Chapter 9: Land Use Element

9.1 Vision Statement

"The Land Use Element of the Comprehensive Plan serves to identify the existing land use within the County and its municipalities, evaluate the influence of other land use elements on land usage and project the land use needs of the future population."

The Land Use Element of the Greenwood City/County Comprehensive Plan evaluates the findings, objectives and policies that are established within the plan. The element uses these guidelines to formulate a general plan of land use for the future needs of the general public. This element blends the other elements to provide numerous geographic illustrations of how Greenwood County and its communities should develop within the next twenty years.

When evaluating the land use pattern of Greenwood County, you must first analyze the parameters with which to work. Within the boundaries of the county, there are a number of distinct areas. In the northern boundary of the county are the Towns of Ware Shoals and Hodges, the Saluda River and Lake Greenwood. To the east lies the Town of Ninety Six and the Ninety Six National Historic Site, while the southern portion of the County is dominated by the Sumter National Forest which surrounds the Town of Troy. In the center of the County is the City of Greenwood and its urbanizing area. Scattered throughout the County are small communities such as Cokesbury and Epworth that serve as crossroad communities. Overall, Greenwood County is a diverse area that needs a clear vision for areas of future development.

9.2 Existing Land Use Pattern

Growth within Greenwood County has historically developed along transportation routes which encourages a mixture of growth patterns at crossroads such as the City of Greenwood and the Town of Hodges. Looking at the overall county development pattern, growth has occurred predominantly in central and western Greenwood County around the City of Greenwood. Smaller development areas such as Ware Shoals in the northern and Ninety Six in the eastern portions of the County have noticeable land use variations around these communities. Another large development cluster is found along Highway 25 north and south of the City of Greenwood and Highway 702 east and west of the Coronaca community.

Figure 9-1. Current Land Use Comparison

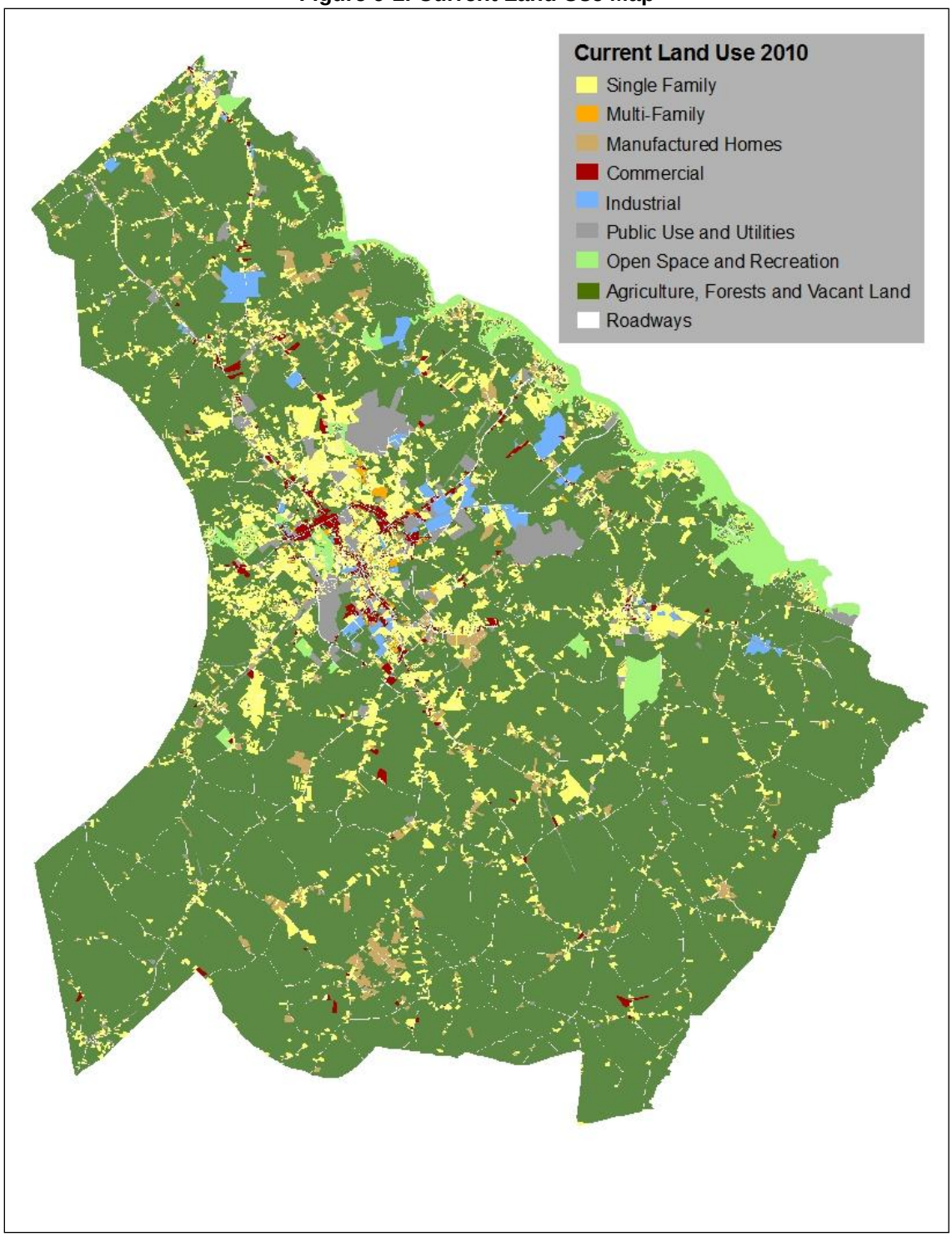
	2010	
Land Use Category	**Acreage**	**Percentage**
Residential	35,200	11.87%
Single Family	27,755	9.36%
Multi-Family	585	0.20%
Manufactured Home	6,860	2.31%
Commercial	2,777	0.94%
Industrial	3,393	1.14%
Public Use and Utilities	8,639	2.91%
Open Space and Recreation	8,674	2.92%
Agriculture, Forests and Vacant Land	230,649	77.76%
Roadways	7,280	2.45%
TOTAL	296,611	100.00%

Source: Greenwood City/County Planning Department, 2010.

The single largest land use category in Greenwood County is vacant land and properties that are used for agricultural or forestry uses. Agriculture, forests and vacant land makes up approximately 230,649 acres of property which is 77.76% of the county land area. Overall, Greenwood County has great potential for additional development as less than 25% of the county is currently being used for active land uses. The

next largest land use category is residential which accounts for 35,200 acres of land or 11.87% of the land area with single family residential uses such as subdivisions and single lot homes being the predominant development character. The smallest land use category is industrial development at 2,777 acres or 0.94% of the land area.

Figure 9-2. Current Land Use Map



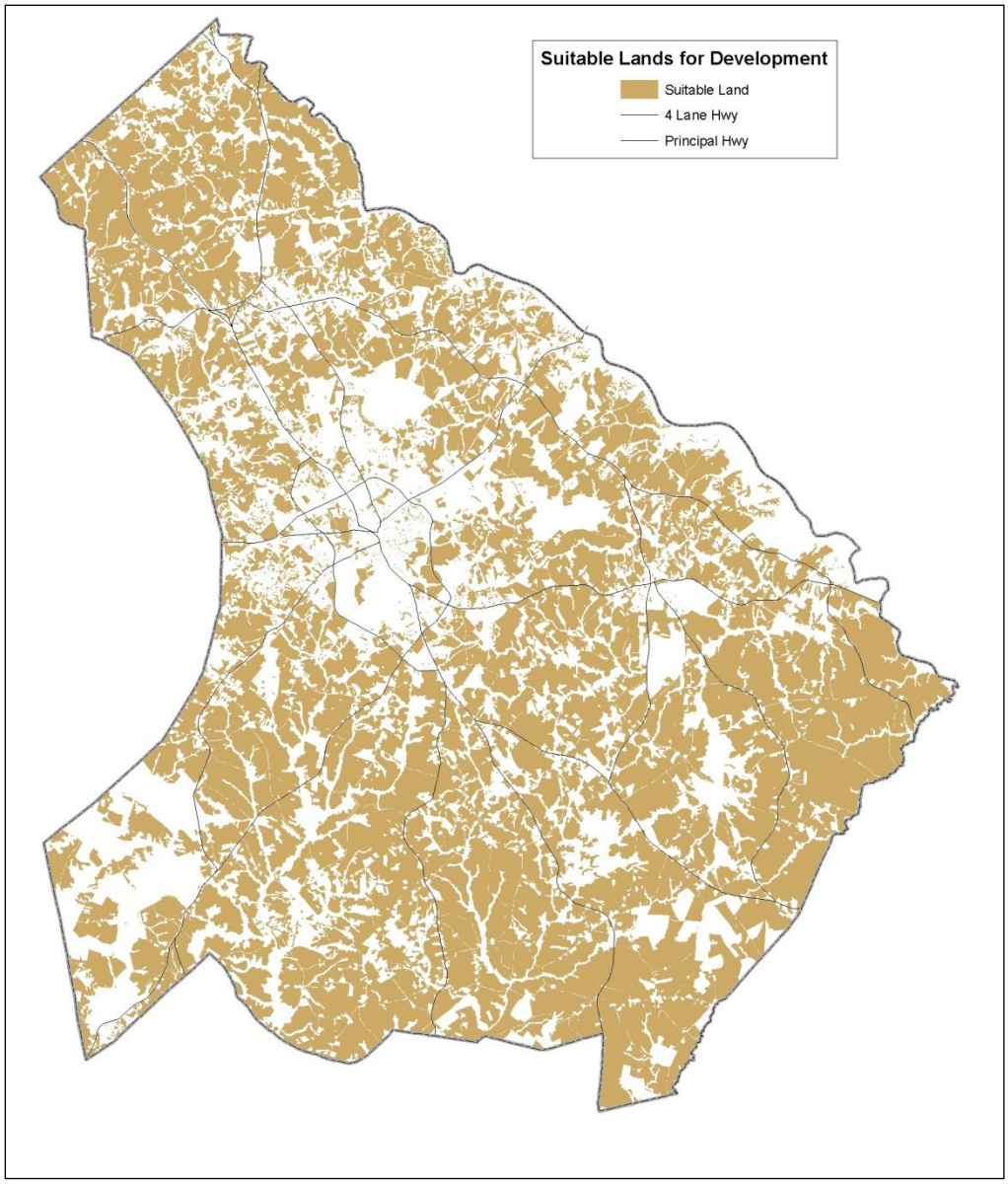
Source: Greenwood City/County Planning Department, 2010.

