

MINUTES
GREENVILLE COUNTY PLANNING COMMISSION
February 27, 2008

MEMBERS PRESENT: D. Eldridge, Chair; M. Shockley, V. Chair; J. Barbare, F. Mansbach; S. Pruitt; and L. Stevens

MEMBERS ABSENT: B. Tarleton; B. Robinson

GUESTS:

STAFF: J. Owings; T. Meeks; P. Webb; P. Gordon; S. Limbaker; K. McCormick; N. Wright and H. Hahn

CALL TO ORDER; OPENING REMARKS

The Chair called the meeting to order at 4:30 p.m. and gave the invocation.

Chair Eldridge announced two changes to the agenda, first item number 11 Discussion Addressing Potential Other Uses in NC Districts. Second, the list of upcoming events, the Educational Workshop scheduled for March 12, 2008 is cancelled.

APPROVAL OF THE JANUARY 23, 2008 MINUTES

Without objection the minutes of the January 23, 2008 meeting were approved.

Mr. Barbare requested adding to the Subdivision Application request 07-204, Savannah Walk, which was held for 30 days at the January Planning Commission meeting, but not on this agenda. Chairman Eldridge added the item.

MOTION: By Mr. Barbare, seconded by Ms. Stevens, to approve the minutes of the January 23, 2008 meeting as presented. The motion carried unanimously.

EXECUTIVE SESSION

MOTION: By Mr. Shockley, seconded by Mr. Mansbach to go into Executive Session for the receipt of legal advice relating to a pending, threatened, or potential claim or other matters covered by the attorney-client privilege, settlement of legal claims, or the position of the County in other adversary situations involving the assertion against the County of a claim. The motion carried unanimously and the Planning Commission went into Executive Session at 4:38 p.m.

RECONVENE

Mark Tollison, County Attorney, reported the Planning Commission out of Executive Session at 4:48 p.m. with no action being taken.

Chair Eldridge moved Item number 5 to later on the agenda.

REZONING REQUESTS

Mr. Limbaker presented the following rezoning requests, giving the staff recommendations as follows:

CZ-2007-84 (County Council District 18)

Matthew Parkkonen, located on E. Main Street, Taylors, SC. The property is zoned R-20, Single-Family Residential, which allows single-family residences at a maximum density of 2.2 dwelling units per acre. The requested O-D, Office District allows for professional office uses.

With the surrounding zoning to the adjacent north, south, east, and west being residential in nature, Staff is of the opinion that rezoning the subject property to O-D, Office District is not appropriate at this location. The Taylors Area Land Use Map identifies this site and area as being a transitional area. While office uses are considered an appropriate transitional use, the O-D, Office District, permits professional offices that may not appear architecturally compatible with the surrounding residential uses. However, Staff has suggested and would continue to suggest encouraging the applicant to file for a POD, Planned Office District, designation. Unlike the standard O-D, Office District, the POD, Planned Office District, includes a statement of intent and a concept plan which can be designed to minimize the impact on the surrounding residential area. For these reasons, Staff recommends denial of O-D, Office District.

CZ-2008-7 (County Council District 23)

Chuck Yeager for Makae Properties, LLC, located on Poinsett Highway. The subject property is zoned I-1, Industrial, and allows for intensive manufacturing uses. The requested C-3, Commercial, allows intensive commercial uses.

The Cherrydale Area Plan Draft Future Land Use Map recommends the future land use for this site as Urban Mixed Use. The Cherrydale Area Task Force began working on the Plan in October 2006 and subsequently numerous public meetings have been held and input from citizens has been received. The Plan is scheduled to be presented to the Planning Commission for review on February 27, 2008.

Because the site is located in an urban area and within close proximity to numerous amenities the site is designated Urban Mixed Use which would entail a PD, Planned Development, comprised of higher density residential uses and office/commercial/retail uses. Although a portion of the site is appropriate for some commercial uses per the Plan, the Cherrydale Task Force is of the opinion that the site is best suited for a mixed use development that would provide both non-residential uses and some higher density housing to act as infill development in an area that has been primarily used for industrial/service uses. One of the goals of the Plan is to bring back residents to this area of Greenville County which has begun to develop since the closure of numerous industrial/service uses in the area. Based on these reasons, Staff recommends denial of C-3, Commercial for the site.

CZ-2008-8 (County Council District 23)

Dallas Jaekels for Thrift Street Land Trust and C. Rivers Stone, Ltd Partn., located on Thrift Street and Dolce Vita Court. The properties to be added to the Montebello PD are zoned R-12, Single-Family Residential, and R-20, Single-Family Residential, which will allow for single-family uses at densities of 3.6 and 2.2 units per acre, respectively, is a major change to the

Montebello PD. This major change expands the area of the Montebello PD by 23.1 acres and adds a total of 49 single-family residences.

