

LAND USE

Land is a finite resource. Land use planning plays an essential role in balancing the demand for specific types of uses with the need to protect the community's amenities, character and resource base. At the core of the land use planning process is the goal of guiding a more efficient land development pattern that maximizes community resources and enhances the overall quality of life for Greenwood County residents.

The Land Use Element is the centerpiece of the Comprehensive Plan, and represents a culmination of the issues, information, analyses, goals and objectives of the other eight required elements that address Population, Economic Development, Housing, Cultural Resources, Natural Resources, Community Facilities, Transportation, and Priority Investment. The previous elements influence the Land Use Element and profile the need for various types of land uses to include residential, commercial, industrial, agricultural, public and institutional, recreational, and open space.

The purpose of this chapter is to profile existing land use patterns and trends and forecast future land use. The existing land use inventory has been developed using the parcel-based land use data in the County's Geographic Information System (GIS) developed by County staff. The Future Land Use Plan reflects the community's desire to guide and direct growth and includes goals, policies and strategies that support and reflect the goals, policies and strategies outlined in the eight previous elements of the plan. The Future Land Use Map is included in this chapter as a visual representation of the land use goals, policies and strategies that have been derived from stakeholder consensus under the other eight planning elements.



Relevant documents have been referenced and incorporated where appropriate. Stakeholders include representatives from the other eight required element committees of the Comprehensive Plan, elected and appointed officials, and additional interested individuals.

Greenwood County is located midway between the Greenville-Spartanburg area to the north and the State Capital of Columbia to the southeast. Although the County has no interstate frontage, the County is within 25 miles of both Interstates 26 and 385, with direct access by four-lane highways. Two major airports – Greenville-Spartanburg International Airport and Columbia Metropolitan Airport – are also within a close drive of the County. Amid increased residential growth in large subdivisions, interest in residential development in the Lake Greenwood area, new industrial growth and expansion, and limited availability of housing in the mid-to-lower cost range, Greenwood is faced with a myriad of possibilities and challenges in planning for future land use. Relevant documents have been referenced and incorporated where appropriate. Stakeholders include representatives from the other eight required element committees of the Comprehensive Plan, elected and appointed officials, and additional interested individuals.

CONTENTS

10.1. EXISTING LAND USE	3
10.1.1. Existing Land Use in Greenwood County	3
10.1.2. Existing Land Use in the City of Greenwood	6
10.1.3. Land Suitability Analysis and Prime Development Areas	6
10.1.4. Planning Districts	9
10.2. LAND USE AND ENERGY	11
10.2.1. Mixed-Use Development	11
10.2.2. Infill and Redevelopment	12
10.2.3. Compact Development and Clustering	13
10.2.4. Urban Forestry and Landscaping	14
10.2.5. Open Space	15
10.3. FUTURE LAND USE	16
10.3.1. Future Land Use in Greenwood County	19
10.4. FUTURE LAND USE COMPATIBILITY	21
10.5. LAND USE FOCUS AREAS	24
10.5.1. Highway Corridor Areas	24
10.5.2. Historic Overlays	24
10.5.3. Development Incentives	25
10.5.4. Uptown Greenwood	25
10.5.5. Greenwood County Airport	25
10.6. CONCLUSION	26
10.7. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION	27



10.1. EXISTING LAND USE

In order to plan for future development in Greenwood County, it is necessary to inventory current land uses, assess development patterns and trends, identify undeveloped properties, examine the impact of existing land use regulation, and evaluate the capability of existing conditions to accommodate the future land use needs of the community. An inventory of existing land uses within the County was developed through an extensive geographic information system (GIS) analysis of digital mapping data. Mapping of existing land uses integrated land use category definitions and Greenwood County Assessor tax parcel data, as well as County staff knowledge of the area. Lake Greenwood and transportation rights-of-way were excluded in these land use calculations.

10.1.1. EXISTING LAND USE IN GREENWOOD COUNTY

Land uses were classified and mapped using the following nine categories as depicted in the Existing Land Use Map (Figure 10-2) and profiled in Figure 10-1.

- **Agriculture/Forest** – Land area used primarily for agricultural and forestry purposes, including uses accessory to agriculture or forestry such as residences for farm owners or workers and storage for equipment or crops. Properties that are ten or more acres in size and are classified in the Greenwood County Assessor’s database as agricultural for taxation purposes are included in this land use category. Land in agriculture or forestry use is by far the most prevalent in Greenwood County, accounting for more than three-quarters (219,960.6 acres) of the County’s total land.
- **Commercial** – Land area used to conduct businesses, trade activities, administrative activities, professional activities or services, or personal services. Examples include establishments for wholesale or retail sale of goods and services, restaurants, entertainment facilities, administrative or professional offices, gas stations, grocery stores, personal services, furniture stores, clothing stores, car sales, hotels/motels, and nursery or garden centers. Commercial land uses comprise less than one percent (2,290.6 acres) of the County’s land area. One-third of the County’s commercial land (756.2 acres) is in the City of Greenwood, with additional commercial uses primarily located within the County’s towns and along major road corridors.
- **Industrial** – Land area used to manufacture, assemble, process, or fabricate goods and/or to store or transport goods. Examples include manufacturing plants, industrial parks, truck terminals, and warehouses. Industrial land use comprises slightly less than one percent (2,413 acres) of the total County land area. Much of Greenwood County’s industrial development has occurred along major transportation routes including US Highways 72 and 25, SC Highway 246, and within and near the City of Greenwood.
- **Single-Family Residential** – Land area used for detached single-family residential structures. Properties that are less than 10 acres in size and are classified in the Greenwood County Assessor’s database as agricultural for taxation purposes, but have residential improvements on the property, were also included in this land use category. Single-family residential uses comprise 7.7% (21,917 acres) of the land area in Greenwood County. While single-family residences are located throughout the County, nearly 11% (2,387.9 acres) of the County’s single-family residential land is located within the City of Greenwood.



- **Manufactured Homes** – Land area used for residential manufactured homes, including manufactured homes on individual parcels, parcels with both single-family detached homes and manufactured homes, and manufactured home parks. Nearly 7,232 acres in Greenwood County land includes manufactured homes, representing only 2.6% of all land uses.
- **Multi-Family Residential** – Land area used for residential structures other than those included in Single-Family Residential Districts, including structures containing three or more dwelling units, duplexes, zero lot line developments, patio home developments, condominium developments, and townhouses. Higher density multi-family residential uses account for a very small percentage (less than one-third of 1%) of all land use (792.6 acres) in the County, with more than half of multi-family development (450.2 acres) located within the City of Greenwood.
- **Park and Recreation** – Land area used for public active and passive recreation or to preserve open space. Examples of park and recreation uses include ball fields, golf courses, tennis courts, parks, greenways, public gardens, playgrounds, conservation areas, nature preserves, state parks, wildlife management areas, and recreation centers and facilities. Residents of Greenwood County have access to numerous recreational opportunities, with more than 2,718 acres (one percent of all land) classified as Park and Recreation. A number of the park and recreation facilities are in the County’s municipalities, with most concentrated in the City of Greenwood (141 acres). Lake Greenwood State Park, a 714-acre facility located off of SC Highway 702 on Lake Greenwood is the largest recreational area in the unincorporated area of the County.
- **Public and Institutional** – Land area used primarily for private, public, quasi-public, religious, philanthropic, or other activity undertaken for providing for the social, cultural, educational, health, or physical betterment of the community and public governance. Examples include city, county, state and federal offices; schools; churches; hospitals; congregate care facilities (nursing homes); communications towers; utility offices and facilities; postsecondary institutions; community non-profits; cemeteries; and libraries. Almost 6,794 acres of land (2.4% of all County land) are in Public and Institutional use in Greenwood County. More than one-fourth of the County’s Public and Institutional land (1,911 acres) is located within the City of Greenwood. Additional uses in this category are located throughout the County, but are generally concentrated in the vicinity of the City, within and near the County’s other municipalities, and along major roads. There are several large parcels in this land use category including the 918-acre Ninety Six National Historic Site located south of the Town of Ninety Six, the 737-acre Greenwood County Airport located north of the City of Greenwood, the 572-acre Connie Maxwell Children’s Home, and the 452-acre Greenwood County Landfill located east of the City.
- **Vacant Land** – Land area not developed for a specific use or assigned a land use classification. Properties that are less than 10 acres in size and are classified in the Greenwood County Assessor’s database as agricultural for taxation purposes, but have no improvements on the property, were also included in this land use category. More than 19,093 acres (6.7%) of land in Greenwood County is classified for land use planning purposes as Vacant (or undeveloped). However, much of the County’s 219,961 acres in Agricultural and Forestry use does not include physical improvements and could also be considered undeveloped.

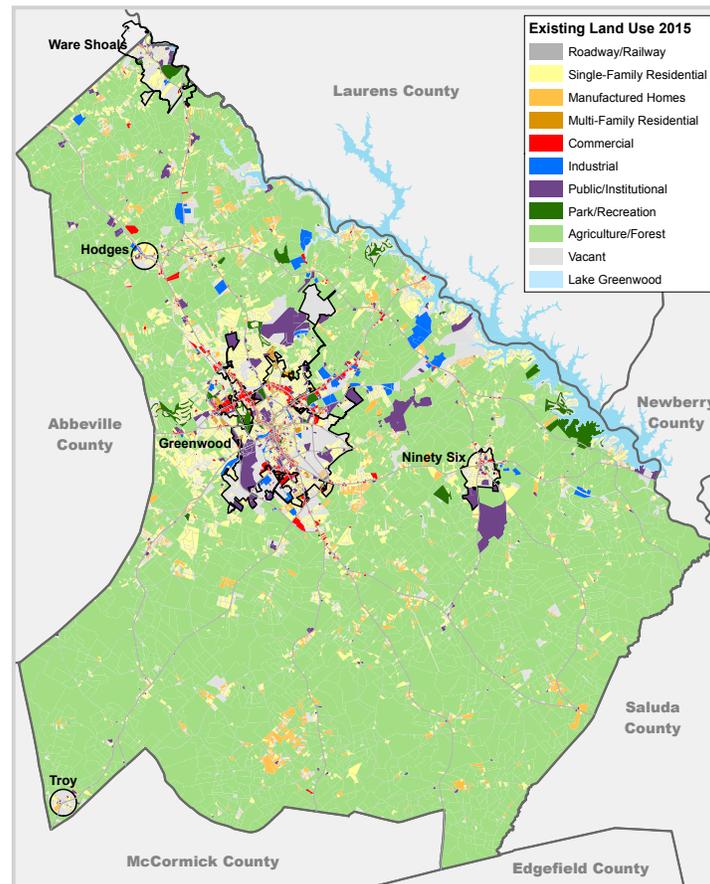


FIGURE 10-1. EXISTING LAND USE BY AREA*, 2015

EXISTING LAND USE	TOTAL GREENWOOD COUNTY		CITY OF GREENWOOD		NOT INCLUDING CITY OF GREENWOOD	
	ACRES	%	ACRES	%	ACRES	%
Agricultural/Forest	219,960.6	77.7%	12.6	0.1%	219,948.0	80.3%
Single-family Residential	21,917.0	7.7%	2,387.9	25.5%	19,529.1	7.1%
Vacant	19,093.1	6.7%	3,516.3	37.6%	15,576.8	5.7%
Manufactured Homes	7,231.5	2.6%	94.8	1.0%	7,136.7	2.6%
Public/Institutional	6,793.9	2.4%	1,910.8	20.4%	4,883.1	1.8%
Park/Recreation	2,718.3	1.0%	141.0	1.5%	2,577.3	0.9%
Industrial	2,413.0	0.9%	93.1	1.0%	2,319.8	0.8%
Commercial	2,290.6	0.8%	756.2	8.1%	1,534.3	0.6%
Multi-family Residential	792.6	0.3%	450.2	4.8%	342.4	0.1%
TOTAL	283,210.6	100.0%	9,363.0	100.0%	273,847.7	100.0%