9.3 Land Suitability Analysis and Prime Development Areas

The purpose of planning is to encourage development in the optimum location to minimize capital expenditures through unnecessary infrastructure costs. In order to determine areas for future development, it is important to identify prime development areas such as those that are accessible to infrastructure such as proximity to water lines, sewer lines and roadways. Also of importance to include are soil characteristics which can limit the type of development on a site.

Suitable land is defined as property that is currently undeveloped, contains suitable soils for development purposes, and areas not owned by a state or federal agency. In 2006, there were found to be 174,483 acres of suitable land for future development. This accounts for 76.53% of Greenwood County's vacant land. Suitable lands are found throughout the county, but the majority of the land lies within the rural parts of the county north, east and south of the City of Greenwood.

Figure 9-3. Suitable Lands



Source: Greenwood County GIS Department, 2006.

To further analyze development capacity, areas identified as suitable for future development were evaluated based on geographic development potential. Levels of infrastructure were included to determine a hierarchy of future development potential based on proximity to these services. Water, sewer and road data were included as the three major forms of infrastructure that developments are dependent upon whether the future use is residential, commercial or industrial. Of the 174,483 acres of suitable land for development, 7.59% of the prime developable land was found within 2,500 linear feet of the three infrastructure variables. 7.45% of the prime developable land was found within 2,500 linear feet of two of the three infrastructure variables.

Figure 9-4. Development Potential

Development Potential	Definition	Total Acreage	Percent
High	Lands within 2,500 feet of all three infrastructure types – Tier 1	13,249	7.59%
Moderate	Lands within 2 of 3 infrastructure types – Tier 2	12,996	7.45%
Moderately Low	Lands within 1 of 3 infrastructure types – Tier 3	120,014	68.78%
Low	Lands not within 2,500 feet of the three infrastructure types – Tier 4	28,224	16.18%

The three infrastructure variables are existing roadways, water lines and sewer lines.

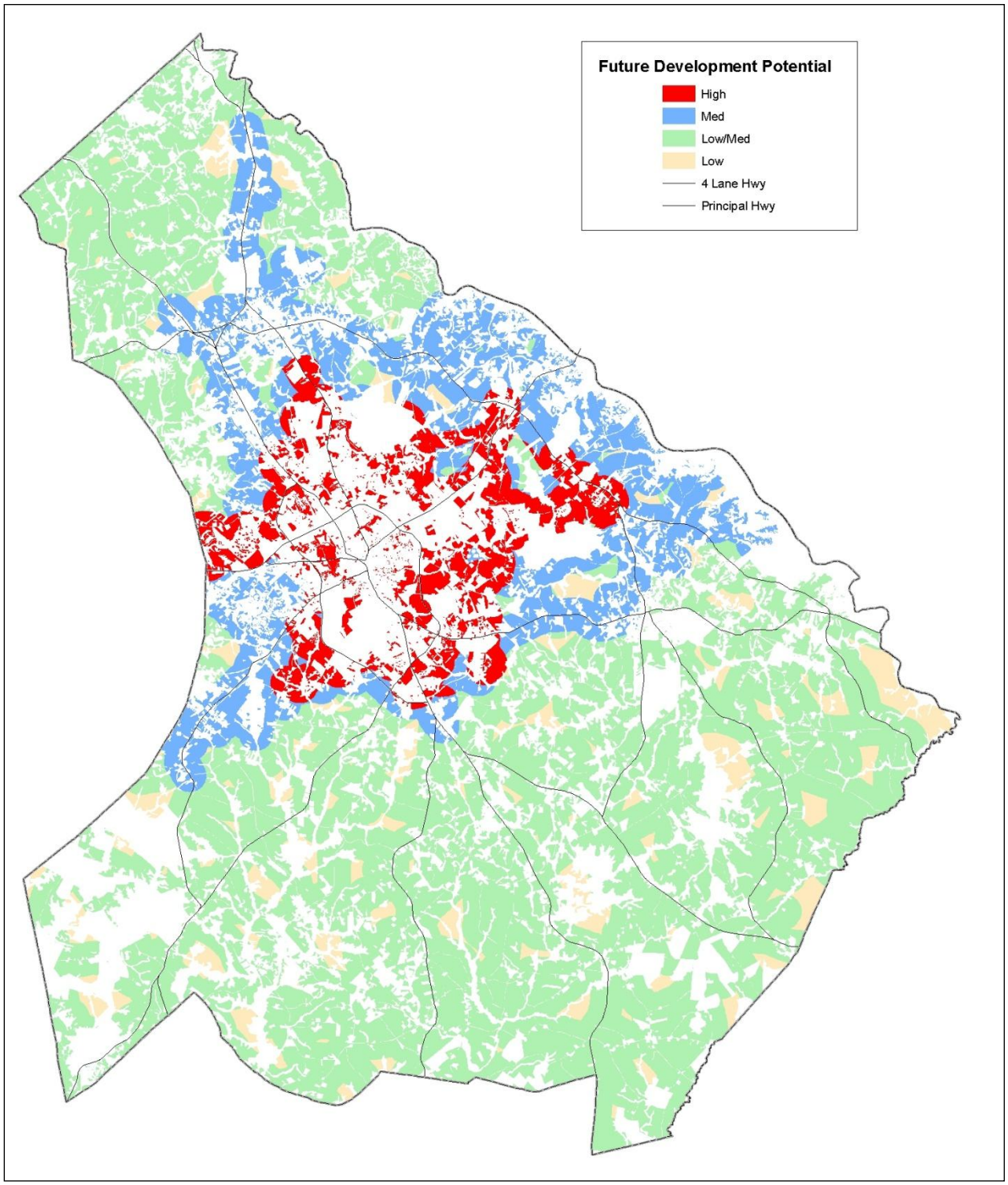
Source: Greenwood GIS Department, 2006.

The suitable lands which were found to have a high or moderate development potential are the prime areas for future development and should be targeted for higher densities of development. Specifically, the areas with the highest development potential or prime development areas are located around the City of Greenwood and extend westward along Highway 72 towards the City of Abbeville, north along Highway 254 towards Cokesbury and Park Seed Company, eastward along Highway 72 and Bucklevel Road as well as eastward along Emerald Road and extending onto Highway 246 near Solutia and Fuji Photofilm. These areas should constitute the first tier of future development.

Tier 2 or moderate development potential lands are found predominantly along major highway corridors and along Lake Greenwood. These areas are primarily found along Highway 25 North, Highway 34 East, Highway 10 West and Highway 246. Areas along Lake Greenwood are found north of Highway 246 between Ligon Road on the north and Ramp Road on the south. This second tier of development potential essentially links the City of Greenwood to the Towns of Hodges, Ninety Six and Ware Shoals with continuous growth between these municipalities.

Areas with a moderately low or low development potential should be limited for development until additional infrastructure is extended to reach these areas. Capital project spending should also be limited within these moderately low and low development potential areas and are found throughout the southern portion of the County, south of Highway 225 Bypass and Highway 34 East and north and west of the Town of Hodges along Highway 185 and Highway 178.