While this major change is to an existing Planned Development, there are several points to consider, including:

- Connectivity: The applicant has stated they will construct Montebello Road during the completion of the final phases of residential development. Montebello Road would connect both the existing area and new area of the Planned Development to N. Pleasantburg Drive. This will be a condition of approval. In addition, connections should be considered from each new section of development to existing streets, including possible connections on Thrift Street from the western parcel and to the south from the eastern parcel to eventually provide an opportunity to connect with Piney Mountain Road.
- Tree Ordinance: These two new sections of Montebello, if approved, will have to conform to the requirements of the Greenville County Tree Ordinance.
- Traffic: Since traffic volumes will certainly increase along Montebello Drive as an additional access point into Montebello, a dedicated left turn lane on Montebello Drive at its intersection with N. Pleasantburg Drive will be necessary to allow cars to effectively turn onto N. Pleasantburg Drive. Signalization at this intersection should also be reviewed with SCDOT staff to avoid major congestion on Montebello Drive.

Staff is of the opinion this change is appropriate at this location because it is in character with the existing Planned Development and will be developed under the same requirements as the Planned Development.

With the aforementioned concerns in mind, Staff recommends approval of the request if amended to meet the following conditions:

Conditions:

- At least one connection on the western side (either in the area in this request or within the minor change area) will be made to the existing street network outside of Montebello.
- At least one stub out is provided from the eastern parcel in this request to the south to allow a future connection to Piney Mountain Road.
- Montebello Drive is constructed and connects to N. Pleasantburg Drive with a dedicated left turn lane on Montebello Drive. A review by SCDOT will determine signalization. Plans for this intersection must be reviewed and approved by SCDOT and the Greenville County Planning Office.

CZ-2008-9 (County Council District 20)

Mike Johnson for BDR Properties, LLC, located on Shockley Street and Waddell Road. The subject property is zoned R-M20, Multifamily Residential, and allows for multifamily residences at a maximum density of 20 units per acre and I-1, Industrial District, which allows for intensive industrial/manufacturing uses. The requested I-1, Industrial District, allows for intensive industrial/manufacturing uses.

Staff is of the opinion the requested I-1, Industrial, is appropriate for the portion of the subject site based on the fact the majority of the site is zoned I-1, Industrial, and is occupied by an industrial/service use as well as the tract to the adjacent north. As stated in the existing zoning

and land use section, the portion of the property zoned R-M20, Multifamily Residential, was recently added to the site from one of the parcels to the adjacent east thereby creating the split-zoning. Additionally, Staff is of the opinion the proposed rezoning would not be detrimental to the existing area because the site is currently being used and will continue to be used as an industrial/service business. Also, the portion of the tract to be rezoned would not allow for a significant expansion of the existing business on site due to the limited size of the entire tract. The business will be required to maintain a landscape buffer along the property lines that abut R-M20, Multifamily Residential, zoned parcels. Based on these reasons, Staff recommends approval.

CZ-2008-10 (County Council District 18)

Dennis Steadman, located on West McElhaney Road. The subject parcel is located on West McElhaney Road near it's intersection with Highway 290. The subject parcel is currently zoned R-S, Residential Suburban, which allows single-family residential uses at a density of 1.7 homes per acre. The requested O-D, Office District, allows for professional office uses.

The surrounding area is dominated by a rural atmosphere; however at the intersection of West McElhaney Road and Highway 290, there are several commercial uses including two gas stations, a vacant office and a country store/school. Because of the commercial uses already present at the intersection and because this is one of the major intersections along the Highway 290 corridor, staff is of the opinion this intersection would be a reasonable location for a commercial node for the Highway 290 area.

The Highway 290 Area Plan is currently being held by the PWRPD Committee and the Planned Design Standards are being held by the Planning Commission. Both of these items are pending a decision by County Council of the Planned Design Areas amendment to the Zoning Ordinance which has been approved by the Planning Commission and by the PWRPD Committee and is now awaiting a workshop by the Council Committee of the Whole. The study began in March 2006 and was kicked off with a community meeting followed by numerous community meetings and the establishment of a citizen steering committee.