* Acreages do not include road and rail rights-of-way
 SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016

FIGURE 10-2. EXISTING LAND USE MAP – GREENWOOD COUNTY



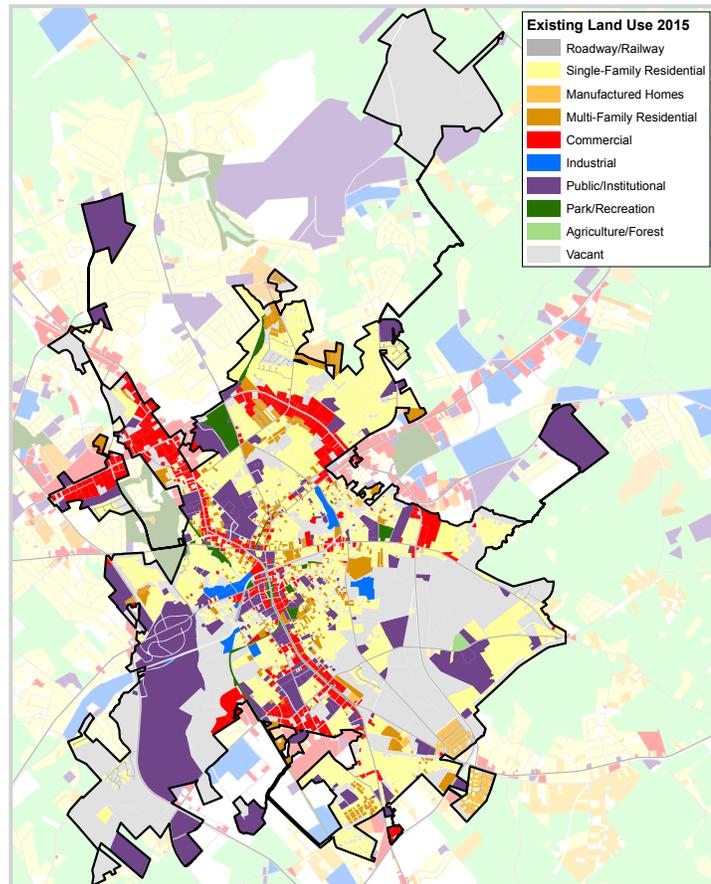
SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016



10.1.2. EXISTING LAND USE IN THE CITY OF GREENWOOD

The mix of uses within the City of Greenwood reflects its more urbanized nature (Figure 10-3). More than one-third (3,516 acres) of land within the City is vacant. Large vacant properties include the 547-acre CPW pond property in the northernmost area of the City that was formerly used as a water source. Other large tracts include the currently undeveloped 179-acre Maxwell Springs residential development in the southwestern area of the City, the nearly 169-acre farm at Connie Maxwell Children’s Home in the southwestern area of the City, and a 131-acre property in the central eastern area of the City owned by Carolina Pride Foods that is a possible expansion site. One-quarter of the City’s land area (2,388 acres) is in single-family residential use and nearly 1,922 acres (20.4%) is in public or institutional use. Eight percent of land (756 acres) is in commercial use, while 4.8% (450 acres) is in use as multi-family residential.

FIGURE 10-3. EXISTING LAND USE MAP – CITY OF GREENWOOD



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016

10.1.3. LAND SUITABILITY ANALYSIS AND PRIME DEVELOPMENT AREAS

In planning for the future development of a community, one of the primary goals is to minimize capital expenditures by encouraging development in locations that are already served by critical infrastructure such as water, sewer and public roads. To determine suitability of land for future development, properties that are currently vacant or in agricultural or forestry use were analyzed based on several criteria that eliminated areas that have soils unsuitable for development that are located within flood hazard areas, or

PRIME DEVELOPMENT AREA ALONG SC HIGHWAY 72 BYPASS





are owned by state or federal agencies. While not vacant, land in agricultural or forestry use can be attractive to developers because these properties are often in larger tracts and include few improvements that would be costly to remove. However, the development of these large tracts can conflict with policies intended to preserve the County's prime agricultural land. Based on these criteria, nearly 161,415 acres of land are suitable for future development in Greenwood County. More than two-thirds (67.5%) of Greenwood County's vacant or agricultural/forested land is suitable for future development. These areas are found throughout the County, but the majority of the lands suitable for future development are in the rural areas of the County to the north and south of the City of Greenwood (Map 10-4).

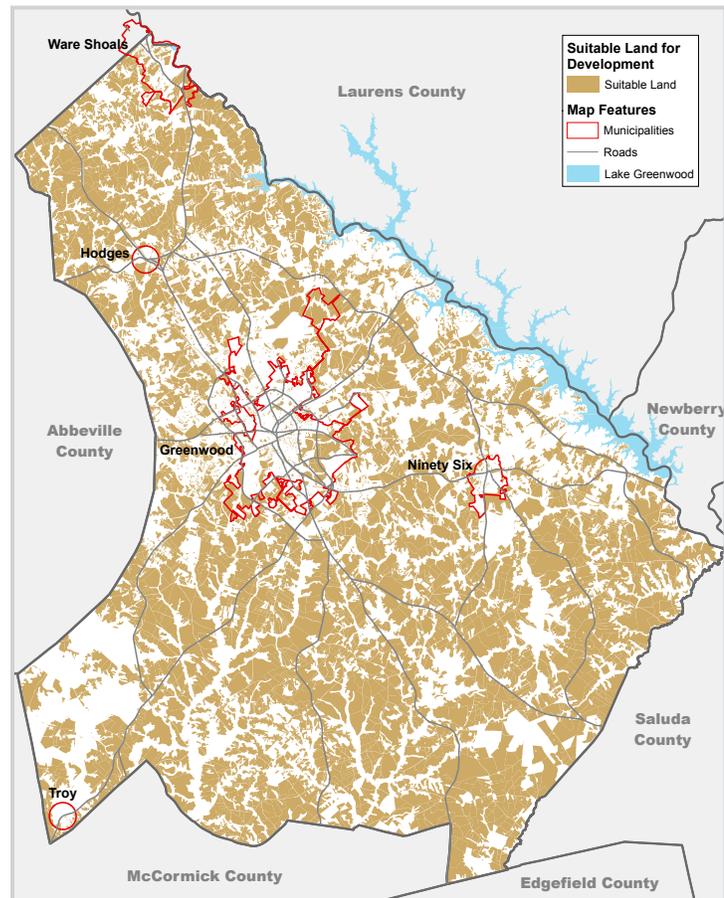
Land areas with high or moderate development potential offer prime locations for future development. The areas identified as suitable for future development were then evaluated for development potential based on proximity to critical public infrastructure.

Adequate access to water, sewer and roads is a key factor in the location of future commercial, industrial, and residential developments. An analysis of development potential is provided in Figure 10-5 and illustrated in Figure 10-6. Nearly 13% of the County's undeveloped, suitable land (20,395 acres) is located within 2,500 feet of all three infrastructure types and presents the highest potential for future development. More than 15% of suitable land (24,913 acres) is within 2,500 feet of two of the three critical infrastructure types and offers a moderate potential for future development.

Almost two-thirds of the land considered suitable for development (105,119 acres) is within 2,500 feet of only one of the critical infrastructure types and 6.8% (10,988 acres) lies beyond 2,500 feet of any critical infrastructure, making it more likely that these areas will continue to be vacant or remain in agricultural or forestry uses. These lands also support other rural uses such as low density residential that can be served by septic tanks and wells and accessed by private roads or driveways.

Appropriate higher density development should be encouraged in these areas with high or moderate future development potential. As shown on Map 10-6, land with high and moderate potential is concentrated in the central and northern half of the County. The undeveloped areas with the highest development potential

FIGURE 10-4. LAND SUITABLE FOR DEVELOPMENT



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016



are located in and around the City of Greenwood, extending westward along SC Highway 72 and McCormick Highway; north along SC Highway 254 towards Cokesbury and Park Seed Company; east along SC Highway 72/US Highway 221 toward Lake Greenwood and along Emerald Road to SC Highway 246 near Solutia and Fuji Photofilm. Additional areas with high potential for future development are found along US Highway 25, including areas in and around the Towns of Ware Shoals and Ninety Six and an area along SC Highway 702 near Lake Greenwood.

Areas with moderate potential for future development primarily extend along major highway corridors that link the City of Greenwood with the Towns of Hodges and Ninety Six and Lake Greenwood. Included in this classification are additional areas along US Highway 25 and SC Highways 254 and 246 north of the City extending to the Town of Hodges. This corridor also follows Ninety Six Highway from the southwest and southeast of the City to the Town of Ninety Six and continues to SC Highway 702. Moderate potential is identified along McCormick Highway to the southwest of the City, with additional areas also located east of SC Highway 246 along Lake Greenwood. A small area primarily to the west and south of the Town of Troy also has moderate potential for future development.

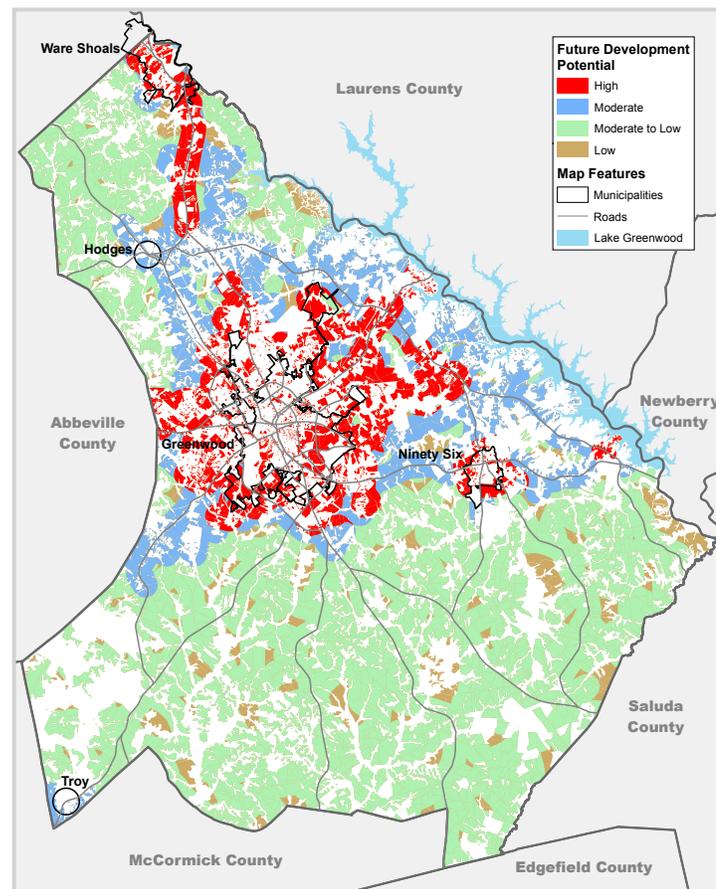
Areas with moderate to low or low potential for future development have limited or no access to critical infrastructure and are not attractive for large scale residential or commercial development or for the location of new industries until such infrastructure is extended to serve these areas. These areas are primarily located in the more rural areas of the County that border Saluda, Edgefield, and McCormick Counties.