Figure 9-5. Development Potential Map



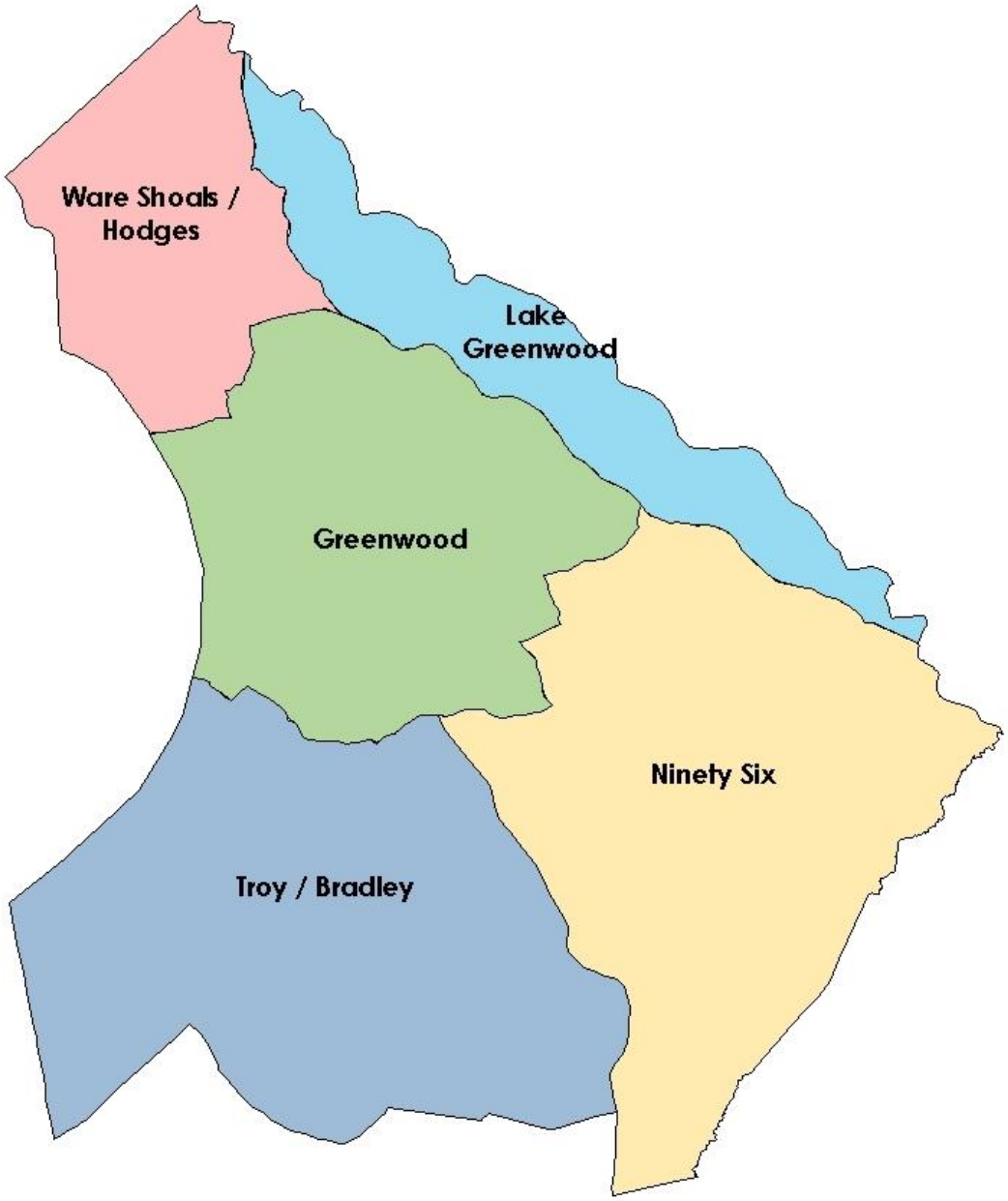
Source: Greenwood GIS Department, 2006.

9.4 Land Use Districts

For planning purposes, Greenwood County has been subdivided into five planning districts based on geographic identity. The five planning districts are:

- Hodges/Ware Shoals;
- Greenwood;
- Lake Greenwood;
- Ninety Six; and
- Troy/Bradley.

Figure 9-6. Planning District Map



Source: Greenwood City/County Planning Department, 2010.

Each district was analyzed based on existing land usage, amount of developable land, availability of public services and infrastructure, and future development potential. Of the five districts, the Troy/Bradley and Ninety Six districts are the two largest in land area. When comparing the amount of suitable land for future development, the Hodges/Ware Shoals and Troy/Bradley districts have the highest percentages of land that are undeveloped. Nearly 50% of the land in the Greenwood district is available for development, rendering it the most highly developed district in the county and yet additional land available for further development.

The Greenwood district is characterized with an urban/suburban land use character while the Lake Greenwood district is a suburban land use area. The remaining three districts are primarily rural areas. Based on the availability of public services in and around the City of Greenwood, the Greenwood district has a high public service level and a high future development potential. Due to the suburban development occurring within the Lake Greenwood district and recent extensions of infrastructure within this area, this district also is identified at a high level of development potential.

Figure 9-7. Planning Districts

Planning District	Total Acreage	Amount of Suitable Land (acres)	Developable Percentage of Total Acreage	Predominant Current Land Uses	Available Level of Public Services	Future Development Potential
Ware Shoals/ Hodges	34,175	23,796	69.63%	Rural – Agriculture	Moderate	Moderate
Greenwood	61,275	28,545	46.59%	Urban/Suburban – Commercial and Residential	High	High
Lake Greenwood	31,549	17,528	55.56%	Suburban – Commercial and Residential	Moderate	High
Ninety Six	84,184	47,508	56.43%	Rural – Agriculture	Moderate	Moderate
Troy/Bradley	85,428	57,109	66.85%	Rural – Agriculture	Low	Low

Source: Greenwood City/County Planning Department, 2006

Between April 2004 and December 2006, a total of 2,091.00 acres of vacant land was developed for residential, commercial and industrial development. This was a development rate for the 32 month period of 65.34 acres per month or 784.13 acres per year.

In 2006 there were 174,483 acres of vacant land that were suitable for development. If Greenwood County wishes to retain 50% of this land for agricultural and forestry uses, this would leave 87,241.50 acres of vacant land suitable for development. At the current rate of development, converting vacant land to a more intense use such as commercial or residential would reduce the remaining vacant land by one-fourth within less than 28 years.

9.5 Future Land Use Plan

The future land use plan is a geographic representation of the spatial orientation of differing land use characteristics over a given period of time. The future land use plans detailed within this document are a general depiction of the county and specialized land use categories for the City of Greenwood and the towns with outlying areas shown for possible annexation and future growth.

9.6 Greenwood County

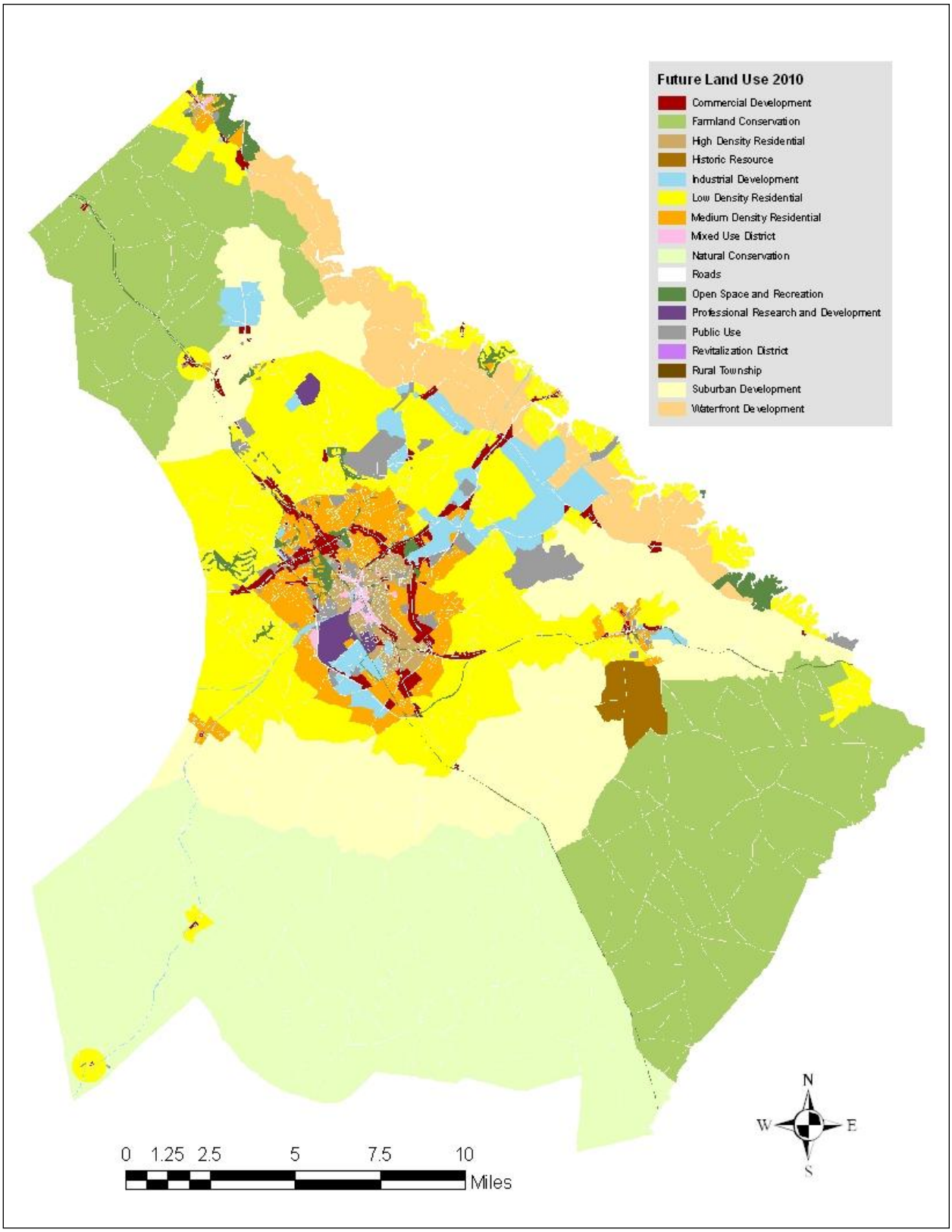
Greenwood County by 2020 is expected to have a population of 77,737 people and employ 37,473 people requiring a total of 32,473 housing units. In order to meet the future needs, the following land use plan should be utilized to guide the future development of Greenwood County. The future land use plan shall be utilized as a framework for land use decisions made by the local governments. As adopted, these plans identify the future development of our community for the next twenty years.

