by voice vote.

Dr. Cates noted for the residents in the area he had spoken to Ray Orvin and was told the issue on Main Street due to a 90 degree angle and there would be two 45 degree angles put in its place.

Mr. Willis presented the following:

DOCKET NUMBER: CZ-2015-55

APPLICANT: Greg Saad for P.E.S., LLC

PROPERTY LOCATION: 1801 Rutherford Road

PIN/TMS#(s): P004000100200

EXISTING ZONING: I-1, Industrial

REQUESTED ZONING: S-1, Services

ACREAGE: 25

COUNCIL DISTRICT: 20-Cates

ZONING HISTORY: The parcel was zoned I-1, Industrial, in May, 1970 as part of Area 1.

EXISTING LAND USE: manufacturing, warehousing

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	I-1	Industrial
South	I-1, C-2	Industrial, warehouse
East	I-1, R-10	church, single-family residential
West	I-1, R-M20	Industrial, single-family residential

WATER AVAILABILITY: Greenville Water System

SEWER AVAILABILITY: Metro Sewer District: Metro has no details of this project, so cannot comment on sewer availability.

FUTURE LAND USE:

The subject property is part of the Imagine Greenville comprehensive plan as *Residential Land Use 3* which prescribes an ideal residential density at 6 or more units per acre. The subject is adjacent to a *Regional Corridor* (Rutherford Road) which are generally characterized as predominantly nonresidential. The form and function of these corridors allows for tall buildings, tight placement, and any nonresidential use (including industry). Intensity of traffic, speed, and use will likely be the highest in the County.

ROADS:

Rutherford Road: four-lane, State-maintained minor arterial

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
Rutherford Road	650' SW	15,400	14,900 (-3.2%)	14,600 (-2%)

SUMMARY:

The subject parcel is currently zoned I-1, Industrial; this application is requesting to rezone the parcel to S-1, Services.

The existing zoning is I-1, Industrial. This district is established as a district for manufacturing plants, assembly plants, and warehouses. The regulations are intended to protect neighboring land uses from potentially harmful noise, or other objectionable effects.

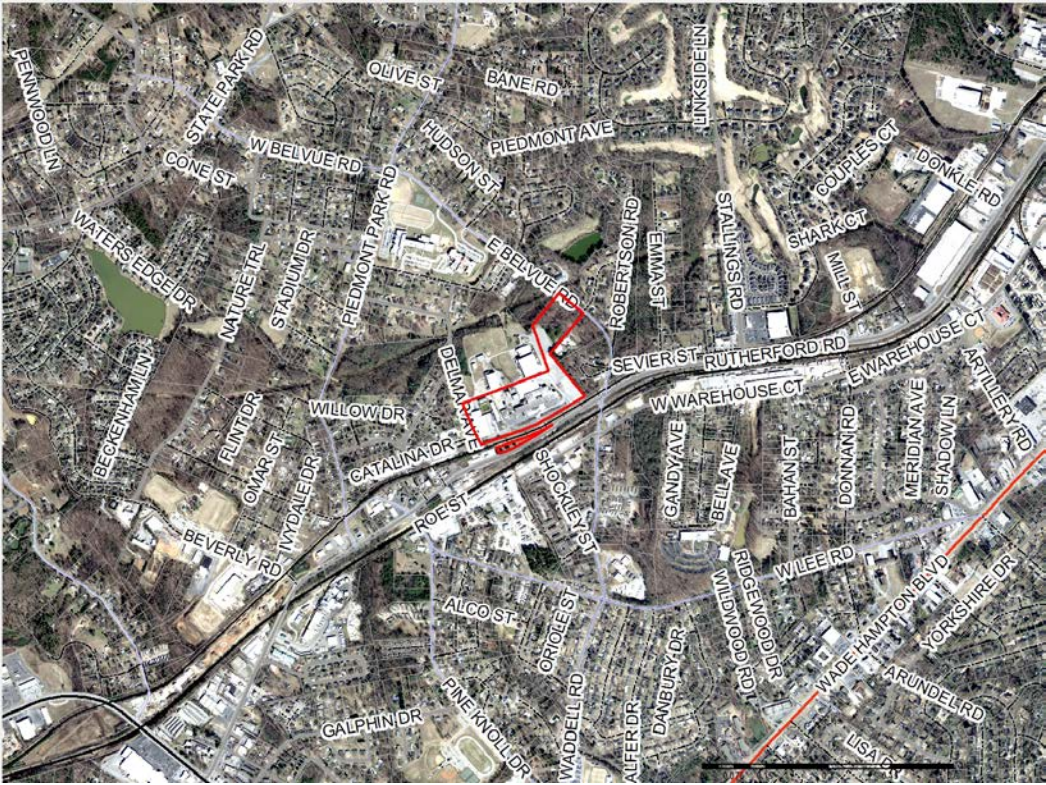
In general, the intent of the requested S-1, Services district is to provide a transition between commercial and industrial districts by allowing 1) commercial uses which are service related; 2) service-related commercial uses which sell merchandise related directly to the service performed; 3) commercial uses which sell merchandise which requires storage in warehouses or outdoor areas; and 4) light industries which in their normal operations would have a minimal effect on adjoining properties.