The Highway 290 Area Study has designated this area as a commercial node; however, the study will contain specific design standards including architectural and landscape standards designed to maintain the rural character of this area. Staff is of the opinion the permitted uses under the O-D, Office District, designation would be appropriate at this location if the design standards are in place. If zoned O-D, Office District, the site would serve as an appropriate transition between the proposed C-3, Commercial, zoning on the corner of Hwy. 290 and West McElhaney and the permitted uses allowed under the existing S-1, Services, zoning to the adjacent south and the existing single-family residences to the adjacent north. The Study is likely to be heard by County Council in April 2008 if the study moves expeditiously through the remainder of the review process. Therefore, staff recommends that the O-D, Office District, request be denied and a review district such as POD, Planned Office District, be submitted if time is of the essence for the applicant. Otherwise, the request could be held by the Planning Commission for one month and additionally by the PWRPD Committee if the two bodies desire to assure the design guidelines are put into place for the subject site. Staff recommends denial of the O-D, Office District, request as submitted.

CZ-2008-11 (County Council District 27)

Mark Holmes for LandCraft management LLC, located on Anderson Ridge Road. The subject property is zoned R-S, Residential Suburban, and allows for single-family residences at a

maximum density of 1.7 dwelling units per acre. The requested R-15, Single-Family Residential, allows for single-family residences at a maximum density of 2.9 dwelling units per acres.

Staff is of the opinion the requested R-15, Single-Family Residential, zoning is not appropriate at this location. As stated in the existing zoning and land use section, the area north of Anderson Ridge Road is occupied by single-family residences on large lots zoned R-S, Residential Suburban, and this site is located amongst the established single-family residential areas on large lots. The area south of the site along Anderson Ridge Road has seen a trend for R-15, Single-Family Residential, zoning, however, Staff is of the opinion the parcels north of Anderson Ridge Road should remain at a lower density to retain the rural character of the area. Additionally, the Greenville County Recreation District is considering developing a golf course at the site of the Enoree Landfill, which will help to retain the low density rural character of the area north of Anderson Ridge Road.

There is a possibility for an additional 714 vehicle trips per day from the subject site if R-15, Single-Family Residential, zoning is approved. As mentioned in the Roads section, Anderson Ridge Road has been identified as needing road improvements; however, no Federal funding is possible for the road improvements. Based on these reasons, Staff recommends denial.

CZ-2008-12 (County Council District 28)

Andy Sherard, P.E., for William Walker, Jr. and Mary Harling, located on Harrison Bridge Road. The properties are zoned R-S, Residential Suburban, which allows for single-family residences at a maximum density of 1.7 dwelling units per acre. The Statement of Intent and Concept Plan for the requested PD, Planned Development, indicates 18,500 square feet of retail and commercial space, 122 townhomes, and 117 single-family residences, divided into 52 garden homes and 65 quarter acre lots. This development would be known as Harling Commons.

There are several points to consider when reviewing Harling Commons, including the following:

Tree Ordinance:

Harling Commons, if approved, will have to conform to the requirements of the Greenville County Tree Ordinance. Staff has begun working with the developer on these requirements.

Connectivity and Traffic:

The applicant has provided stub-out connections to Merrydale, a commercial Planned Development to the northeast, and to the adjacent parcel to the southwest. However, due to the scale of this development and the proximity of the site to Fairview Road, additional stub outs to the larger properties located between this development and Fairview Road are desired.

As Harrison Bridge Road is currently not designed to accommodate the level of traffic anticipated from this development, a full 3-lane section of roadway should be constructed along the entire road frontage of this development. In addition, the developer should provide enough right-of-way on their side of the development for Harrison Bridge Road to be widened to 5-lanes. This would require 45' from the centerline of the roadway.

In addition, there are several issues shown on the concept plan, such as a median on the boulevard entrance and private roads that should be coordinated with the subdivision and county engineering staff at the time of plat or FDP (Final Development Plan) approval. In

addition, full pedestrian connectivity between all internal land uses and at external connection points will be required.

Land Use:

Staff would prefer to see the location of the planned commercial area of Harling Commons to be shifted to be directly adjacent with the commercial area shown on the concept plan of the Merrydale Planned Development.

With the aforementioned concerns in mind, staff recommends approval of the request if amended to meet the following conditions:

Conditions:

- Additional stub outs to properties located at the rear of the single-family section on either side of the retention pond/lift station should be provided to assist in providing for future connectivity for this development to Fairview Road.
- A full 3-lane section of roadway should be constructed along Harrison Bridge Road in front of this development.
- A 45' right-of-way from the centerline of Harrison Bridge Road should be provided to ensure feasibility for future widening.
- Redesign the concept plan to show the commercial area of Harling Commons directly adjacent to the Merrydale Planned Development.

CZ-2008-13 (County Council District 27)

David King for Don Kimball Construction, Inc. located on Raisinwood Drive.