Figure 9-8. Greenwood County Future Land Use Calculations

Land Use Category	Acreage	Percentage
Low Density Residential	46,622	15.72%
Medium Density Residential	9,519	3.21%
High Density Residential	2,200	0.74%
Mixed Use Development	472	0.16%
Commercial Development	3,520	1.19%
Professional Research and Development	1,156	0.39%
Industrial Development	8,208	2.77%
Open Space and Recreation	3,418	1.15%
Public Use	4,590	1.55%
Historical Resource	2,283	0.77%
Suburban Development	45,381	15.30%
Waterfront Development	14,462	4.88%
Farmland Conservation	66,948	22.57%
Natural Conservation	75,159	25.34%
Public Roads	12,673	4.27%
TOTAL	296,611	100.00%

Source: Greenwood City/County Planning Department, 2010

Figure 9-9. Greenwood County Future Land Use Map



Source: Greenwood City/County Planning Department, 2010.

9.6.1 Natural Preservation District. The Natural Preservation District, located in southern Greenwood County, is an area that follows the boundary of the Sumter National Forest. This district is concerned with maintaining the natural beauty of the district, while encouraging natural, recreational activities, as well as low density residential uses. Complementary commercial uses placed within 300 yards of a major arterial intersection, as well as minor industrial uses, should be allowed as conditional uses with stringent guidelines to protect the natural areas surrounding the proposed use. The Natural Preservation District encourages forestry activities and resource and wildlife management areas, as well as recreational hunting and camping uses. Population densities in this district should exceed no more than a total of one person per five acres. The minimum lot size for this district should not be less than five acres for residential and ten acres for all other uses.

9.6.2 Farmland Conservation District. Greenwood County is fortunate to contain properties that have been designated by the State of South Carolina as prime agricultural areas due to soil type and suitability. The Farmland Conservation District serves to encourage the use of this prime agricultural land to its full potential. Located in eastern and northwestern Greenwood County, this land use category encourages the use of the land for agricultural, horticulture, and pastoral uses. This agrarian district should allow all agricultural uses along with residential uses and commercial uses that show a relation to agricultural production and sales. Population densities in this area of the county should not exceed one person per acre in order to maintain the purpose of this district. This population density is necessary to utilize as much land as possible for farmland. Minimum lot sizes in this district should be no less than two acres for residential, five acres for commercial, and ten acres for industrial.

9.6.3 Historic Resource District. Our community's cultural past is found in the buildings and sites that have an historic identity. The purpose of the Historic Resource District land use category is to protect our large-scale cultural and historic sites from intense development that may result in adverse conditions. The Historic Resource District is found south of the Town of Ninety Six near the Ninety Six National Historic Site. This district should encourage land uses that complement the historic flavor of the area such as residential homes, minor commercial uses, and public uses. The population densities in this category should not exceed three people per acre and minimum lot sizes should not be less than one acre.

9.6.4 Waterfront Development District. Along Greenwood County's northern border is the Saluda River and Lake Greenwood. These major water features are attractive and pleasant amenities to the community. Therefore, these natural areas should be protected from adverse development, but promote responsible development at a density level that future infrastructure will be able to handle without the degradation of the beauty of the river and lake that makes the area attractive in the first place. The Waterfront Development District should encourage single family and multiple family residential uses, minor commercial uses supportive of the waterfront, recreational uses, retirement communities, and public uses. Population densities in this area of the county should approach three persons per acre. Minimum lot sizes in this land use category must not be less than 3/4 acre or 32,670 square feet.

9.6.5 Suburban Development District. Located north, east and south of the City of Greenwood, the Suburban Development District is a general land use category that encourages low density residential development of differing types, as well as forestry, agriculture and minor commercial uses on a conditional basis. This district serves as a transitional development area between urban areas and the rural hinterlands. These areas should not experience growth pressure from municipal growth until after 2020. The population density of the area should be somewhere between one to two people per five acres of property. The minimum lot size of this district should not be less than two acres.

9.6.6 Industrial Development. In order to fuel a significant portion of our local and regional economy, areas of industrial development must be established. High density industrial areas in Greenwood County must be established where adequate infrastructure is found. Four large-scale development areas are noted: northeast of the Town of Hodges on U.S. Highway 25, west of the Coronaca community on S.C. 246 and the Greenwood County Airport, east of the Coronaca community on S.C. 246, and south of the City of Greenwood between West Alexander Avenue and Mt. Moriah Road. This land use category should encourage industrial development along with commercial development that is complementary to

the industrial uses. Population densities should be relatively small at one person per five acres and minimum lot sizes should not be less than ten acres.

9.6.7 Rural Townships. Found throughout the county, rural townships are crossroad communities. Specifically this category is outlined for the following unincorporated communities:

- Shoals Junction,
- Cokesbury,
- Coronaca,
- Promised Land,
- Bradley,
- Callison,
- Phoenix,
- Kirksey and
- Epworth.

Though not identifies as individual districts on the land use map, these townships serve as community centers for rural parts of the county. Residential and commercial uses should be encouraged at these crossroad communities with a minimum lot size of one acre in areas where sewer is not available and 3/4 of an acre where sewer is available.

9.7 Greenwood Urbanized Area

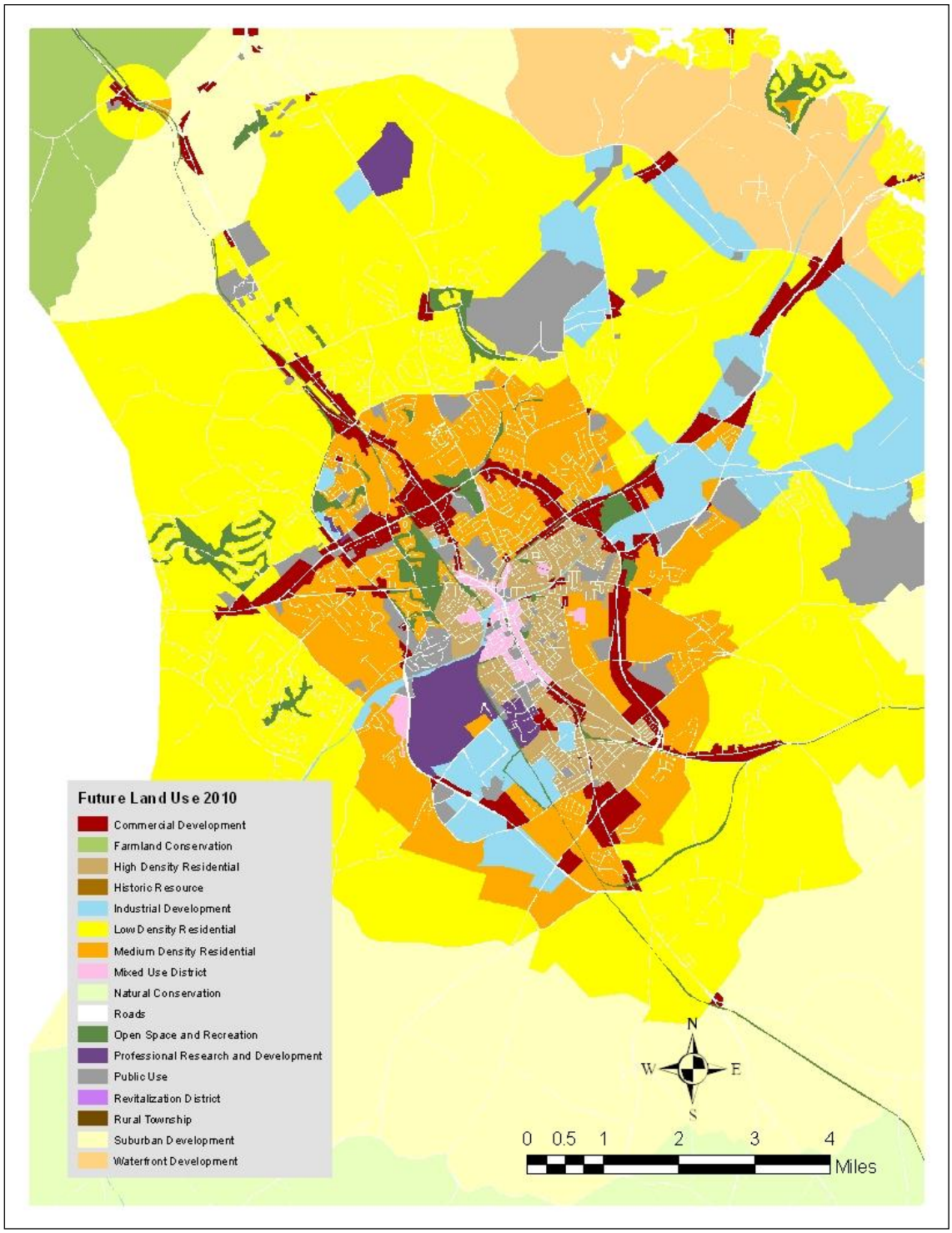
The Greenwood Urbanized Area is centered around the City of Greenwood and serves as a projected development zone for major development in the Upper Savannah Region. The Greenwood Urbanized Area's boundary is identified as the Greenwood Planning District as shown in Figure 9-6. Included within this boundary are land use categories that cover all aspects of property use. The urbanized area typically contains the highest concentration of population within Greenwood County due to the availability of infrastructure of all types. Continual development and infrastructure enhancements should be concentrated within this area to maintain this urbanized core.