FIGURE 10-5. DEVELOPMENT POTENTIAL CLASSIFICATION

DEVELOPMENT POTENTIAL	DEFINITION	ACREAGE	
		TOTAL	%
High	Lands within 2,500 feet of all 3 infrastructure types*	20,395.4	12.6%
Moderate	Lands within 2,500 feet of 2 of 3 infrastructure types	24,913.1	15.4%
Moderate to Low	Lands within 2,500 feet of 1 of 3 infrastructure types	105,118.5	65.1%
Low	Lands not within 2,500 feet of the 3 infrastructure types	10,988.0	6.8%
ALL LAND SUITABLE FOR DEVELOPMENT		161,414.97	100.0%

*Infrastructure types are existing roads, water lines, and sewer lines
 SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016

FIGURE 10-6. DEVELOPMENT POTENTIAL MAP



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016

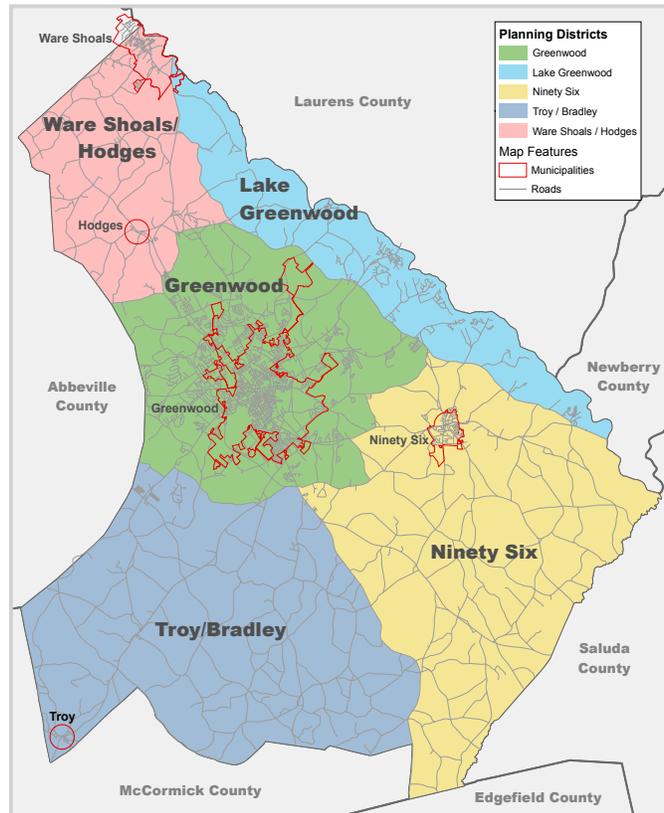


10.1.4. PLANNING DISTRICTS

For planning purposes, five Greenwood County planning districts have been delineated based on geographic identity. The planning districts are depicted in Figure 10-7 and include Greenwood, Lake Greenwood, Ninety Six, Troy/Bradley, and Ware Shoals/Hodges.

Existing land use, amount of land suitable for development, availability of public services and infrastructure, and future development potential were analyzed for each Planning District. The Troy/Bradley and Ninety Six districts are the two largest in land area and also have the highest percentages of undeveloped land at 94% and 92%, respectively. The Ware Shoals/Hodges planning district is the second smallest in size, but also has the third highest percentage of undeveloped land at almost 86%. The Greenwood planning district is the most developed in the County at more than 36%, followed by the Lake Greenwood planning district at nearly 27%. However, all five districts have substantial amounts of undeveloped land, ranging from 64% in the Greenwood district to more than 94% in the Troy/Bradley planning area.

FIGURE 10-7. PLANNING DISTRICT MAP



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, 2016

More than 51,521 undeveloped acres of land in the Ninety Six planning district (62%) and 50,088 acres in the Troy/Bradley planning district (60%) are suitable for development (Figure 10-8). As described in Section 10.1.3, properties suitable for development are currently vacant or in agricultural or forestry use, have soils that will support development, are located outside of flood hazard areas, and are not state or federally owned. Of the County's undeveloped land (vacant land or land in agriculture/forestry use), 73% in the Ware Shoals/Hodges planning district (20,835 acres) and more than 72% in the Greenwood planning district (26,692 acres) is suitable for development. Percentages of undeveloped land suitable for development in the other three planning districts are slightly lower and range from 63.6% to 67.7%.

As detailed earlier, the factors used in determining future development potential are suitability for development and proximity of critical public infrastructure including water and sewer service and roads. An analysis of development potential for each planning district based on these criteria, along with the predominant existing land uses in each planning district, is provided in Figure 10-9. As expected, the Greenwood planning district is the County's most urbanized district and currently includes a mix of residential, public/institutional, and commercial uses, along with agriculture/forestry in outlying areas. The Future Development Potential is high in this district, with 58% of land suitable for development located within 2,500 feet of water and sewer service and public roads and nearly 28% within 2,500 feet of at least two of these three critical infrastructure types.



FIGURE 10-8. LAND SUITABLE FOR DEVELOPMENT BY PLANNING DISTRICT

PLANNING DISTRICT	ALL LAND - TOTAL ACRES	UNDEVELOPED LAND*		LAND SUITABLE FOR DEVELOPMENT		
		ACRES	% OF TOTAL	ACRES	% UNDEVELOPED	% OF ALL LAND
Greenwood	57,917.1	36,883.8	63.7%	26,692.4	72.4%	46.1%
Lake Greenwood	25,531.7	18,704.6	73.3%	12,278.0	65.6%	48.1%
Ninety Six	82,712.8	76,100.1	92.0%	51,521.3	67.7%	62.3%
Troy/Bradley	83,750.5	78,800.1	94.1%	50,088.4	63.6%	59.8%
Ware Shoals/ Hodges	33,286.8	28,553.6	85.8%	20,834.9	73.0%	62.6%
TOTAL	283,210.6	239,053.7	84.4%	161,415.0	67.5%	57.0%

*Undeveloped land is Vacant land or land in Agriculture/Forestry use
 SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, JUNE 2016

The Lake Greenwood planning district is more suburban in nature, with a mixture of uses that includes residential, park and recreation, industrial, and commercial, along with agriculture and forestry. Future development potential is predominantly moderate in this district, with less than 11% of the land suitable for development located within 2,500 feet of water, sewer and public roads. A third (32%) of the district’s suitable land area offers moderate to low development potential, while nearly half (48.5%) of the suitable land is within 2,500 feet of two of the three critical infrastructure types.

The rural Ninety Six, Troy/Bradley, and Ware Shoals/Hodges planning districts are characterized by agriculture, forestry, and low density residential uses. As shown in Figure 10-8, future development potential in the Troy/Bradley and Ware Shoals/Hodges planning districts is moderate. Approximately two-thirds of the suitable land for development in each district is located within 2,500 feet of only one critical infrastructure type. Only one-third (32.8%) of suitable land in Troy/Bradley and one-fifth (19.3%) in Ware Shoals/Hodges is near two critical infrastructure types. Future development potential for the Ninety Six planning district is moderate to low, with nearly 80% of land suitable for development located near only one of the critical infrastructure types, less than 9% located near two critical infrastructure types. Less than 10% is located within the vicinity of water, sewer and a public road.

FIGURE 10-9. FUTURE LAND DEVELOPMENT POTENTIAL BY PLANNING DISTRICT

PLANNING DISTRICT	PREDOMINANT EXISTING LAND USES	DEVELOPMENT POTENTIAL OF SUITABLE LAND	FUTURE DEVELOPMENT POTENTIAL
Greenwood	Urban/Suburban - Agriculture/Forestry, Residential, Public/Institutional, Commercial	58.0% High 26.7% Moderate 12.9% Moderate to Low	High
Lake Greenwood	Suburban - Agriculture/Forestry, Residential, Park/Recreation, Industrial	48.5% Moderate 32.1% Moderate to Low 10.9% High	Moderate
Ninety Six	Rural - Agriculture/Forestry, Residential	79.7% Moderate to Low 9.5% Low 8.8% Moderate	Moderate to Low
Troy/Bradley	Rural - Agriculture/Forestry, Residential	66.7% Moderate to Low 32.8% Moderate	Moderate
Ware Shoals/ Hodges	Rural - Agriculture/Forestry, Residential	64.4% Moderate to Low 19.3% Moderate 12.0% High	Moderate



10.2. LAND USE AND ENERGY

The Greenwood County population is becoming more urbanized, increasing by 4,045 persons to more than 60% of the population from 2000 to 2010. The County ranks 16th among the State's 46 counties in the percentage of the population that lives in urban areas.

As Greenwood County continues the rural to urban transformation, its land use policies and programs will have a profound impact on the community energy consumption rate. The Florida Center for Community Design and Research estimates that more than half of the energy use of industrialized countries is related to land use distribution – that is, to the spatial relationships of residences to work sites, schools, shopping and other activities. A variety of land use planning tools and methodologies have proven to be effective energy conservation measures. While some involve the development of new policies or regulations or the provision of incentives, others can be accomplished through revisions to existing procedures or regulations that promote mixed-use and infill development, redevelopment of existing sites, full utilization of existing infrastructure, compact development, urban forestry and landscaping, and the provision of open space in new developments.

10.2.1. MIXED-USE DEVELOPMENT

The location of stores, restaurants, offices, residences, schools, recreation areas, and jobs within close proximity to residential areas lessens reliance on the car and encourages alternative modes of travel. Such “mixed-use” development results in greater independence of movement for non-drivers such as the young and the elderly and provides access to support services for the growing number of people who work at home. Residents under 16 years of age comprise 21% of Greenwood's population, while residents aged 65 and older make up more than 15% of the County population. It is estimated that 657 County residents work at home. Mixed-use development can also provide a variety of housing choices for a range of age groups, family types and income levels – contributing to a diverse and vibrant community.

Mixed-use developments that combine residential and commercial uses encourage pedestrian and bicycle travel both for shopping and work, reducing personal vehicle trips. The length of trips by home-based workers to business services and suppliers can be shortened in developments that mix residential and commercial uses, allowing some of these to be made on foot or bicycle. In addition, advances in technology have resulted in an increasing number of industries that produce no noxious smells, sounds or emissions, making them more compatible neighbors to both commercial and residential uses.

Developments that include employment centers, shopping and personal services can produce significant energy savings. With services such as convenience grocery stores, restaurants, dry cleaners, banks, post office and mail centers, childcare centers and pharmacies located near the workplace, commuters can take care of errands without driving elsewhere for these services.