The subject property is zoned R-12, Single-Family Residential, and allows for single-family residences at a maximum density of 3.6 dwelling units per acre. The requested R-M10, Multifamily Residential, allows multifamily residences at a maximum density of 10 dwelling units per acres.

Staff is of the opinion the requested R-M10, Multifamily Residential, zoning is not appropriate at this location. As stated in the existing zoning and land use section, the area to the adjacent south of the site is occupied by single-family residences on lots zoned R-12, Single-Family Residential in the Durbin Estates Subdivision and this site is located amongst established single-family residential areas zoned R-S, Residential Suburban, on large lots. The subject site and the tracts to the adjacent south were denied for a request to rezone to R-MHP, Residential Manufactured Home Park District, and an amended request to R-MA, Residential Multifamily, in 1996.

The site and the tract to the south received preliminary subdivision approval as part of Durbin Estates in 2001 for a total of 131 single-family lots. The tract to the south has been approved for and platted with 61 lots leaving 70 single-family lots for the subject site. Additionally, the site could generate up to 848 additional vehicular trips if rezoned to R-M10, Multifamily. Staff is of the opinion approving this request would not be appropriate because all of the trips generated from the subject site must use the roads in the Durbin Estates Subdivision, which is substantially built out. This could pose safety concerns for the residences in the area. Based on these reasons, Staff recommends denial.

CZ-2008-14 (County Council District 21)

Kevin Bentley for Local Board of Trustees Church of God, located on SC Highway 14. The subject property is zoned R-15, Single-Family Residential, and allows for single-family residences at a maximum density of 2.9 dwelling units per acre. The requested C-3, Commercial, allows intensive commercial uses.

Staff is of the opinion the requested C-3, Commercial, zoning would permit uses that are not appropriate at this location. As stated in the existing zoning and land use section, the areas surrounding the site are all zoned PD, Planned Development, or R-15, Single-Family Residential, and are occupied by residential uses. The majority of the permitted uses in the C-3, Commercial, district are neither appropriate nor compatible with the surrounding residential land uses. Additionally, staff is concerned if commercial zoning is approved at this location it would establish a precedent for additional commercial rezoning requests leading to strip commercialization of this segment of Highway 14 in an area dominated by residential zoning and land uses. Based on these reasons, staff recommends denial.

CZ-2008-15 (County Council District 25)

Vandana Sareen for H. J. Brand, Inc. located on Conestee Road and Spanco Drive.

The properties are zoned I-1, Industrial, which allows intensive manufacturing uses. The Statement of Intent and Concept Plan for the requested zoning, PD, Planned Development, contains five development areas as follows:

- **Tract A (3 acres):** New Construction: 96 Multifamily housing units
- **Tract M (2.15 acres):** Existing Mill: 96 Multifamily housing units
- **Tract B (1.43 acres):** New Construction: 12,000 sq. ft. commercial/Open air amphitheatre or 10 townhomes/Open air amphitheatre
- **Tract C (.28 acres):** Existing Company Store: 15,286 sq. ft. office/commercial/multifamily
- **Tract D (2.51 acres):** New Construction: Up to 22,000 sq. ft. of commercial and approximately 70 residential units or 90 residential units

As it is a mill site being redeveloped, the name of the proposed development will remain Conestee Mill.

There are several points to consider when reviewing Conestee Mill, including the following:

Tree Ordinance:

Conestee Mill, if approved, will have to conform to the requirements of the Greenville County Tree Ordinance. Staff has begun working with the developer on these requirements.

Connectivity and Traffic:

The Statement of Intent states that they will improve Spanco Drive with parallel parking spaces, a tree island, a landscaped strip, and 5' sidewalks. However, the Greenville County Land Development Regulations may not allow all of these improvements to be made to Spanco Drive, including parallel parking spaces. The developer is currently working with Greenville County on a solution. In addition, staff is of the opinion a "road diet" for Conestee Road may be an option rather than a widening or installing turning lanes. Considering current traffic volumes along Conestee Road, staff recommends that the developer work with SCDOT to restripe this area of Conestee Road to a 3-lane section (2 travels lanes and a center turning lane) in order to create a roadway that would include two 4'

bike lanes, two 10' travel lanes, and a 12' two-way left turn lane. This will be subject to SCDOT approval. Staff is of the opinion widening Conestee Road is not necessary at this time. However, staff has noted that the developer should ensure the entrance to the development will match the road design of a potentially re-striped Conestee Road.

In addition, vehicular and pedestrian stub outs to the property zoned I-1, Industrial, to the south in case future expansion of the PD should occur.