Figure 9-10. Greenwood Planning Area Future Land Use Calculations

Land Use Category	Acreage	Percentage
Low Density Residential	31,893	54.67%
Medium Density Residential	8,354	14.32%
High Density Residential	2,077	3.56%
Commercial Development	2,887	4.95%
Industrial Development	5,257	9.01%
Professional Research and Development	1,156	1.98%
Mixed Use Development	416	0.71%
Open Space and Recreation	1,367	2.34%
Public Use	4,095	7.02%
Suburban Development	835	1.43%
TOTAL	58,337	100.00%

Source: Greenwood City/County Planning Department, 2010.

Figure 9-11. Urbanized Area Future Land Use Map



Source: Greenwood City/County Planning Department, 2010.

9.7.1 Low Density Residential. This residential category is predominant in the outlying areas of the urbanized area. Low density residential development is characterized as relatively large lot development with one single family home per ¾ acre or 32,670 square feet. Most areas designated as low density residential are served with water or sewer or will be served within the next twenty years. This category also includes modular and manufactured homes as a housing type with conditional uses for the siting of manufactured homes.

9.7.2 Medium Density Residential. This residential category is typically found between the low density and high density residential areas as a second tier housing category. The medium density residential district encompasses single and multiple family dwellings that are at densities no more than one home per 7,500 square feet of land area or no more than six dwelling units per acre. Developments may increase the density to twelve units per acre through incentives to provide open space and other community enhancements. This type of land use is geared more towards small lot subdivisions, zero lot line developments, patio homes, duplexes, apartments and townhouses.

9.7.3 High Density Residential. Another type of residential category is the high density residential district. This district allows all types of residential uses with some permitted as conditional uses. This category is typified by being located in some of the older portions of the City of Greenwood under a pre-World War II development pattern. Developments within this residential category must show that they are an affordable infill alternative to these older neighborhoods and the type of development enhances the character of the area. Residential uses within this category include single family homes, apartments, townhomes, multiplexes, duplexes, and manufactured housing as a conditional use. The density of this residential category should not exceed ten dwelling units per acre or one unit per 4,450 square feet. Density bonuses up to 20 units per acre should be encouraged through the use of incentives for open space and community enhancements. As closely as possible, new construction within this category shall be located as close to the roadway as possible and not substantially alter the natural grid roadway pattern.

9.7.4 Mixed Use Development. Successful downtowns throughout the country have one thing in common: they include residential land uses within the commercial core. Mixed use development in the Greenwood Urbanized Area is characterized as a mixture of allowed uses with standards established to minimize impacts between differing land uses. Residential structures are allowed along with small-scale commercial businesses and office and professional services. Densities within this land use category shall not exceed the ten dwelling units per acre density of the high density residential category.

9.7.5 Commercial Development. Commercial development within the Greenwood Urbanized Area is dependant on the location and configuration of the highway and road network. Most of the commercial areas are located along major roadways and at major intersections. This development type shall allow all types of sales and retail businesses with some areas geared towards small-scale or neighborhood commercial development. Parking standards should be based on the type of commercial business. Signage is a major concern and standards should be developed based on the amount of roadway frontage that a business has.

9.7.6 Research and Professional Development. The research and professional category is typified by professional offices, research parks, and corporate headquarter facilities that are established within a campus setting. Lot sizes of the Research and Professional Development District shall not be less than ten acres. Parking standards should be based on employee counts and square footage of the buildings.

9.7.7 Industrial Development. This land use category is formulated for the exclusive use of manufacturing, wholesale and distribution land uses. Parking standards shall be based on employee counts and square footage of the structures. Lot sizes within this development category shall not fall below five acres in size.

9.7.8 Parks and Open Space. Parks and open spaces are necessary for a healthy community. Designated areas within the Greenwood Urbanized Area shall be utilized for use by the general public for active and passive recreational use. Included in this category are public and private golf courses,

recreational facilities and sports complexes, parks, greenways, and trails. These areas should be preserved and protected from adverse development.

9.7.9 Public Use. Found throughout the urbanized area, churches, schools, government buildings, and the like serve the public. Therefore, this land use category should be accessible to the general public and within close proximity to a variety of areas. These areas should be protected from adverse development to serve as public structures that the populace can be proud of.

9.8 Town of Hodges

The land use pattern of the Town of Hodges is based on the original development of the community. The town center, around the square is a commercial core that was developed from the roadways and railway that entered the town. East of the town center is the intersection of S.C. Highway 246 and U.S. Highway 178. Due to the large amount of traffic on these roadways and the proximity to U.S. Highway 25 and future sewage capacity along this main line, medium density residential development should be encouraged. Low density residential development is the predominant land use of the town. This is due in large extent to the lack of sewer in and around the town. Public uses are limited to schools, churches, and other government buildings.

9.9 Town of Ninety Six

The Town of Ninety Six has one of the most logical land use patterns. This is due in part to the original layout of the town along its roadway system. The majority of the town is located along a north-south axis and an east-west axis. Commercial development is clustered within the center of the town, predominantly at the intersection of S.C. Highway 34 and S.C. 246. Mixed use development is clustered along S.C. Highway 34 where both commercial and residential uses are mixed harmoniously. Industrial development is sporadically spaced east of the town. Most of these uses are light manufacturing and warehousing uses. Medium density residential and low density residential categories are the predominant land use within the town. Medium density residential uses are found mostly along major roadways. The major public uses are limited to schools, churches and government buildings. However, the abandoned rail corridor through the center of the town is designated as a public use for the use as a walking, biking, and pedestrian corridor. To the south of the town is land that is designated for the future use of the Ninety Six National Historic Site and the historic resources that are contained therein.