The applicant listed mixed use of storage and business including auctions and possible micro-brewery with tasting room.

CONCLUSION:

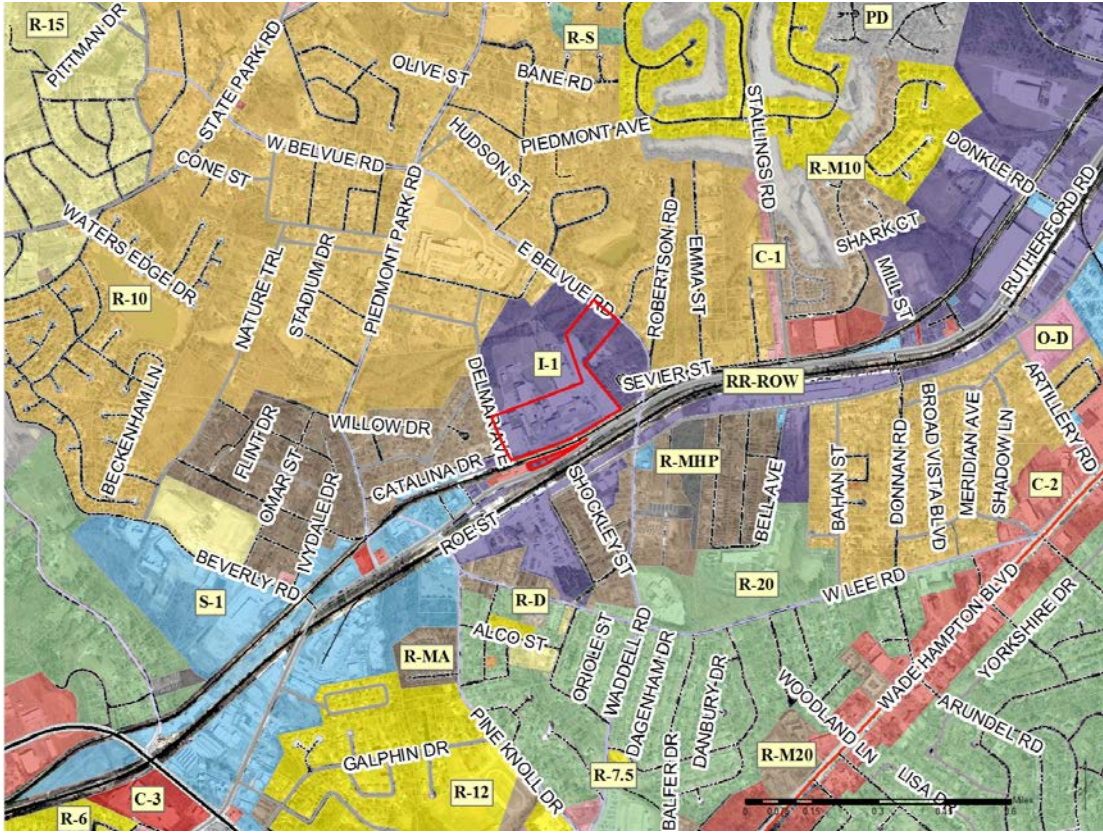
It is staff's opinion that this requested rezoning would have little adverse impact on surrounding uses. The proposal is consistent with the comprehensive plan, specifically the characteristics of *Regional Corridors*. The site contains and should maintain the accesses to Rutherford Rd, Delmar Ave, and E. Belvue Road to facilitate ingress and egress traffic.