Variances:

Parking spaces: The developer has asked for a reduction in the number of parking spaces required for the senior apartments to .5 spaces per unit. If the apartments are not developed for seniors, then the number of parking spaces will have to meet the requirements of 12.1 of Zoning Ordinance, which states that there shall be one space for each one bedroom unit, 1.5 spaces for each two bedroom unit, and two spaces per units with three or more bedrooms. In addition, all commercial/office parking will have to meet the requirements of this section dependent on final property use.

Setbacks: The development will require setback variances at the time of the FDP due to the fact the historic mill structures do not currently meet setbacks and the new structures will be designed in similar fashion.

Flood Plain: The developer has applied for a variance from the Greenville County flood plain requirements. Greenville County regulations require that all structures built in the flood plain be built at least 4' above the base flood elevation. However, the Mill is currently located approximately 2.5' above the base flood elevation. The developer has stated that all new construction will meet county requirements.

Signage: The applicant is requesting a height variance be granted for the main development sign to be located at the southernmost intersection of Conestee Road and Spanco Drive. The height of this sign, which has been designed as a clock tower, is 35' (see Exhibit M in Statement of Intent). However, Planned Development signage is typically limited to 16' for group signs.

With the aforementioned concerns in mind, Staff recommends approval of this request with the following conditions:

Conditions:

- Receive approval of road design of Spanco Drive from Greenville County prior to approval of any Final Development Plan.
- Work with SCDOT and Greenville County on changes to Conestee Road, including design of the entrances to the development.
- Provide vehicular and pedestrian stub outs to the property zoned I-1, Industrial to the adjacent south.
- Meet parking requirements for all uses with an exception of allowing .5 parking spaces per senior housing unit.
- Comply with Greenville County flood plain requirements or obtain a variance from the Greenville County Flood Plain Administrator.
- The signage on the clock tower is limited to the top 5' of the tower as shown on the concept plan, not including the roof structure of the tower.

The Commission members requested a more detailed review of Dockets CZ-2008-12 and CZ-2008-15.

CZ-2008-12 (County Council District 28)

Kelli McCormick stated the properties are zoned R-S, Residential Suburban, which allows for single-family residences at a maximum density of 1.7 dwelling units per acre. The Statement of Intent and Concept Plan for the requested PD, Planned Development, indicates 18,500 square feet of retail and commercial space, 122 townhomes, and 117 single-family residences, divided into 52 garden homes and 65 quarter acre lots. This development would be known as Harling Commons.

She stated the subject properties were originally zoned R-S, Residential Suburban, as part of Area 10 in December 1994. The properties to the northeast were zoned PD, Planned Development, in 2006. This PD, called Merrydale, is not yet developed. There have not been any additional rezoning requests for the subject properties.

The properties are currently zoned R-S, Suburban Residential, and are occupied by two single-family residences. The properties to the north across Harrison Bridge Road are zoned R-S, Residential Suburban, and are occupied by a single-family residence and agricultural uses. The properties to the northeast are zoned R-S, Residential Suburban, and PD, Planned Development, and are occupied by single-family residences. The properties to the south are zoned R-S, Residential Suburban, and are occupied by single-family residences. There is also commercial property zoned C-1, Commercial, to the south on Fairview Road. The property to the west is zoned R-S, Residential Suburban, and is occupied with agricultural uses.

There are several points to consider when reviewing Harling Commons, including the following:

Tree Ordinance:

Harling Commons, if approved, will have to conform to the requirements of the Greenville County Tree Ordinance. Staff has begun working with the developer on these requirements.

Connectivity and Traffic:

The applicant has provided stub-out connections to Merrydale, a commercial Planned Development to the northeast, and to the adjacent parcel to the southwest. However, due to the scale of this development and the proximity of the site to Fairview Road, additional stub outs to the larger properties located between this development and Fairview Road are desired.

As Harrison Bridge Road is currently not designed to accommodate the level of traffic anticipated from this development, a full 3-lane section of roadway should be constructed along the entire road frontage of this development. In addition, the developer should provide enough right-of-way on their side of the development for Harrison Bridge Road to be widened to 5-lanes. This would require 45' from the centerline of the roadway.

In addition, there are several issues shown on the concept plan, such as a median on the boulevard entrance and private roads that should be coordinated with the subdivision and county engineering staff at the time of plat or FDP (Final Development Plan) approval. In

addition, full pedestrian connectivity between all internal land uses and at external connection points will be required.

Land Use:

Staff would prefer to see the location of the planned commercial area of Harling Commons to be shifted to be directly adjacent with the commercial area shown on the concept plan of the Merrydale Planned Development.