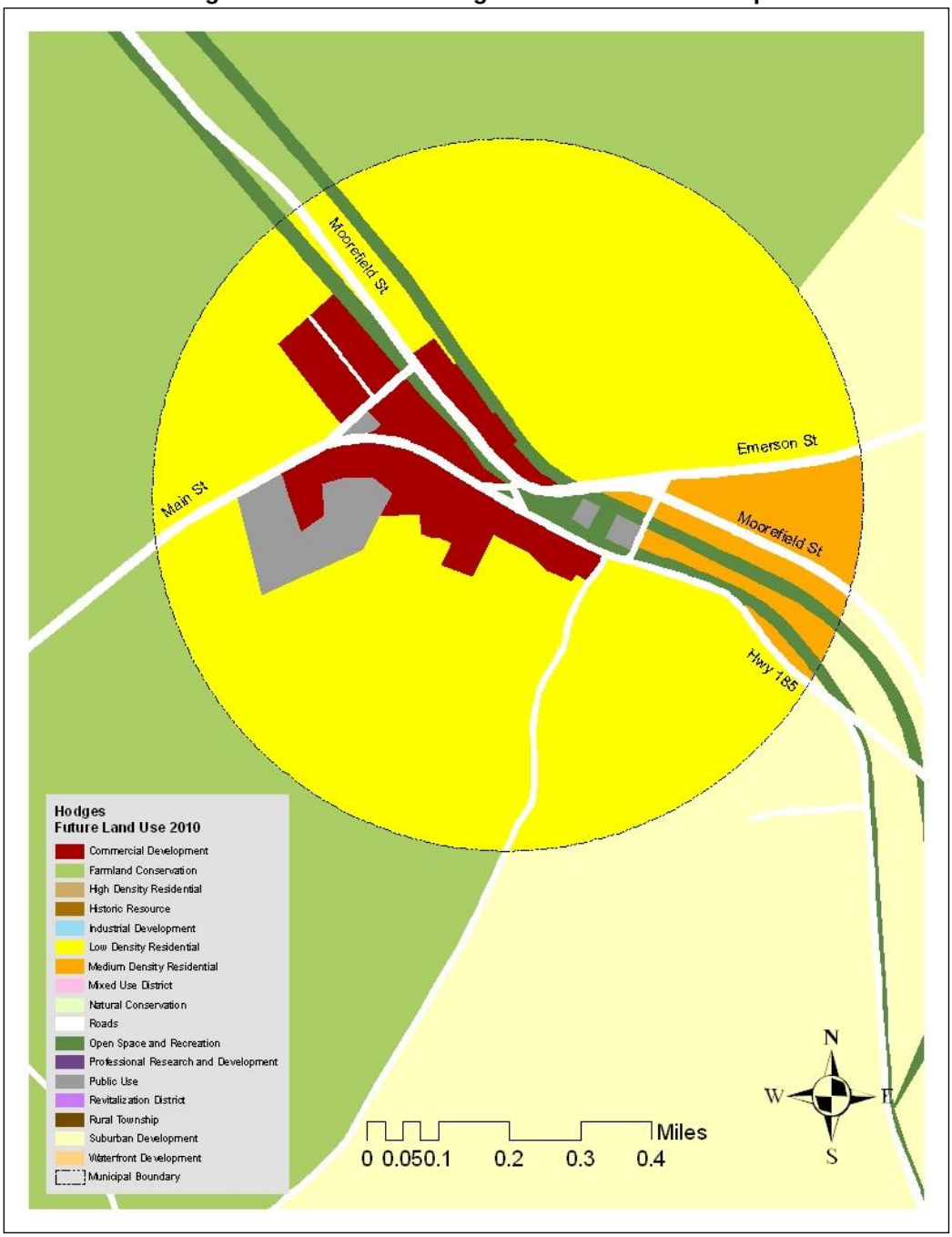
9.10 Town of Troy

The Town of Troy has a basic land use pattern that is strictly dependant on infrastructure or the lack of it. Along the rail right of way is the downtown area that includes both commercial and public land uses. These uses provide basic services to the town. However, without sewer service, growth of these two land uses is limited. The major land use is low density residential development which again is due to the dependence on individual septic systems.

9.11 Town of Ware Shoals

The Town of Ware Shoals was initially developed around the shoals of the Saluda River. Due to this, the town takes on a linear development pattern. This leads to the development of the town in a block format along U.S. Highway 25. Commercial development, public uses, and mixed use development make up the majority of the land uses within the downtown area. Industrial development is spaced along the S.C. Highway 25. Between the downtown and the Saluda River is the vacant Riegel Mill site that has been targeted as revitalization development. Revitalization development is a land use category that is used to designate areas in need of federal, state and local assistance for community redevelopment. Here again, the largest land use categories throughout the town include the residential categories. High density residential uses are clustered west of the downtown area. Medium density development is located around the downtown area and in close proximity to the revitalization development district. Low density development is found on the periphery of the jurisdiction. Lastly, riverfront development is encouraged along the riverfront areas for development into an asset to the community. Uses within the area include residential, retail commercial, professional services, restaurants, recreation, and the like.

Figure 9-12. Town of Hodges Future Land Use Map



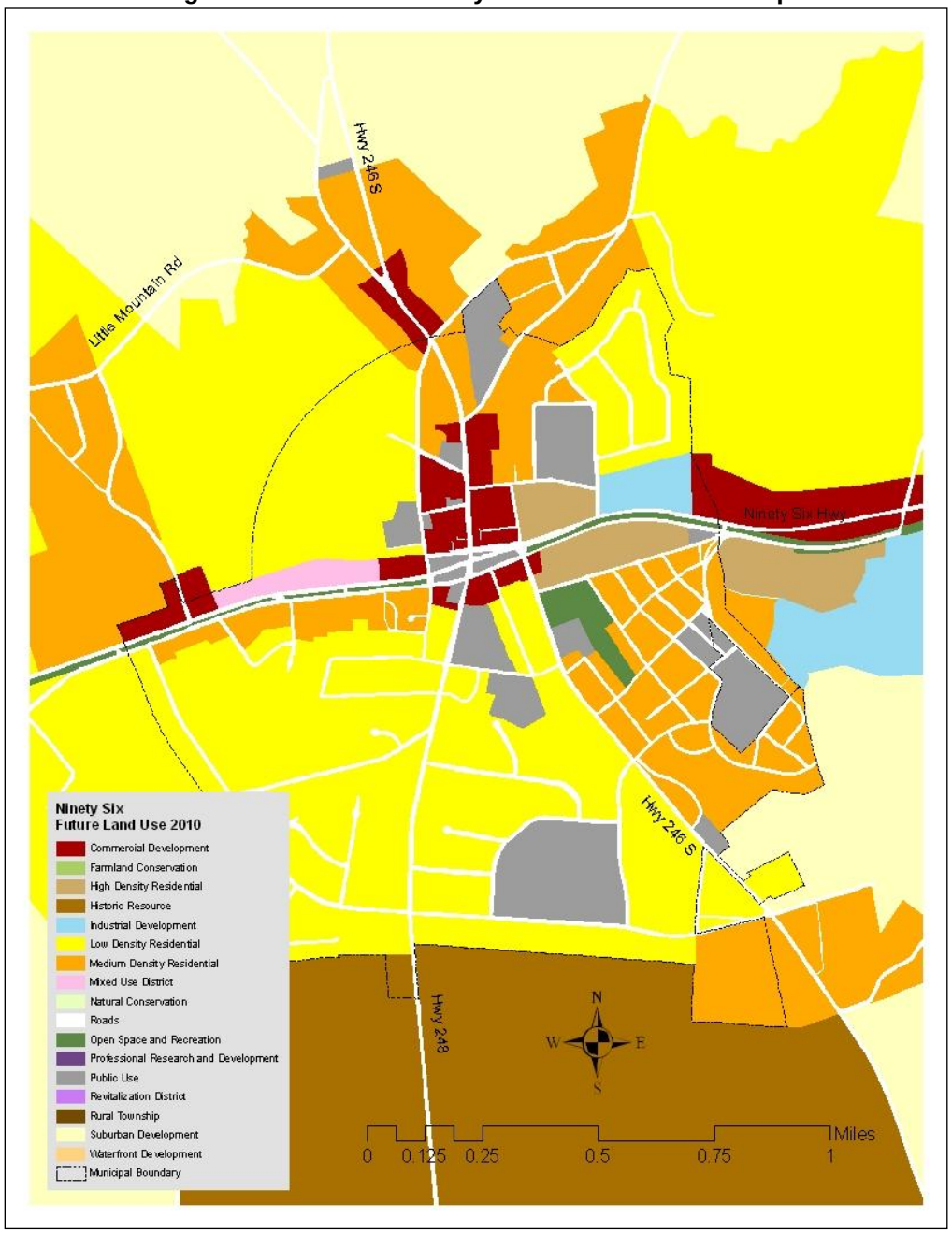
Source: Greenwood City/County Planning Department, 2010.

Figure 9-13. Town of Hodges Future Land Use Calculations

Land Use Categories	Acreage	Percentage
Low Density Residential	369.40	79.73%
Medium Density Residential	28.41	6.13%
Commercial Development	40.79	8.80%
Open Space and Recreation	9.41	2.03%
Public Use	15.30	3.30%

Source: Greenwood City/County Planning Department, 2010.