Residential developments that include a mixture of housing densities and types are more energy efficient than conventional single-family housing developments. Including a variety of compact housing types that range from multi-family, townhouses or patio homes in a development can result in substantial savings in both energy for heating and cooling and in automobile-related energy use. However, building and site design are critical to the energy efficiency of mixed-use developments. Safe, attractive and



convenient pathways should be provided that link residential, commercial and employment both within the development site and with appropriate adjacent uses. To encourage walking within these developments, parking for commercial uses should include a pedestrian circulation pattern that allows customers to park once and visit several locations on foot. It is also important to carefully balance considerations such as noise, aesthetics, and traffic impact to ensure that increased co-mingling of land uses is compatible and beneficial to the community.

10.2.2. INFILL AND REDEVELOPMENT

Of all the sustainable growth strategies that can be undertaken in a region, strengthening existing, central urbanized areas is requisite. Successful downtowns offer an attractive pedestrian environment, including a complementary mix of uses that generate activity throughout the day and into the evening. Revitalization efforts seek to maximize the use of available properties in urban areas, resulting in more productive use of these strategically located centers and reducing the need to convert greenfields into suburbs. However, healthy urban areas and suburbs are not mutually exclusive. A strong central city should have a positive effect on the whole region. By combining a mixture of uses, higher densities, efficient use of existing infrastructure, and multimodal transportation opportunities, urban areas can play an important role in reducing per capita energy consumption.

The trend toward developing outward into traditionally rural areas impacts older suburbs as well. As growth extends past older suburbs, buildings are abandoned and often left to deteriorate. A current example is the tendency of some “big box” retailers to abandon smaller, relatively new buildings as they follow new growth and move to larger facilities located even further from established areas. A successful community revitalization effort should address these older suburbs as well as the urban area.

Many residential neighborhoods and commercial areas, both old and new, have been under-built, leaving empty, overgrown and unkempt lots that create gaps between buildings. Although vacant, abandoned or derelict properties in established residential and commercial areas are community liabilities, they also provide prime opportunities for energy conservation through infill development. By using properties within established districts that were initially bypassed, created by demolition, or abandoned for new development, infill developments contribute to energy conservation on multiple levels. Higher density infill developments promote travel alternatives such as walking and bicycling and help sustain nearby mixed-use development. Infill development also utilizes existing utilities and roads, reducing the need to expend additional energy and funds in the expansion or construction of new support facilities.

Properties that include abandoned or derelict buildings are rarely thought of as desirable sites for new development, since the added demolition and cleanup costs often make redevelopment prohibitive. Redevelopment of such sites, known as brownfields or greyfields, is often complicated by the existence of real or perceived environmental contamination. Brownfield redevelopment is a strategy for returning such lands to productive use which results in energy and financial savings as well as improved public and environmental health. Brownfield redevelopment contributes to the local economy and may also attract additional development to an underutilized area. As with infill development, redevelopment can decrease energy consumption and public cost by utilizing existing infrastructure and preventing further encroachment into greenfields.



Redevelopment also includes the innovative reuse of existing facilities. For instance, many underutilized or vacant retail mall spaces have been converted into schools, churches, government facilities, offices, and health care facilities. Local adaptive reuse of older buildings has been particularly successful in the City of Greenwood. In the mid 1980s, a city block of old retail space was transformed into the Inn on the Square, an upscale hotel. During that same timeframe the former Greenwood High School, located within close proximity to Uptown, was converted into apartment units. More recently, a vacant big box retail store was converted to a church. Adaptive reuse has proven a successful development option in Greenwood County and should be encouraged in the future.

10.2.3. COMPACT DEVELOPMENT AND CLUSTERING

The introduction and encouragement of compact development and clustering in a community can significantly impact energy usage. The fundamental concepts of compact development and clustering are similar, but distinct in application. *Clustering* is a development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, or the preservation of historic or environmentally sensitive features. A *compact development* is one that is built at optimal density and does not necessarily include the provision of open space. Compact development concepts are generally used within cluster projects to maximize buildable space and ensure the adequate provision of open space.

While the concepts of compact development and clustering can be applied to commercial or industrial projects, they are most often associated with residential development. Compact residential development can be achieved by building homes on smaller lots, incorporating provisions for zero-lot-line design (patio homes), building attached homes (duplexes or townhouses), or building multi-family structures (apartment buildings). Clustering is best suited for suburban or rural areas where there are available properties of adequate size to accommodate the required open space. Compact development is best applied to projects in urban areas where properties are generally too small to include significant amounts of open space.

When compared with conventional subdivisions, compact and cluster developments are more energy-efficient. Compact development shortens trips, lessening dependence on the automobile and thereby reducing levels of fuel consumption and air pollution. Residential clustering can reduce the length of streets and utility line installations, saving energy in the construction and later in the maintenance of streets, the transmission of electricity and water, and the provision of services including garbage collection in both compact and cluster developments. In addition, the increased vegetation and open space preserved in cluster developments contribute to a reduction in summer air temperature and cooling needs.

The smaller detached single-family, attached single-family and multi-family homes characteristic of compact

TOWNHOUSE DEVELOPMENT





development use less energy for space heating and cooling than traditional single-family detached homes. Shared walls in attached and multi-family units reduce heating and cooling losses, resulting in even greater energy efficiency. Compact developments also make more efficient use of urban services by accommodating more residents in less space than typical subdivision design.

Locally, the zoning ordinances for Greenwood County and the City of Greenwood include an option for clustered development. This approach allows residential development to cluster all the allowed density in one area of the property while leaving the remaining area undisturbed. Essentially, the developer is given an option to transfer the allowable densities of the entire property into a smaller, more densely developed area to save on infrastructure costs and leave the remainder of the property undisturbed. The result is a development that is environmentally friendly due to the provision of undisturbed open space, more affordable due to the reduced infrastructure and site design needed as compared to typical residential developments, and provides more opportunities for walking, jogging, and biking.

10.2.4. URBAN FORESTRY AND LANDSCAPING

Land use and development density can have an adverse impact on both the local and global environments. The more densely an area is developed, the higher the temperatures are likely to be. On warm summer days with calm winds, city air can be 2 to 12 degrees Fahrenheit (°F) hotter than the surrounding countryside. Dark roofs and paving materials absorb more of the sun's radiation than vegetation, causing both surface temperature and overall ambient temperature in urban areas to rise. This phenomenon, called the *urban heat island effect*, has intensified throughout the past century as urban areas have grown larger.

The urban heat island effect significantly affects energy consumption. Electricity demand for cooling increases by 1.5% to 2% for every 1 degree increase in air temperature, suggesting that 5% to 10% of community-wide demand for electricity is used to compensate for the heat island effect (US EPA, 2016).

Trees have been identified as a “low tech,” cost-effective tool for energy conservation and can save energy by:

- Reducing the need for air conditioning through shade;
- Breaking the force of winter winds and lowering heating costs;
- Serving as a renewable source of fuel;
- Reducing air temperatures through evapotranspiration;
- Sequestering, or “locking up,” carbon, an element that is a key factor in atmospheric pollution and warming;
- Decreasing lawn space with trees and reducing areas that require the use of power mowers.

Urban forests have been shown to lower the ambient temperature of a city's summer “heat islands” if local tree canopies are sufficiently mature. Planting trees along streets reduces the heat absorbed by asphalt and can reduce the energy used for cooling in adjacent buildings. Evening ambient air temperatures in neighborhoods with well-shaded streets are up to 10° F cooler than areas with less shading. The inclusion of



trees in parking areas can also partially block the sun's rays onto parked cars, reducing temperatures both within the cars and in the fuel tanks. While cooler vehicle interiors require less initial air conditioning, cooler gas tanks result in less fuel evaporation and therefore less hydrocarbon emissions. The use of trees and other vegetation to reduce surface temperatures not only saves energy, it can also improve air quality and make urban environments more livable. According to the California Energy Commission, a healthy urban tree can also absorb 10 to 50 pounds of carbon dioxide (CO₂) per year, making the urban forest a valuable tool in controlling air pollution.

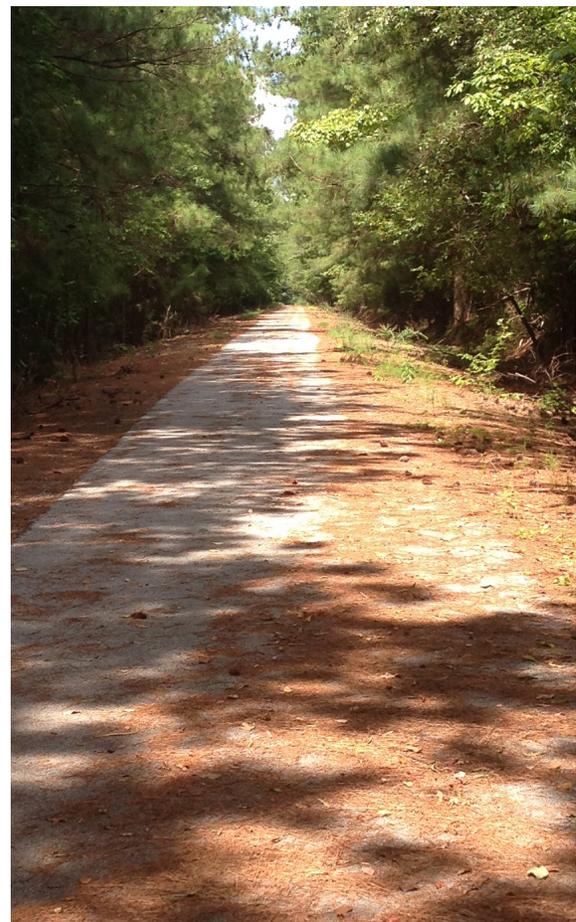
10.2.5. OPEN SPACE

Open spaces are unimproved parcels or areas of land or water that are set aside, dedicated, designated, or reserved for resource protection and public or private use as active or passive recreation areas. Open spaces provide opportunities for preserving existing vegetation and introducing additional trees into an area. While many jurisdictions require the inclusion of open space in new developments, some communities have developed comprehensive greenway systems that link open spaces and in some cases provide miles of uninterrupted greenways within urban or suburban areas. A greenway can be a simple path surrounded by just enough natural vegetation to mask the sights and sounds of the city, or it can include linkages along a continuous corridor with larger open spaces such as a park, wildlife refuge, or historic site.

Open spaces and greenways are popular primarily because of the visual beauty and recreational benefits they offer. The significant energy savings and improved air quality these spaces provide are less tangible benefits, often unheralded by advocates. As noted earlier, the trees and vegetation that are an important feature of open spaces and greenways provide shade and evapotranspiration that cool air temperatures in hot weather and block cold winds in winter months, thereby reducing energy needs for heating and cooling. When greenways are used for travel on foot or by bicycle to primary destinations such as work or school, they can also help reduce the number of vehicle trips.

The Zoning Ordinances for the City of Greenwood and Greenwood County provide incentives for developers to include parks, open spaces, sidewalks and bicycle paths in new developments. Developers are allowed an increase in density of up to 35% when these amenities are included in the development. Pedestrian and bicycle paths are also encouraged as alternative modes of travel, thus reducing vehicle trips, while parks and open spaces are promoted to provide greater opportunities for preserving existing vegetation and introducing additional trees into the area.