With the aforementioned concerns in mind, Staff recommends approval of the request if amended to meet the following conditions:

Conditions:

- Additional stub outs to properties located at the rear of the single-family section on either side of the retention pond/lift station should be provided to assist in providing for future connectivity for this development to Fairview Road.
- A full 3-lane section of roadway should be constructed along Harrison Bridge Road in front of this development.
- A 45' right-of-way from the centerline of Harrison Bridge Road should be provided to ensure feasibility for future widening.
- Redesign the concept plan to show the commercial area of Harling Commons directly adjacent to the Merrydale Planned Development.

MOTION: By Mr. Mansbach, seconded by Ms. Stevens to hold the item for 30 days in order to review the traffic impact study. The motion carried unanimously.

CZ-2008-15 (County Council District 25)

Ms. McCormick stated the properties are zoned I-1, Industrial, which allows intensive manufacturing uses. The Statement of Intent and Concept Plan for the requested zoning, PD, Planned Development, contains five development areas as follows:

- **Tract A (3 acres):** New Construction: 96 Multifamily housing units
- **Tract M (2.15 acres):** Existing Mill: 96 Multifamily housing units
- **Tract B (1.43 acres):** New Construction: 12,000 sq. ft. commercial/Open air amphitheatre or 10 townhomes/Open air amphitheatre
- **Tract C (.28 acres):** Existing Company Store: 15,286 sq. ft. office/commercial/multifamily
- **Tract D (2.51 acres):** New Construction: Up to 22,000 sq. ft. of commercial and approximately 70 residential units or 90 residential units

As it is a mill site being redeveloped, the name of the proposed development will remain Conestee Mill.

She stated the subject properties were originally zoned I-1, Industrial, as part of Area 2 in May 1971. There have not been any additional rezoning requests for the subject properties.

The properties are currently zoned I-1, Industrial. The portion of the property identified as Tract A is currently vacant while the remaining tracts are occupied by the Conestee Mill site. To the north is the Reedy River property zoned I-1, Industrial, owned by the Conestee Foundation. The

properties to the east are zoned R-MA, Multifamily Residential District, and are occupied by single-family residences. The properties to the south are zoned I-1, Industrial, occupied by Mascoe Industries and C-1, Commercial, occupied by a Breakers gas station, Main Sail Marina, and a Post Office. The properties to the west along Spanco Drive are zoned I-1, Industrial, and are occupied by single-family residences, a sewer trunk line, and Lake Conestee

Ms. McCormick stated there are several points to consider when reviewing Conestee Mill, including the following:

Tree Ordinance:

Conestee Mill, if approved, will have to conform to the requirements of the Greenville County Tree Ordinance. Staff has begun working with the developer on these requirements.

Connectivity and Traffic:

The Statement of Intent states that they will improve Spanco Drive with parallel parking spaces, a tree island, a landscaped strip, and 5' sidewalks. However, the Greenville County Land Development Regulations may not allow all of these improvements to be made to Spanco Drive, including parallel parking spaces. The developer is currently working with Greenville County on a solution. In addition, staff is of the opinion that a "road diet" for Conestee Road may be an option rather than a widening or installing turning lanes. Considering current traffic volumes along Conestee Road, staff recommends that the developer work with SCDOT to restripe this area of Conestee Road to a 3-lane section (2 travel lanes and a center turning lane) in order to create a roadway that would include two 4' bike lanes, two 10' travel lanes, and a 12' two-way left turn lane. This will be subject to SCDOT approval. Staff is of the opinion that widening Conestee Road is not necessary at this time. However, staff has noted that the developer should ensure that the entrance to the development will match the road design of a potentially re-striped Conestee Road.

In addition, vehicular and pedestrian stub outs to the property zoned I-1, Industrial, to the south in case future expansion of the PD should occur.

Variances:

Parking spaces: The developer has asked for a reduction in the number of parking spaces required for the senior apartments to .5 spaces per unit. If the apartments are not developed for seniors, then the number of parking spaces will have to meet the requirements of 12.1 of Zoning Ordinance, which states that there shall be one space for each one bedroom unit, 1.5 spaces for each two bedroom unit, and two spaces per units with three or more bedrooms. In addition, all commercial/office parking will have to meet the requirements of this section dependent on final property use.

Setbacks: The development will require setback variances at the time of the FDP due to the fact that the historic mill structures do not currently meet setbacks and the new structures will be designed in similar fashion.

Flood Plain: The developer has applied for a variance from the Greenville County flood plain requirements. Greenville County regulations require that all structures built in the flood plain be built at least 4' above the base flood elevation. However, the Mill is currently located approximately 2.5' above the base flood elevation. The developer has stated that all new construction will meet county requirements.