Figure 9-14. Town of Ninety Six Future Land Use Map



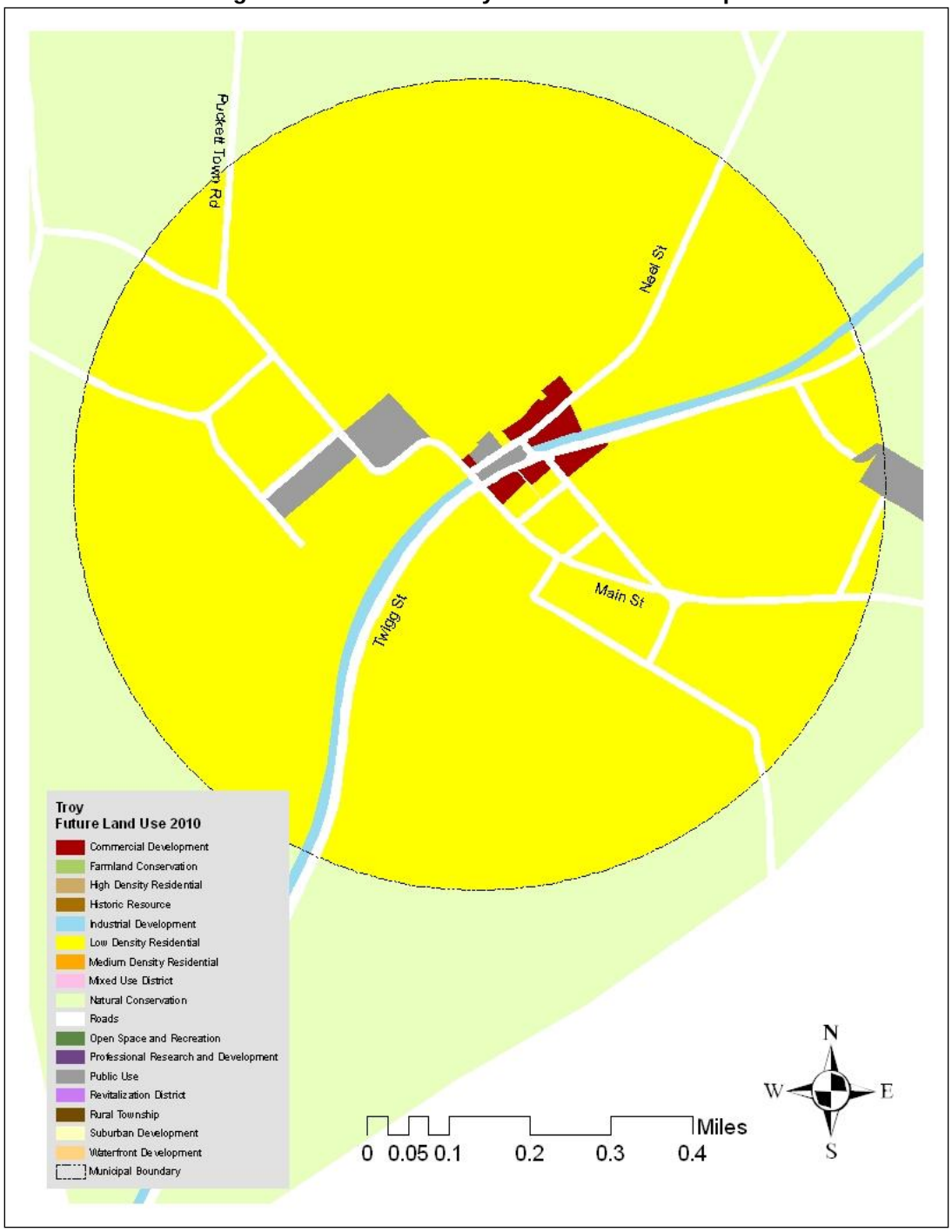
Source: Greenwood City/County Planning Department, 2010.

Figure 9-15. Town of Ninety Six Future Land Use Calculations

Land Use Categories	Acreage	Percentage
Low Density Residential	473.23	57.10%
Medium Density Residential	168.25	20.30%
High Density Residential	27.38	3.30%
Commercial Development	42.47	5.12%
Mixed Use Development	11.14	1.34%
Industrial Development	12.79	1.54%
Public Use	93.47	11.38%

Source: Greenwood City/County Planning Department, 2010.

Figure 9-16. Town of Troy Future Land Use Map



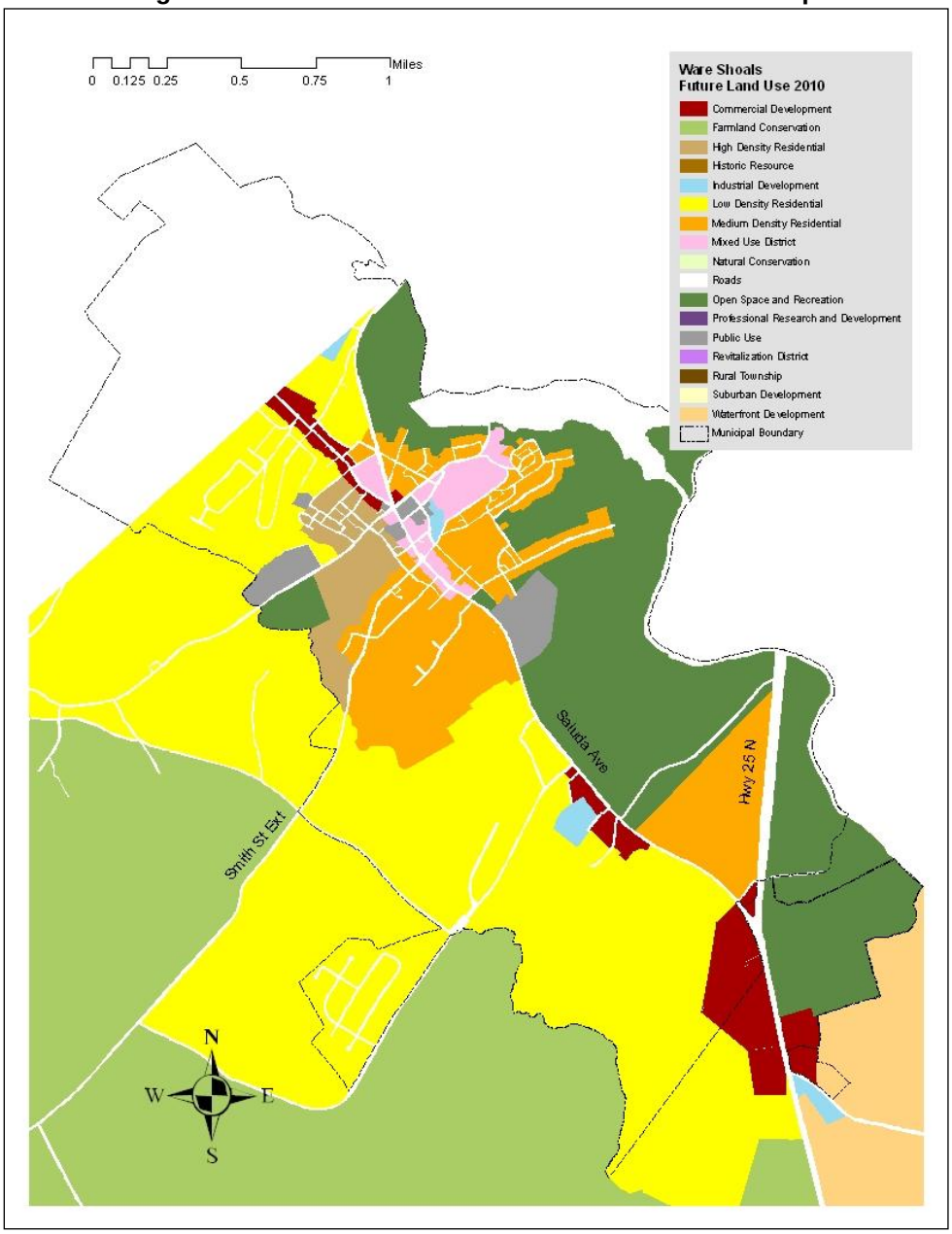
Source: Greenwood City/County Planning Department, 2010.

Figure 9-17. Town of Troy Future Land Use Calculations

Land Use Categories	Acreage	Percentage
Low Density Residential	455.80	96.12%
Commercial Development	4.05	0.85%
Industrial Development	6.63	1.40%
Public Use	1.63	1.63%

Source: Greenwood City/County Planning Department, 2010.

Figure 9-18. Town of Ware Shoals Future Land Use Map



Source: Greenwood City/County Planning Department, 2010.

Figure 9-19. Town of Ware Shoals Future Land Use Calculations

Land Use Categories	Acreage	Percentage
Low Density Residential	806.91	41.12%
Medium Density Residential	340.07	17.33%
High Density Residential	72.87	3.71%
Commercial Development	78.71	4.01%
Mixed Use Development	44.67	2.28%
Industrial Development	17.55	0.89%
Public Use	50.05	2.55%
Open Space and Recreation	546.40	27.84%
Waterfront Development	5.26	0.27%

Source: Greenwood City/County Planning Department, 2010.

9.12 Future Land Use Compatibility

The tool used most frequently by local governments to implement the future land use map of the Comprehensive Plan is zoning. Zoning is the process of identifying specific districts that identify the types of land uses allowed as well as the design of the building and location on the property. Through the use of zoning, density of development is maintained at a functional level and involves the consideration of such issues as population density, availability of public services, and traffic functionality.

Greenwood County has had zoning since 1986. The City of Greenwood, the Town of Ninety Six and the Town of Ware Shoals also utilize zoning as a land use tool. The only areas in Greenwood County without land use standards are the towns of Hodges and Troy.