HERITAGE TRAIL





10.3. FUTURE LAND USE

The Greenwood County population is projected to increase by 6,660 persons, accompanied by nearly 2,970 new dwelling units, by 2030. The Future Land Use (FLU) Map is a blueprint for the physical development of Greenwood County and is intended to accommodate growth while meeting future needs for the next 20 years. It sets the context and provides the vision for future growth and development in the County. Implementation of the Future Land Use Map will be accomplished through regulatory measures included in the City and County Zoning Ordinance and Land Development Regulations.

Development of the Future Land Use Map is anchored by land use data provided by the existing land use map and was supplemented by staff knowledge of current development trends and potential future development areas. As illustrated in the Existing Land Use Map (Figure 10-2), much of Greenwood County is primarily rural in nature. Downtowns, commercial corridors along major roadways, industrial development, and residential areas have evolved and matured over time and have been incorporated in the Future Land Use Map. Future Land Use was classified under the following eleven categories as depicted in Figure 10-10.

NEW HOME UNDER CONSTRUCTION



FIGURE 10-10. FUTURE LAND USE BY AREA

FUTURE LAND USE	TOTAL GREENWOOD COUNTY		CITY OF GREENWOOD		COUNTY NOT INCLUDING CITY OF GREENWOOD	
	ACRES	%	ACRES	%	ACRES	%
Farmland Conservation	103,098.2	36.4%	0.0	0.0%	103,098.2	37.6%
Natural Conservation	81,086.5	28.6%	0.0	0.0%	81,086.5	29.6%
Low Density Residential	59,973.9	21.2%	817.6	8.7%	59,156.3	21.6%
Medium Density Residential	12,774.5	4.5%	2,260.6	24.1%	10,513.9	3.8%
Industrial Development	8,787.6	3.1%	194.4	2.1%	8,593.3	3.1%
Public Use	5,429.8	1.9%	1,660.9	17.7%	3,768.8	1.4%
Commercial Development	3,797.3	1.3%	994.2	10.6%	2,803.1	1.0%
Open Space/Recreation	3,545.8	1.3%	264.1	2.8%	3,281.7	1.2%
High Density Residential	2,782.6	1.0%	2,526.5	27.0%	256.1	0.1%
Historic Resource	1,082.5	0.4%	13.8	0.1%	1,068.7	0.4%
Mixed use Development	851.9	0.3%	630.8	6.7%	221.1	0.1%
TOTAL	283,210.6	100.0%	9,362.9	100.0%	273,847.7	100.0%

SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016



- **Low Density Residential** – Low Density Residential is characterized by large lots with densities no greater than one single-family, detached residence for every $\frac{3}{4}$ acre or 32,670 square feet of lot area. Most areas designated as low density residential either already have access to water and sewer service or plans are in place to provide these services within the next 20 years. Included in this use category are detached, single-family, site-built homes and modular or manufactured homes on individual parcels. The location of modular and manufactured homes in these areas must meet conditions to ensure compatibility with other single-family, detached housing in the area.
- **Medium Density Residential** – Land use that typically acts as a transition area between low density and high density residential land use areas. This future land use category includes single-family and multi-family dwellings in small lot subdivisions, zero lot line and patio home developments, duplexes, apartments, and townhomes at densities of no more than one home per 7,500 square feet of land area or no more than six dwelling units per acre. Incentives that would allow densities of up to 12 dwelling units per acres should be available for the inclusion of open space or other community enhancements.
- **High Density Residential** – Land areas that include all types of residential uses, including single-family detached and attached homes, townhomes, multi-family housing, duplexes, and manufactured homes. Much of the area in this future land use category is located in some of the older areas of the City of Greenwood that were developed before World War II. New development should include affordable infill projects that are compatible with, and enhance the character of, the neighborhood. Density should not exceed 10 dwelling units per acre – or one unit per 4,450 square feet. Incentives such as density bonuses up to 20 units per acre should be available for the incorporation of open space and other community enhancements. New construction should replicate front yard setbacks of existing development in the area and should not substantially alter the natural roadway grid pattern.
- **Commercial Development** – Land area used to conduct business, trade activities, administrative activities, professional activities or services, or personal services. Examples of uses include establishments for wholesale or retail sale of goods and services, restaurants, entertainment facilities, administrative or professional offices, gas stations, grocery stores, personal services, furniture stores, clothing stores, car sales, hotels/motels, and nursery or garden centers. This category can include all types of commercial development, including small-scale and neighborhood commercial. Most of the areas in this category are located along major roadways and at major road intersections. Parking standards in these areas should be based on the type of commercial businesses and signage should be based on amount of road frontage for each business.
- **Historic Resource** – Land area south of the Town of Ninety Six, near the Ninety Six National Historic site, and in the vicinity of the Cokesbury community. The intent of this future land use category is to protect large-scale cultural and historic sites from any adverse impacts of intense development. Land uses that complement the historic nature of the area such as residences and small commercial and public uses should be encouraged. Overall population densities should not exceed three people per acre and minimum lot sizes should be no less than one acre.
- **Industrial Development** – Land area used to manufacture, assemble, process, or fabricate goods and/or to store (warehouse) or transport goods. Examples include manufacturing plants, industrial parks, truck terminals, and warehouses. There are four large-scale industrial development areas in the County: 1) northeast of the Town of Hodges on U.S. Highway 25; 2) west of the Coronaca community



on S.C. Highway 246 and the Greenwood County Airport; 3) east of the Coronaca community on S.C. Highway 246; and 4) south of the City of Greenwood between West Alexander Avenue and Mt. Moriah Road. New industrial and compatible commercial development should be encouraged to locate where existing and adequate infrastructure is available. Overall population densities should not exceed one person per five acres and lot sizes should be 10 acres or larger in these areas.

- **Mixed Use Development** – Land area characterized by a mixture of complementary residential, small-scale commercial businesses, offices, and professional service providers typically found in most urban areas. This category should be developed under standards that minimize negative impacts among different land uses in the County’s urbanized area. Densities in the urbanized area should not exceed 10 dwelling units per acre. This future land use category can include developments with a mixture of professional offices, research parks, and corporate headquarters facilities within a campus setting. Lot size for this type of mixed use development should be ten acres or larger, with parking standards based on employee counts and building size.
- **Farmland Conservation** – Land areas primarily designated as prime agricultural areas based on soil type and suitability with the intent to encourage the use of prime agricultural land to its full potential. The Farmland Conservation land use category encompasses large areas of land in the northern and southeastern areas of the County. Land uses appropriate for this district include all agricultural uses, residences, and commercial uses that are related to agricultural production and sales. To reserve as much land as possible for farmland, overall population densities should not exceed one person per acre. Minimum lot sizes should be two acres or greater for residential, five acres or larger for commercial, and 10 acres or larger for appropriate industrial uses.
- **Public Use** – Land area used primarily for private, public, quasi-public, religious, philanthropic, or other activity that provides for the social, cultural, educational, health, or physical betterment of the community and public governance. Examples include county, municipal, state and federal offices; schools; churches; hospitals; congregate care facilities (nursing homes); utility offices; postsecondary institutions; and libraries. Uses within this future land use category should be accessible to the general public and within proximity of a variety of other uses including residential areas, and should be protected from incompatible development.
- **Natural Conservation** – The Natural Preservation land use category is concentrated in the southern portion of the County, generally following the boundary of the Sumter National Forest. The intent of this land use category is to maintain the natural beauty of the area, while encouraging natural and recreational activities such as forestry, resource and wildlife management areas, recreational hunting and camping, along with low density residential uses. Complementary commercial uses and minor industrial uses near major arterial road intersections should be allowed, but with stringent guidelines that will protect surrounding natural areas. Overall population densities in the district should be no greater than one person per five acres and minimum lot size should be five acres or larger for residential uses and 10 acres or larger for all other uses.
- **Open Space and Recreation** – Land area used for active and passive public recreation or open space preservation. Examples of appropriate uses include ball fields, public and private golf courses, tennis courts, parks, greenways, public gardens, playgrounds, conservation areas, nature preserves, open spaces, greenways, trails, recreation centers and facilities, and sports complexes. These areas should be protected from incompatible development.



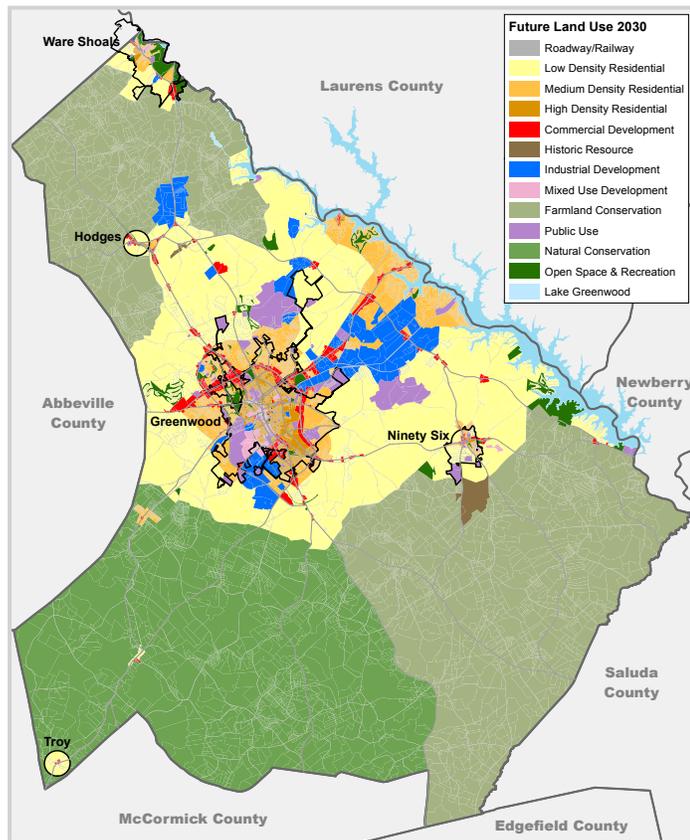
10.3.1. FUTURE LAND USE IN GREENWOOD COUNTY

The detailed analysis of future land use in Greenwood County provided in Figure 10-10 includes the City of Greenwood and the incorporated and unincorporated area of the County. More than one-third of the total land area in Greenwood County (more than 103,098 acres) is designated in the Future Land Use Map as Farmland Conservation and almost 81,087 acres (28.6%) as Natural Conservation. Over 21% of the County's land area (59,974 acres) has been classified as Low Density Residential. Nearly 12,775 acres (4.5%) has been classified as medium density residential and 8,788 acres (3.1%) as Industrial Development.