Signage: The applicant is requesting a height variance be granted for the main development sign to be located at the southernmost intersection of Conestee Road and Spanco Drive. The height of this sign, which has been designed as a clock tower, is 35' (see Exhibit M in Statement of Intent). However, Planned Development signage is typically limited to 16' for group signs.

With the aforementioned concerns in mind, Staff recommends approval of this request with the following conditions:

Conditions:

- Receive approval of road design of Spanco Drive from Greenville County prior to approval of any Final Development Plan.
- Work with SCDOT and Greenville County on changes to Conestee Road, including design of the entrances to the development.
- Provide vehicular and pedestrian stub outs to the property zoned I-1, Industrial to the adjacent south.
- Meet parking requirements for all uses with an exception of allowing .5 parking spaces per senior housing unit.
- Comply with Greenville County flood plain requirements or obtain a variance from the Greenville County Flood Plain Administrator.
- The signage on the clock tower is limited to the top 5' of the tower as shown on the concept plan, not including the roof structure of the tower.

MOTION: By Mr. Barbare, seconded by Mr. Shockley, to approve CZ-2008-15, except for the parking space variance.

Mr. Will McCauly, who is the developer, addressed the Commission members regarding the parking variance.

Motion as presented carried with two in opposition (Pruitt and Mansbach).

MOTION: By Mr. Barbare, seconded by Ms. Stevens to approve staff's recommendations on CZ-2007-84, CZ-2008-7, CZ-2008-8, CZ-2008-9, CZ-2008-10, CZ-2008-11, CZ-2008-13 and CZ-2008-14. The motion carried unanimously.

PRLIMINARY SUBDIVISION APPLICATIONS

Ms. Gordon presented the following Subdivision Applications with staff's recommendations;

08-109, Turningstone
CONTINGENCIES

- FLOOD STUDY REQUIRED. FINAL PLAT TO SHOW THE BASE FLOOD ELEVATIONS AND STREAM BUFFER ZONE.
- FINAL PLAT TO SHOW 45' SETBACK FROM EXISTING ROADS AND TURNINGSTONE COURT.

- NO ACCESS CAN BE PROVIDED TO FRONTAGE ROAD AND/OR SINGING PINE DRIVE FROM NEW LOTS.
- EXISTING CONCRETE FOR DRIVES TO LOT #2 MUST BE REMOVED.
- TREE ORDINANCE DOES APPLY. TREES ARE TO BE PRESERVED OR RE-PLANTED. A TREE PROTECTION PLAN IS REQUIRED IF TREES ARE TO BE PRESERVED.
- ROAD TO BE CONSTRUCTED TO NON-RESIDENTIAL STANDARDS.

08-112, Cougar Estates (unpaved private drive)

CONTINGENCIES

- TREE ORDINANCE DOES APPLY. A TREE PROTECTION PLAN IS REQUIRED.
- FINAL PLAT TO SHOW A 20' SETBACK FROM NEW ROAD.
- NO ACCESS CAN BE PROVIDED TO WEST DARBY ROAD FROM NEW LOTS OTHER THAN LOT #1.
- NEW ROAD IS TO INTERSECT WITH W. DARBY ROAD AN ANGLE BETWEEN 60° AND 90°.
- CROSS LINE PIPE IN SWALE TO BE ADEQUATELY SIZED.

08-113, Tall Pines Lakes, Phase I

CONTINGENCIES

- ROAD NAMES REQUIRED PRIOR TO RECORDING FINAL PLAT.
- FLOOD STUDY IS REQUIRED.
- TREE PRESERVATION PLAN HAS BEEN SUBMITTED. A STREAM BUFFER IS REQUIRED ON ANY BLUE-LINE STREAM.
- FINAL PLAT TO SHOW A 20' SETBACK FROM NEW ROADS AND A 50' SETBACK FROM HWY 11.
- PRELIMINARY APPROVAL IS FOR PHASE ONE ONLY. ADDITIONAL PHASES WILL BE SUBMITTED SEPARATELY.
- ROAD TO BE CONSTRUCTED TO COLLECTOR STANDARDS.
- DEVELOPER TO MEET ALL REQUIREMENTS FOR THE SCDOT ENCROACHMENT PERMIT.
- STORMWATER MANAGEMENT PLAN REQUIRED.