Based on these reasons, staff recommends approval of the application to rezone the subject site from I-1, Industrial to S-1, Services. The Planning Commission recommended approval.

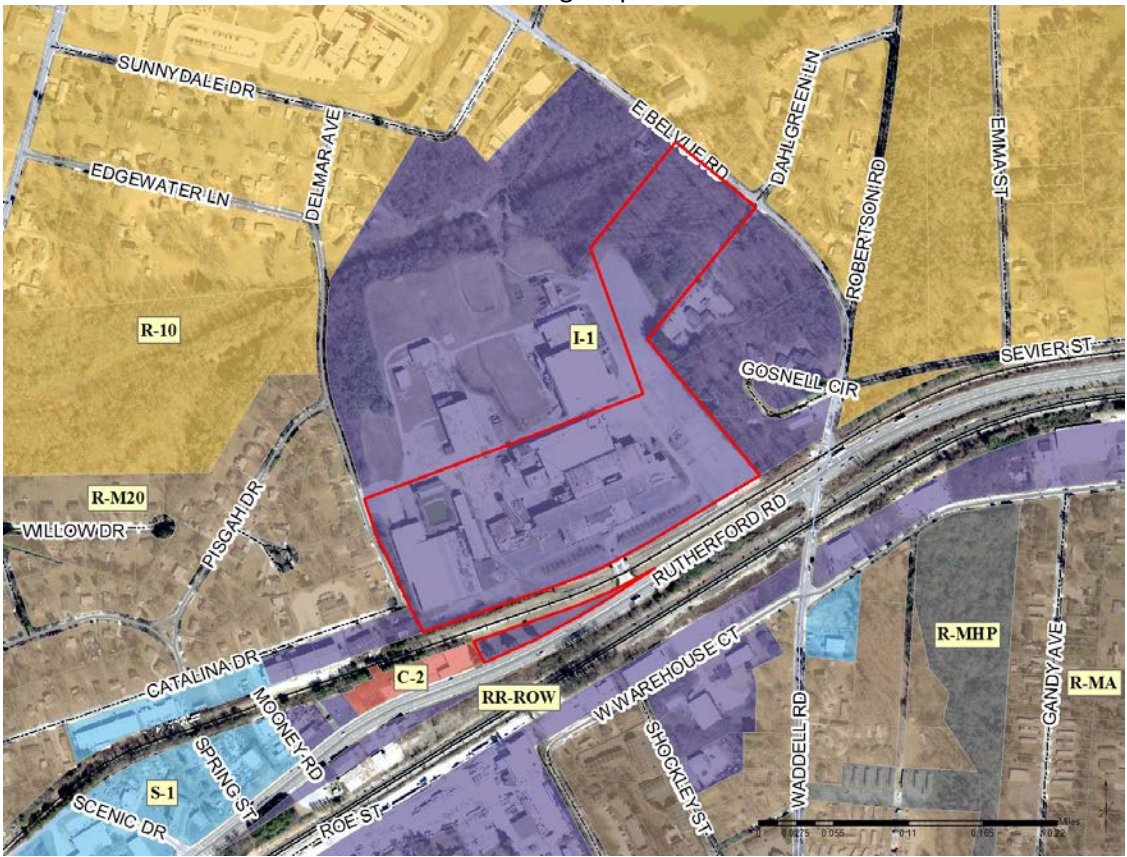


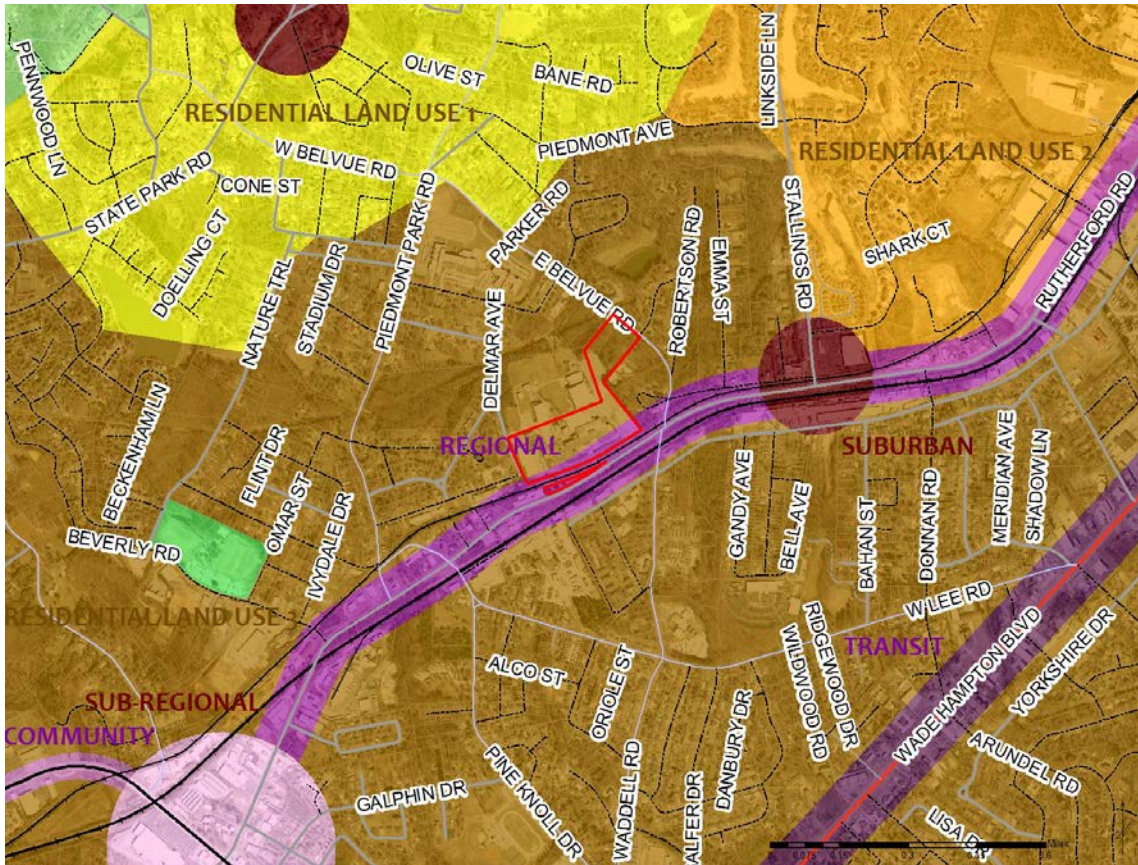
Aerial photography, 2014





Zoning Map





Future Land Use Map

This item received a Public Hearing on August 17, 2015 and was presented to the Planning Commission on August 26, 2015. The item was presented and denied at the August 31, 2015 Planning and Development Committee. At the September 15, 2015 County Council meeting the item was returned to the Planning and Development Committee.

Dr. Cates addressed the Committee with an explanation of his original request for denial and the circumstances of which he has decided to approve the request. At the time he requested denial of the request he had not spoken to the applicant as to the intentions, but since has spoken and also visited the site. He stated only a portion of the industrial track is actually requested to be rezoned. He stated there were two main buildings on the parcel requesting the rezoning, one was an office building with ten foot ceilings and the other building was built during World War I. At that time the building was used for storage and that is what the applicant would use the building for, to store various flyers to be mailed to citizens. The other building would be turned into an auction place where each room would house a specific item. Dr. Cates stated he would like to approve the request and forward to County Council.

MOTION: By Dr. Cates to approve CZ-2015-55. The motion carried unanimously by voice vote.

DISCUSSION OF TIRE ORDINANCE AND REQUEST TO HOLD A PUBLIC HEARING

Eric Vinson addressed the Committee with a draft ordinance to address the outside storage of use tires/waste tires. He stated the ordinance was drafted to address the problems improperly stored tires cause. In addition to being a breeding ground for mosquitos and a habitat for various vermin, they are an eyesore and fire hazard. Mr. Vinson stated the ordinance addresses storage/resale of use tires and the proper disposal of waste tires. Additionally the administration and enforcement are outlined. He requested the Committee forward the item to full Council and initiate a Public Hearing.

MOTION: By Mr. Meadows to forward the item to full Council and initiate a Public Hearing. The motion carried unanimously by voice vote.

REQUEST AND MOTIONS

Chairman Dill announced Jill Kintigh's husband had passed away and Judge Phillips had passed away. He asked that everyone keep their families in their prayers.

ADJOURNMENT

Without objection the meeting adjourned at 6:39 p.m.

Respectfully Submitted,

Helen Hahn
Administrative Coordinator
Greenville County Department of
Community Planning and Development