In the City of Greenwood, nearly 2,537 acres (27%) of all land area is designated as High Density Residential and 2,261 acres (24.1%) as Medium Density Residential. Nearly 91% of the County's designated High Density Residential land is within the City. Other prominent future land uses include Public Use (17.7%), Commercial Development (10.6%), Low Density Residential (8.7%), and Mixed Use Development (6.7%)

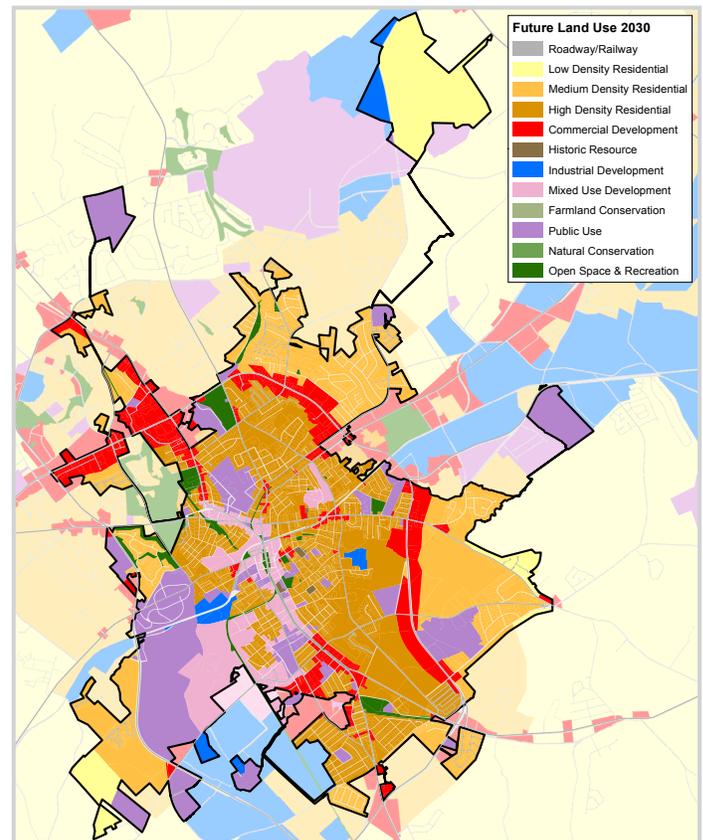
Figures 10-11, 10-12, and 10-13 provide future land use maps for Greenwood County, the City of Greenwood, and the Towns of Hodges, Ninety Six, Troy, and Ware Shoals.

FIGURE 10-11. FUTURE LAND USE MAP - GREENWOOD COUNTY



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016

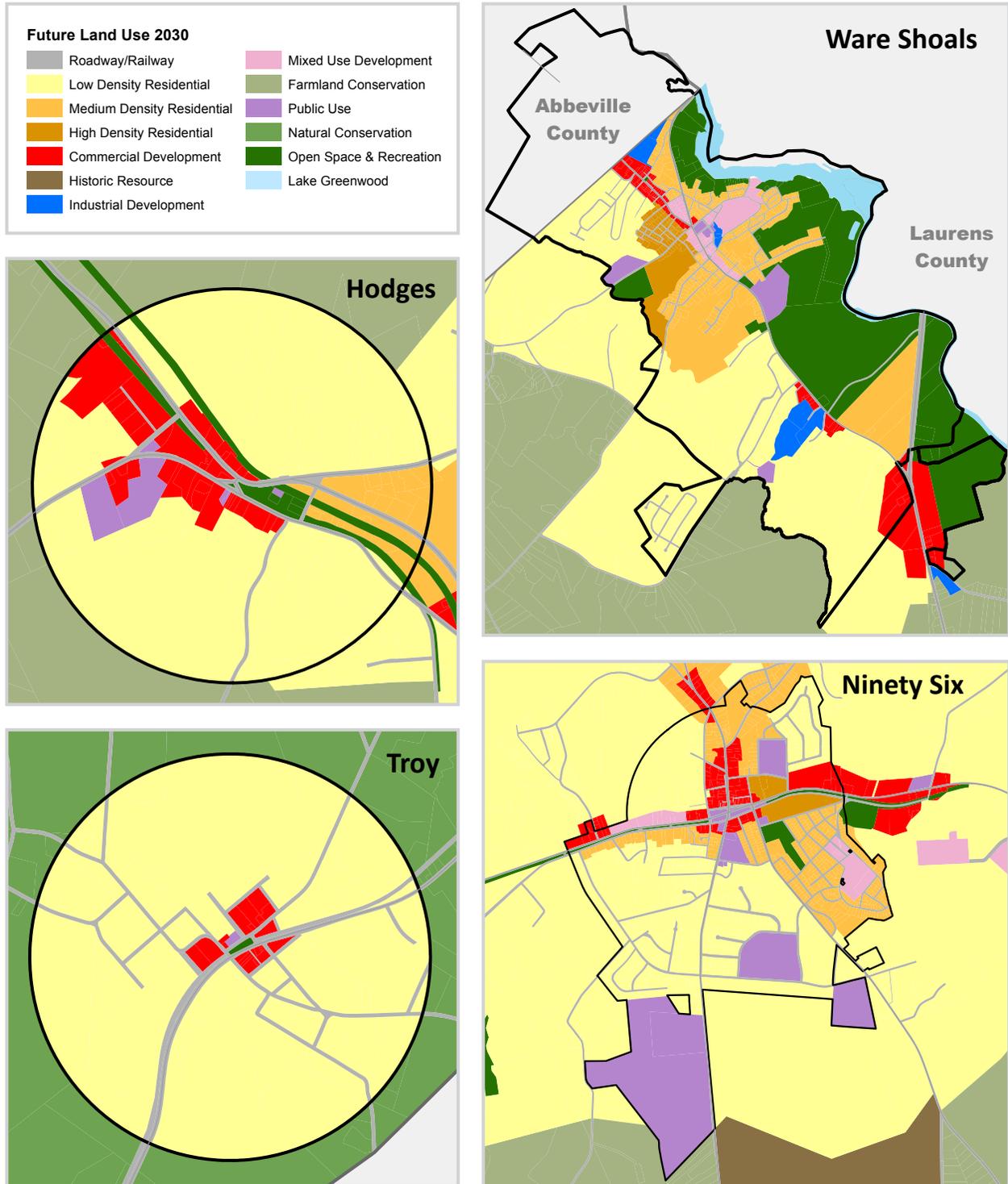
FIGURE 10-12. FUTURE LAND USE MAP - CITY OF GREENWOOD



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016



FIGURE 10-13. FUTURE LAND USE MAPS - GREENWOOD COUNTY TOWN GREENWOOD COUNTY



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, MAY 2016



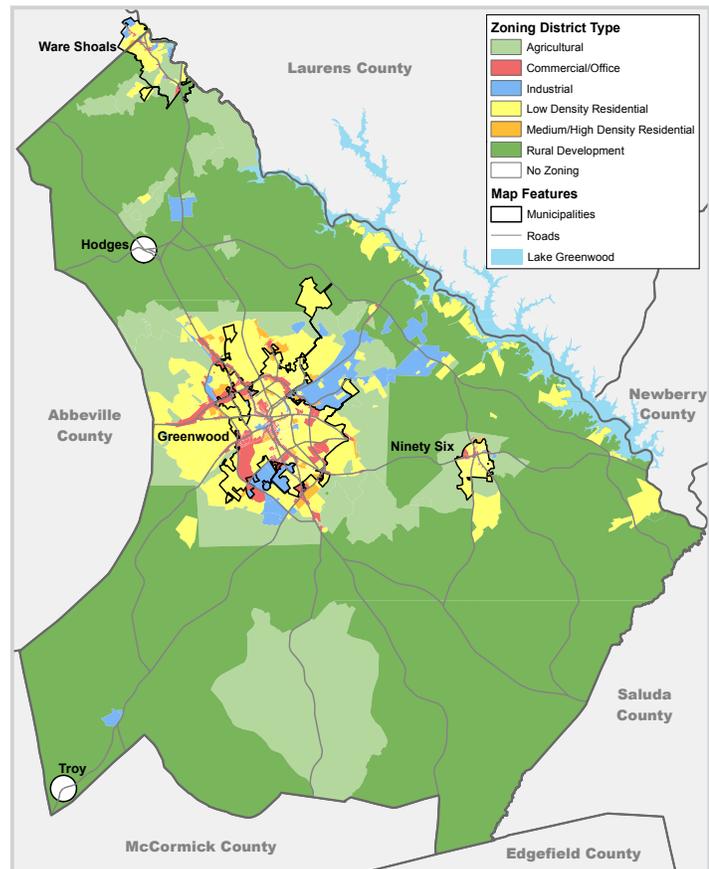
10.4. FUTURE LAND USE COMPATIBILITY

While the Future Land Use Map provides a blueprint for development in Greenwood County, land use regulations are the tools that will be used to implement the goals and objectives of the plan. The Zoning Ordinance delineates districts and establishes regulations governing the use, placement, spacing, and size of land and buildings (The Latest Illustrated Book of Development Definitions, 2004). Zoning ensures that development density is maintained at a functional level and takes into consideration issues such as population density, availability of public services, and traffic.

The unincorporated area of Greenwood County has been regulated by zoning since 1986. The City/County Planning Department also administers zoning for the City of Greenwood and the Towns of Ninety Six and Ware Shoals. Zoning has not yet been adopted for the Towns of Hodges and Troy.

As illustrated in Figure 10-14 and detailed in Figure 10-15, the Rural Development District (RDD) is the largest zoning district in the County, encompassing more than two-thirds (68.5%) of the County’s land area. Initially created to accommodate county-wide zoning in rural areas with minimal land use standards, RDD is the County’s least restrictive designation, allowing most types of land uses with minimal development and design standards. However, over time these areas of the County have developed without changes to the zoning designation to address developing areas. As a result, the RDD zoning designation has now become problematic in that there is no real impetus for a property owner to consider rezoning to a different zoning category more appropriate to developed or developing areas. As growth continues into areas historically zoned RDD, these properties should be considered for rezoning to more appropriate residential, commercial, industrial, or mixed use zoning districts. Continued use of the RDD zoning district should be discouraged in areas with high or moderate development potential as depicted in Figure 10-6. The Planning Commission should initiate a work program to begin rezoning sections of the County that are designated RDD in high or moderate development potential areas.