- STAFF CAN SUPPORT VARIANCE TO ELIMINATE SCREENING ALONG HWY 11 IF EXISTING TREES IN THE FLOOD ZONE (STREAM BUFFER) ARE TO REMAIN.
- STAFF HAS NO OPPOSITION TO VARIANCE TO ELIMINATE THE SUBDIVISION WALLS. ANY SUBDIVISION SIGNAGE WILL HAVE TO BE CONSIDERED SEPARATELY.

The Commissioners requested more detailed information on 08-113 and 07-204.

08-113, Tall Pines Lake, Phase I

Ms. Webb reviewed the application and clarified the screening along Highway 11 and the subdivision walls, having the signage considered separately.

07-204, Savannah Walk

Ms. Webb requested the Commission members consider deferring the item until next month. She stated the developer was in the process of working out some issues.

MOTION: By Mr. Barbare, seconded by Mr. Shockley to hold 07-204 for an additional thirty days. The motion carried unanimously.

MOTION: By Mr. Barbare, seconded by Mr. Mansbach to approve staff's recommendations on 08-109, 08-112 and 08-113. The motion carried unanimously.

DRAINAGE EASEMENT ABANDONMENT

DA-2008-01, Providence Square

Ms. Webb explained the request by the owner to construct a detached garage in the rear yard. She stated it was discovered there was a 20' utility easement shown on the final plat for the subdivision that is located across the rear lot line and along the east side lot line. The owner is requesting to abandon a portion of the 20' easement. The owner has stated he has located the existing utilities easement, and there are none in the portion to be abandoned. Staff approves the request.

MOTION: By Mr. Shockley, seconded by Mr. Barbare to approve the request. The motion carried unanimously.

DA-2008-02, Fairhaven Drive

Ms. Webb explained the prospective purchasers of the referenced lot have requested abandonment of the 20' Drainage Easement. The "Y" shaped easement is shown to be located beneath the house. The "Y" shaped easement does not align with the 36' crossline pipe in Fairhaven Drive. No evidence of a live stream is now visible beneath the existing house. Staff approves the request.

MOTION: By Mr. Shockley, seconded by Mr. Barbare to approve the request. The motion carried unanimously.

5-MINUTE EDUCATOR – PROCESSING PD’S

Statement of Intent and Concept Plan vs. Final Development Plan

Kelli McCormick gave an informative PowerPoint presentation illustrating the process in which Planned Developments are handled by the Department of Planning.

PRESENTATION ON CHERRYDALE PLAN

Norman Wright gave a PowerPoint presentation on the Cherrydale Plan. He reviewed the process used in gathering information from the public, he showed the growth patterns within the area and stressed the decline in population. Mr. Wright explained the negative effects of the reduction in population and reported what the citizens of the community would like to see happen in the area. He explained how the information obtained from the various community meetings could be used to redevelop/restore the area.

Chair Eldridge recognized the staff and citizens that participated in the Cherrydale Plan.

Mr. Melvin Pace addressed the Commission members regarding the Cherrydale Plan and also requested the Duncan Chappell area be recognized within the Plan as an area of its own.

RECONSIDERATION OF VARIANCE REQUEST

Wetherill Park

Kelli McCormick stated Wetherill Park is a Planned Development located at the corner of Hale and Allen Streets, which was approved in March 2006. At the time of Final Development Plan submittal, it was discovered the parking in front of the townhomes (rear of homes along Allen Street) does not meet the requirements of Section 12:2.5 of the Consolidated Zoning Ordinance. There is a provision in this section that allows 18’ parking spaces and while these spaces could be approved under the requirement, they do not have a 2’ overhang for vehicles to separate them from the side walk. The developer of the subdivision has asked for a 2’ variance in the depth of the parking spaces in the townhome section of the development. Parking stalls are required to be 20’ in depth and 9’ in width. While the project currently meets the width requirements, they do not meet the depth requirements by 2’.

Mr. Brian South addressed the Commission members regarding the request.

MOTION: By Mr. Barbare to approve the applicant’s request. There was no second to the motion, therefore, the motion failed.

MOTION: By Mr. Shockley, seconded by Mr. Mansbach to approve the request on the last 18 spaces. The motion carried.

APPEARANCES

There were no appearances regarding non-agenda items.

OLD / NEW BUSINESS

Ms. Long distributed the schedule for the Community meetings regarding the Comprehensive Plan. She reminded the commissioners of the Kick-Off meeting at the Carolina First on Thursday, March 13, 2008 from 3:00 p.m. to 5:00 p.m. and from 6:00 p.m. until 8:00 p.m.

ADJOURNMENT

MOTION: By Mr. Mansbach, seconded by Mr. Shockley to adjourn. Without objection, the meeting adjourned at 7:15 p.m.

Submitted by Recording Secretary