FIGURE 10-14. ZONING DISTRICT TYPES



SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, 2016



FIGURE 10.15. ZONING DISTRICT AREA COMPARISON¹

ZONING CODE	ZONING DISTRICT NAME	GREENWOOD COUNTY	CITY OF GREENWOOD	TOWN OF NINETY SIX	TOWN OF WARE SHOALS ²	AREA (ACRES)	% OF TOTAL AREA
R-1	Single-Family Residential	9,102.01	---	---	790.99	9,893.0	3.36%
R-2	Single-Family Residential	3,082.74	---	---	197.07	3,279.8	1.11%
R-3	Single-Family Residential	361.82	---	---	169.74	531.6	0.18%
R-4	Two-Family Residential	156.53	---	---	67.18	223.7	0.08%
R-5	Multi-Family Residential	865.50	---	---	16.82	882.3	0.30%
R-6	Multi-Family Residential	7.03	---	---	X ³	7.0	0.00%
R-7	Mobile Home Residential	106.94	---	---	79.05	186.0	0.06%
R1	Residential – Low Density	---	960.19	13.12	---	973.3	0.33%
R2	Residential – Low Density	---	663.13	363.91	---	1,027.0	0.35%
R3	Residential – Medium Density	---	1,356.34	312.53	---	1,668.9	0.57%
RM3	Residential – Medium Density	---	X ³	87.26	---	87.3	0.03%
R4	Residential – Medium Density	---	1,743.38	X ³	---	1,743.4	0.59%
R7	Residential – High Density	---	430.25	X ³	---	430.3	0.15%
RM7	Residential – High Density	---	334.59	X ³	---	334.6	0.11%
R10	Residential – High Density	---	338.39	11.33	---	349.7	0.12%
R12	Residential – High Density	---	2.59	X ³	---	2.6	0.00%
R15	Residential – High Density	---	X ³	X ³	---	0.0	0.00%
C-1	Neighborhood Commercial	23.43	---	---	X ³	23.4	0.01%
NC	Neighborhood Commercial	---	84.09	77.55	---	161.6	0.05%
C-2	General Commercial	1,567.01	---	---	112.69	1,679.7	0.57%
GC	General Commercial	---	1,030.38	12.94	---	1,043.3	0.35%
C-3	Core Commercial	---	---	---	X ³	0.0	0.00%
CC	Core Commercial	---	111.12	34.08	---	145.2	0.05%
RI-1	Residential Institutional	X ³	---	---	1.16	1.2	0.00%
OP-1	Office Professional	7.42	---	---	38.60	46.0	0.02%
OP	Office Professional	---	52.46	X ³	---	52.5	0.02%
IP	Institutional Professional	---	1,092.84	X ³	---	1,092.8	0.37%
I-1	Light Industrial	5,787.71	---	---	226.96	6,014.7	2.04%
LIW	Light Industrial / Warehousing	---	89.51	X ³	---	89.5	0.03%
I-2	Heavy Industrial	478.89	---	---	X ³	478.9	0.16%
HI	Heavy Industrial	---	168.75	6.93	---	175.7	0.06%
H-1	Historic	929.34	---	---	X ³	929.3	0.32%
NS	Neighborhood Services	---	0.42	---	---	0.4	0.00%
PDD	Planned Development	5,099.19	1,080.13	4.99	X ³	6,184.3	2.10%
NPD	Neighborhood Preservation	287.78	---	---	---	287.8	0.10%
NRD	Neighborhood Revitalization	118.72	---	121.64	---	240.4	0.08%
WD	Waterfront Development	62.85	---	---	---	62.8	0.02%
AG-1	Agriculture	16,920.72	---	---	X ³	16,920.7	5.74%
AG-2	Agriculture	10,601.69	---	---	926.99	11,528.7	3.91%
AG-3	Agriculture	4,237.01	---	---	X ³	4,237.0	1.44%
FA	Forest Agriculture	19,908.25	---	---	X ³	19,908.3	6.75%
RDD	Rural Development	201,908.42	---	---	X ³	201,908.4	68.48%
TOTALS		281,620.98	9,538.56	1,046.29	2,627.25	294,833.1	100.00%

¹ Hodges and Troy do not have zoning designations; ² Greenwood County enforces zoning in areas of Ware Shoals in Laurens and Abbeville Counties;

³ Zoning district allowed but not in use

SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, 2016



Figure 10-16 provides a listing of current zoning districts compatible with each of the future land use categories. The diversity and number of zoning districts used in Greenwood County provide a number of options for the development community. There are 42 unique districts utilized by local governments through the Greenwood City/County Planning Department. The table below serves as a guide for staff and elected and appointed officials for Greenwood County, the City of Greenwood, and the Towns of Ninety Six and Ware Shoals in consideration of future proposed zoning map amendments.

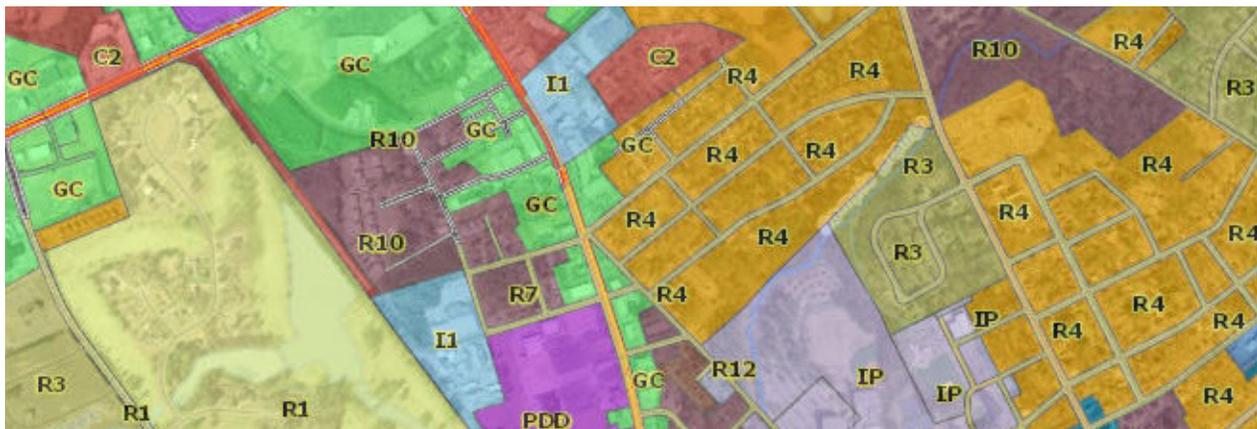
FIGURE 10-16. FUTURE LAND USE DESIGNATIONS AND COMPATIBLE ZONING DISTRICTS

FUTURE LAND USE CATEGORY	COMPATIBLE ZONING DISTRICT			
	GREENWOOD COUNTY	CITY OF GREENWOOD	TOWN OF NINETY SIX	TOWN OF WARE SHOALS
Low Density Residential	R-1, R-2, R-3	R1, R2	R1, R2	R-1, R-2, R-3
Moderate Density Residential	R-4	R3, RM3, R4	R3, RM3, R4	R-4
High Density Residential	R-5, R-6, R-7	R7, RM7, R10, R12, R15	R7, RM7, R10, R12, R15	R-5, R-6, R-7
Commercial Development	C-1, C-2	NC, GC, CC, OP, IP	NC, GC, CC, OP, IP	C-1, C-2, C-3
Farmland Conservation	FA, AG-1, AG-2, AG-3	---	---	---
Industrial Development	I-1, I-2	LIW, HI	LIW, HI	I-1, I-2
Mixed Use Development	PDD, OP-1, RI-1	PDD, CC, OP, IP	PDD, CC, OP, IP	PDD, OP-1, RI-1
Open Space and Recreation	Various	Various	Various	Various
Public Use	Various	Various	Various	Various
Historic Resource	H-1	Overlay District	Overlay District	H-1
Natural Conservation	FA, AG-2, AG-3	---	---	---

SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, 2016

Consideration should be given to consolidating the number of districts between the various communities. A consolidated approach to zoning administration between local jurisdictions would foster similar development design styles and patterns between the County’s jurisdictions, simplify the day-to-day administration of the community land use program, and provide consistency in interpretation and enforcement for property owners and developers. The alignment of zoning in the Town of Ware Shoals and Greenwood County to the City of Greenwood and Town of Ninety Six models would address these goals.

CONSOLIDATED ZONING MAP DEPICTING AREAS WITHIN THE CITY AND COUNTY





10.5. LAND USE FOCUS AREAS

A number of areas within Greenwood County have unique characteristics that should be preserved and protected. Such areas include major highway corridors, historic overlay districts, Uptown Greenwood, and the Greenwood County Airport. Land use regulation for these areas should include criteria that will provide guidance to the development community in areas of site and building design and form. Design criteria and design review standards should be identified for each designated area of concern and developed within a reasonable timeframe for review by the Planning Commission.

10.5.1. HIGHWAY CORRIDOR AREAS

While major highway corridors provide critical linkages throughout the County, they also present visitors with the first impression of the community. Highly visible areas along thoroughfares including U.S. Highway 25, North, U.S. Highway 72 East, U.S. Highway 72 West, U.S. Highway 25 South, U.S. Highway 221 South, and the U.S. Highway 25 Bypass serve as gateways into the County and its municipalities. As such, these corridors should be well maintained and protected from potentially unsightly uses such as junk yards and landfills. Overlay districts should be developed that encourage appropriate development, including landscaping, signage, and lighting requirements, to ensure that the County’s major highway corridors are attractive and inviting for residents and visitors.

10.5.2. HISTORIC OVERLAYS

Greenwood County has a number of historic areas that should be protected from incompatible development and enhanced with appropriate infill development. Although the County has established three historic overlay districts (Figure 10-17) to date, additional overlay districts are needed to protect the following important historic neighborhoods and sites:

FIGURE 10-17. HISTORIC OVERLAY DISTRICTS

OVERLAY CATEGORY	NAME	DATE ESTABLISHED	MUNICIPAL JURISDICTION	ACREAGE
UP	Uptown Greenwood	January 2007	City of Greenwood	12 acres
GV	Old Greenwood Village Historic	December 2007	City of Greenwood	85 acres
GNR	National Register of Historic Places	May 2016	City of Greenwood	15 acres

SOURCE: GREENWOOD CITY/COUNTY PLANNING DEPARTMENT, 2016

- Bradley Community
- Cokesbury
- Creswell/McLees Community
- East Cambridge Community
- Epworth Community
- Greenwood Mill Village
- Harris Mill Village
- Grendel Mill Village
- Hodges Town Square
- Jennings Street Neighborhood
- Katherine Hall and the Ware Shoals Inn
- Mathews Mill Village
- Ninety Six Mill Village
- Panola Mill Village
- Promised Land Community
- Wade Heights Neighborhood
- West Main Street and South Cambridge Avenue in Ninety Six



10.5.3. DEVELOPMENT INCENTIVES

Development incentives can be incorporated in the Zoning Ordinance and Land Development Regulations to encourage the inclusion of development enhancements that will benefit the entire community. For example, a new development could be allowed to develop at a density that is higher than currently allowed if the developer includes specific amenities such as open space, recreation sites, walking trails, and bicycle lanes. The option for clustering development within a project site is another, more specific, type of development incentive. In a cluster development, building sites are concentrated in one part of the site to allow the remaining land to be used for recreation, common open space, or the preservation of environmentally sensitive features. The incentive for clustering is usually the ability to build at a higher density than would otherwise be allowed, which saves the developer money by concentrating infrastructure rather than extending it throughout a large property. Cluster development is versatile and can be incorporated for residential, commercial and industrial uses. Development incentives are a win-win proposition, in that they provide benefits to the developer, the occupants of the project, and the greater community.

NEW HOTEL UNDER CONSTRUCTION



10.5.4. UPTOWN GREENWOOD

The Uptown area of the City of Greenwood is a unique area that has gone through many changes through the years. Overlay standards that protect the character, charm, and pedestrian-friendly nature of this area are important as is the promotion of mixed-use with the infusion of more residential. In addition, the boundaries of the Uptown district should be expanded to include all areas of the Uptown Tax District, to accommodate and encourage future growth.

10.5.5. GREENWOOD COUNTY AIRPORT

As the largest public land use in the County, the Greenwood County Airport provides an important transportation option for local businesses and industries, as well as individual residents. However, a number of issues should be addressed to allow the Airport to reach its full potential. Much of the long-range economic potential for the Airport is in air freight transport, due to the close proximity of the growing Greenville/Spartanburg metropolitan area. As the Greenville/Spartanburg International Airport approaches its shipping capacity, smaller airports may be needed to carry additional freight. While current land holdings for the Greenwood County Airport are sufficient to meet anticipated runway, cargo, and hanger space needs for the next 15 years, increased air traffic will result in an increase in associated noise levels. Airport noise will be of growing concern, with the area north of the City of Greenwood experiencing a significant increase in residential construction over the last decade. To ensure the viability and growth of the Greenwood County Airport in the coming years, incompatible high density residential development should be discouraged within the vicinity of the Airport. Monitoring of development is necessary to ensure that the facility has ample room to continue to operate and grow as needed in the coming years.



10.6. CONCLUSION

The Land Use Element is the most important component of the Comprehensive Plan. The Element is the culmination of the goals, objectives, and implementation strategies developed in the other eight plan elements and provides a blueprint for the development of the community for the next twenty years. Comprehensive land use planning enables the County to provide more efficient and cost-effective services by encouraging development in areas where services exist or can be more easily provided. The Plan also protects the property values of residents and businesses and encourages additional investment by providing a reliable idea of how and where growth will occur. In order to provide the best potential use of public funds, organizations and agencies must work cooperatively to promote the objectives, recommendations, and policies developed through this public comprehensive planning process.

The Future Land Use Map and the accompanying goals, objectives and implementation strategies provide the basis for policy decisions impacting the general location, density, and intensity of land uses with the overarching goal of enhancing and preserving community character, protecting natural resources, reducing sprawl, ensuring adequate public services, promoting sound fiscal management and allocation of resources, and meeting long-term community needs for infrastructure and facilities.

CITIZENS AND COUNTY OFFICIALS PLAN FOR THE FUTURE OF THE LAKE GREENWOOD AREA





10.7. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

GOALS/OBJECTIVE/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
GOAL 10.1. INCREASE RESIDENTIAL DEVELOPMENT IN THE COUNTY		
OBJECTIVE 10.1.1. PROVIDE INFRASTRUCTURE TO PRIME RESIDENTIAL DEVELOPMENT AREAS		
<i>STRATEGY 10.1.1.1.</i>		
Extend water and sewer lines to Lake Greenwood to accommodate increased demand for residential construction.	Greenwood CPW, Metropolitan Sewer, Greenwood County Council	Ongoing
<i>STRATEGY 10.1.1.2.</i>		
Extend water and sewer lines to the areas around the southern portion of the City of Greenwood.	Greenwood CPW, Metropolitan Sewer, Greenwood County Council	On-going
<i>STRATEGY 10.1.1.3.</i>		
Evaluate the use of density bonuses to encourage development in prioritized development areas.	Greenwood City/County Planning Commission	On-going
OBJECTIVE 10.1.2. DISCOURAGE RESIDENTIAL SPRAWL		
<i>STRATEGY 10.1.2.1.</i>		
Encourage infill in older, high-density, established residential areas.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.1.2.2.</i>		
Encourage large-scale developments within areas of the County that have adequate infrastructure in place.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.1.2.3.</i>		
Target areas for group housing and assisted living projects in areas with available infrastructure and close access to medical facilities and support services.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.1.2.4.</i>		
Promote the development of residential dwelling units in Uptown Greenwood.	Uptown Greenwood Development Corporation	On-going
<i>STRATEGY 10.1.2.5.</i>		
Promote the development of residential centers close to employment generators.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.1.2.6.</i>		
Conduct a comprehensive review of zoning densities within and surrounding the City of Greenwood and develop strategies for encouraging higher densities within the City where infrastructure is already available.	Greenwood City/County Planning Commission	2017
OBJECTIVE 10.1.3. PROMOTE HEALTHY LIFESTYLES IN RESIDENTIAL DEVELOPMENTS		
<i>STRATEGY 10.1.3.1.</i>		
Encourage the use of existing incentives for the creation of parks, open spaces, sidewalks, bike lanes, and jogging trails in residential developments.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.1.3.2.</i>		
Encourage sidewalk and trail connectivity among residential development, employment centers, appropriate commercial areas, schools, and recreational facilities.	Greenwood City/County Planning Commission Developers	On-going
<i>STRATEGY 10.1.3.3.</i>		
Encourage the development of residential communities near employment centers and connected by sidewalks, trails and bike lanes.	Greenwood City/County Planning Commission Developers	On-going
GOAL 10.2. ENCOURAGE AFFORDABLE HOUSING OPTIONS		
OBJECTIVE 10.2.1. PROVIDE DEVELOPMENT STANDARDS THAT PROMOTE AFFORDABLE HOUSING		
<i>STRATEGY 10.2.1.1.</i>		
Promote clustering of dwelling units in residential developments.	Greenwood City/County Planning Commission	Ongoing
<i>STRATEGY 10.2.1.2.</i>		
Explore alternative measures to address density and land costs for residential developments.	Greenwood City/County Planning Commission	Bi-annually



GOALS/OBJECTIVE/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
GOAL 10.3. CONSERVE ENERGY THROUGH LAND USE PLANNING		
OBJECTIVE 10.3.1. ENCOURAGE MIXED USE DEVELOPMENT		
<i>STRATEGY 10.3.1.1.</i>		
Encourage housing in/near large-scale commercial developments and large employers.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.3.1.2.</i>		
Streamline review and variance procedures for mixed use developments.	Greenwood City/County Planning Department Staff	2016
<i>STRATEGY 10.3.1.3.</i>		
Encourage the location of mixed use developments along established corridors leading from Uptown Greenwood.	Greenwood City/County Planning Commission	On-going
<i>STRATEGY 10.3.1.4.</i>		
Encourage the location of parking behind primary structures in mixed use developments, with covered parking for residential uses.	Greenwood City/County Planning Commission	On-going
OBJECTIVE 10.3.2. ENCOURAGE INFILL AND REDEVELOPMENT		
<i>STRATEGY 10.3.2.1.</i>		
Continue to maintain brownfield reclamation activities.	Economic Alliance	On-going
<i>STRATEGY 10.3.2.2.</i>		
Provide tax incentives and fee reductions to development for infill and redevelopment projects.	Greenwood County	2020
OBJECTIVE 10.3.3. ENCOURAGE COMPACT DEVELOPMENT AND CLUSTERING		
<i>STRATEGY 10.3.3.1.</i>		
Work with realtors and the development community to educate the public on the advantages of higher density developments.	Greenwood City/County Planning Commission	2019
<i>STRATEGY 10.3.3.2.</i>		
Incorporate flexible design standards.	Greenwood City/County Planning Commission	2021
<i>STRATEGY 10.3.3.3.</i>		
Provide tax incentives and fee reductions to developers of compact or cluster development projects.	Greenwood County	2020
OBJECTIVE 10.3.4. ENCOURAGE THE PRESERVATION OF OPEN SPACE		
<i>STRATEGY 10.3.4.1.</i>		
Review existing open space provisions in the Zoning Ordinance and Land Development Regulations to assess effectiveness in promoting open spaces in new developments.	Greenwood City/County Planning Commission	2017
GOAL 10.4. ENCOURAGE EFFICIENT AND APPROPRIATE LAND USE PLANNING		
OBJECTIVE 10.4.1. PROMOTE LAND USE POLICIES FOR EFFICIENT DEVELOPMENT PATTERNS		
<i>STRATEGY 10.4.1.1.</i>		
Update the Town of Ware Shoals Zoning Ordinance to newer standards through a re-adoption process.	Town of Ware Shoals	2018
<i>STRATEGY 10.4.1.2.</i>		
Eliminate the use of the Rural Development (RDD) zoning district in areas with High Future Development Potential.	Greenwood County	2018
<i>STRATEGY 10.4.1.3.</i>		
Eliminate the use of the Rural Development (RDD) zoning district in the areas with Moderate Future Development Potential.	Greenwood County	2020



GOALS/OBJECTIVE/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
OBJECTIVE 10.4.2. PROMOTE LAND USE POLICIES THAT PRESERVE AND PROTECT VALUABLE LAND USES AND RESOURCES		
<i>STRATEGY 10.4.2.1.</i>		
Explore the development of policies that will preserve and protect prime agricultural land.	Greenwood County	On-going
<i>STRATEGY 10.4.2.2.</i>		
Continue to preserve and protect areas within the Sumter National Forest while encouraging appropriate and compatible activities and land uses.	Greenwood County	On-going
<i>STRATEGY 10.4.2.3.</i>		
Continue to encourage the preservation of existing open spaces and the inclusion of open space within new developments.	Greenwood County City of Greenwood	On-going
GOAL 10.5. PROMOTE CITY/COUNTY PLANNING EFFORTS		
OBJECTIVE 10.5.1. ENCOURAGE COOPERATIVE EFFORTS FOR CONSISTENCY IN LAND USE OBJECTIVES		
<i>STRATEGY 10.5.1.1.</i>		
Continue to maintain cooperative planning efforts among the local governments of Greenwood County.	Local Governments	On-going
<i>STRATEGY 10.5.1.2.</i>		
Encourage public and private agencies and organizations to use the Comprehensive Plan as a guide for their own planning efforts.	Local Governments	On-going
<i>STRATEGY 10.5.1.3.</i>		
Work with agencies and organizations to implement the objectives of the Comprehensive Plan.	Local Governments	On-going
<i>STRATEGY 10.5.1.4.</i>		
Make necessary amendments to the County Zoning Ordinance to achieve consistency between standards of the local governments.	Planning Commission	On-going
OBJECTIVE 10.5.2. ENSURE THAT PLANNING MEASURES ACCOMMODATE FUTURE LAND USE DEMAND		
<i>STRATEGY 10.5.2.1.</i>		
Analyze land use impacts bi-annually.	Planning Commission	2018
<i>STRATEGY 10.5.2.2.</i>		
Redevelop the Comprehensive Plan every ten years.	Planning Commission	2026
<i>STRATEGY 10.5.2.3.</i>		
Update the Comprehensive Plan every five years.	Planning Commission	2021
<i>STRATEGY 10.5.2.4.</i>		
Provide adequate infrastructure and public services to meet existing and future market demand for residential, commercial, industrial and agricultural uses.	Local Governments	On-going



INDEX OF FIGURES

D

Development Potential Classification. Figure 10-5.	8
Development Potential Map. Figure 10-6.	8

E

Existing Land Use by Area*, 2015. Figure 10-1.	5
Existing Land Use Map – City of Greenwood. Figure 10-3.	6
Existing Land Use Map - Greenwood County. Figure 10-2.	5

F

Future Land Development Potential by Planning District. Figure 10-9.	10
Future Land Use by Area. Figure 10-10.	16
Future Land Use Designations and Compatible Zoning Districts. Figure 10-16.	23
Future Land Use Map - City of Greenwood. Figure 10-12.	19
Future Land Use Map - Greenwood County. Figure 10-11.	19
Future Land Use Maps - Greenwood County Town Greenwood County. Figure 10-13.	20

H

Historic Overlay Districts. Figure 10-17.	24
---	----

L

Land Suitable for Development by Planning District. Figure 10-8.	10
Land Suitable for Development. Figure 10-4.	7

P

Planning District Map. Figure 10-7.	9
-------------------------------------	---

Z

Zoning District Area Comparison. Figure 10-15.	22
Zoning District Types. Figure 10-14.	21