As shown in Figures 9-20 and 9-21, the Rural Development (RDD) zoning district encompasses 68% of the county land area and is the largest single zoning district. RDD is a zoning category that allows basically any type of land use designation with minimal design standards. Due to the future growth pattern, areas designated as other than natural preservation or farmland conservation should not be zoned RDD. As growth continues into areas historically zoned RDD, these properties should be rezoned from RDD to an appropriate residential, commercial, industrial or mixed use zoning category. RDD zoning should be discouraged from all areas within the Tier 1 and Tier 2 categories as shown in Figure 9-4.

Figure 9-22 identifies the various future land use categories in relation to the compatibility with the zoning districts as established in 2010. This chart shall serve as a guide to local decision-making during the rezoning process.

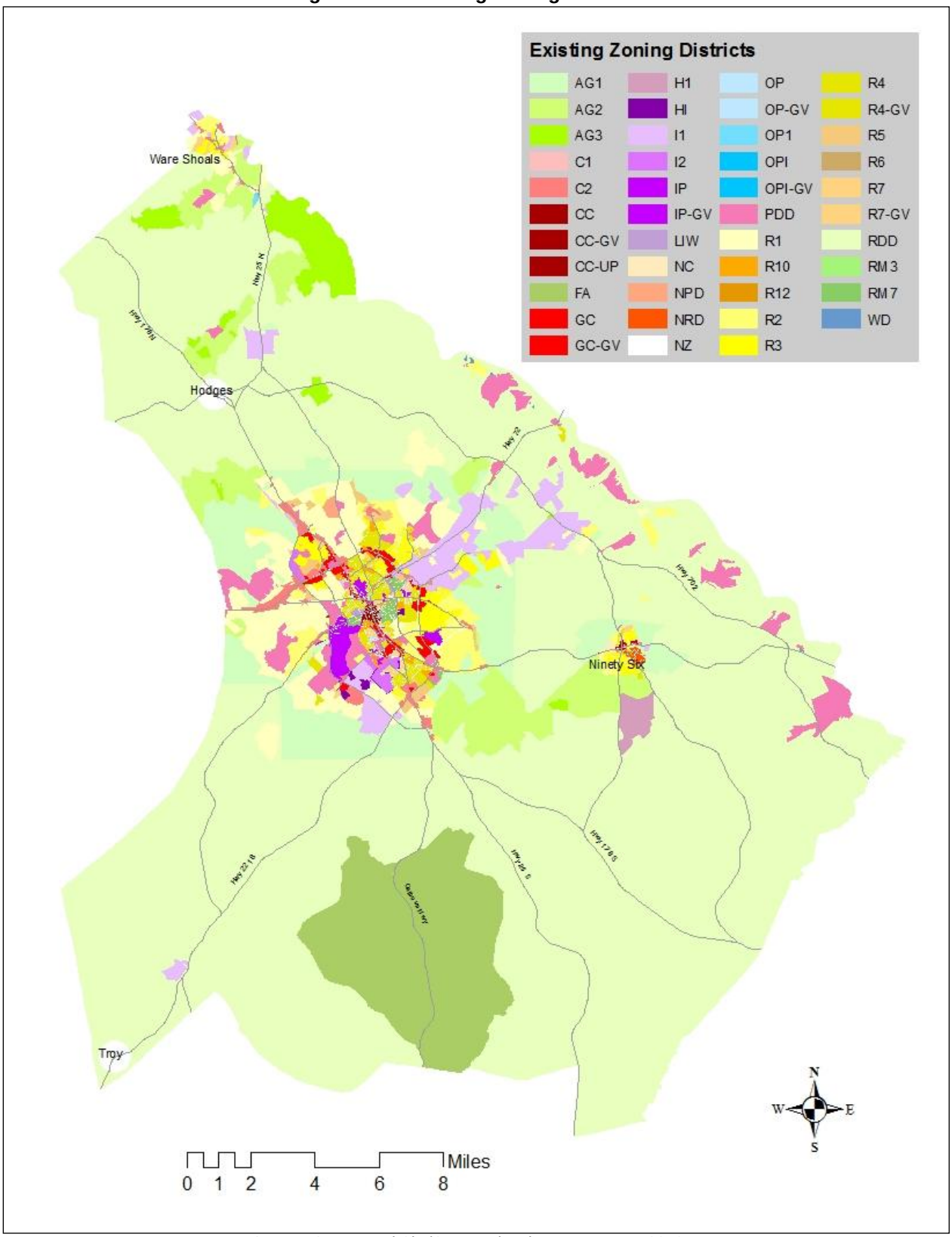
Figure 9-20. Zoning District Area Comparison

Zoning Code	Zoning District Name	Greenwood County	City of Greenwood	Town of Ninety Six	Town of Ware Shoals	Area	Percentage
R-1	Single Family Residential	X			X	10,059	3.39%
R-2	Single Family Residential	X			X	3,239	1.09%
R-3	Single Family Residential	X			X	651	0.22%
R-4	Two Family Residential	X			X	231	0.08%
R-5	Multi-Family Residential	X			X	843	0.28%
R-6	Multi-Family Residential	X			X	7	0.00%
R-7	Mobile Home Residential	X			X	253	0.09%
R1	Residential – Low Density		X	X		937	0.32%
R2	Residential – Low Density		X	X		852	0.29%
R3	Residential – Medium Density		X	X		1,715	0.58%
RM3	Residential – Medium Density		X	X		0	0.00%
R4	Residential – Medium Density		X	X		1,749	0.59%
R7	Residential – High Density		X	X		405	0.14%
RM7	Residential – High Density		X	X		335	0.11%
R10	Residential – High Density		X	X		340	0.11%
R12	Residential – High Density		X	X		3	0.00%
R15	Residential – High Density		X	X		0	0.00%
C-1	Neighborhood Commercial	X			X	28	0.01%
NC	Neighborhood Commercial		X	X		167	0.06%
C-2	General Commercial	X			X	1,609	0.54%
GC	General Commercial		X	X		1,051	0.35%
C-3	Core Commercial	X			X	0	0.00%
CC	Core Commercial		X	X		145	0.04%
RI-1	Residential Institutional	X			X	1	0.00%
OP-1	Office Professional	X			X	47	0.02%
OP	Office Professional		X	X		54	0.01%
IP	Institutional Professional		X	X		1,007	0.34%
I-1	Light Industrial	X			X	6,005	2.02%
LIW	Light Industrial / Warehousing		X	X		88	0.03%
I-2	Heavy Industrial	X			X	484	0.16%
HI	Heavy Industrial		X	X		180	0.06%
H-1	Historic	X			X	929	0.31%
PDD	Planned Development	X	X	X	X	6,157	2.07%
NPD	Neighborhood Preservation					151	0.05%
NRD	Neighborhood Revitalization					122	0.04%
WD	Waterfront Development	X				35	0.01%
AG-1	Agriculture	X			X	16,911	5.70%
AG-2	Agriculture	X			X	11,711	3.94%
AG-3	Agriculture	X			X	4,219	1.42%
FA	Forest Agriculture	X			X	19,912	6.71%
RDD	Rural Development	X			X	202,168	68.10%

Note: Hodges and Troy do not have zoning designations.

Source: Greenwood City/County Planning Department, 2010.

Figure 9-21. Existing Zoning Districts



Source: Greenwood City/County Planning Department, 2010.

Figure 9-22. Generalized Future Land Use Designations

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, C-3	NC, GC, CC	NC, GC, CC	C-1, C-2, C-3
Industrial Development	I-1, I-2	LIW, HI	LIW, HI	I-1, I-2
Professional Research and Development	OP-1, RI-1	OPI	OPI	OP-1, RI-1
Mixed Use Development	PDD	PDD, CC	PDD, CC	PDD
Open Space and Recreation	Various	Various	Various	Various
Waterfront Development	WD			
Suburban Development	AG-1, AG-2, AG-3, R-1, R-2, R-3			
Historic Resource	H-1	O-	O-	H-1
Natural Conservation	FA, AG-2, AG-3			
Farmland Preservation	FA, AG-2, AG-3			

Note: O- denotes an overlay district.

Source: Greenwood City/County Planning Department, 2010.

9.13 Specific Land Use Concerns

There are specific areas within Greenwood County that are unique in various ways. Due to their uniqueness, land use decisions should be based on enhanced data sources and special consideration should be made during land use discussion. Areas worth noting include highway corridors, historic overlays, Uptown Greenwood and the Greenwood County Airport.

9.13.1 Highway Corridor Areas. As traffic routes are our economic lifeblood, so too are they our visual interpretation of our community. Highway corridors are our major thoroughfares for travel and mobility. In particular, the following highways should be targeted initially:

- U.S. Highway 25 North,
- U.S. Highway 72 East,
- U.S. Highway 72 West,
- U.S. Highway 25 Bypass,
- U.S. Highway 25 South and
- U.S. Highway 221 South.

In our communities, there is a severe need to outline land uses that should be discouraged along these corridors. Overlay districts should be developed to protect these corridors from adverse views of junk yards, unmaintained properties, landfills, and the like. Overlays should also encourage appropriate landscaping, signage and lighting standards to make our corridors visually attractive to our citizens and visitors. The primary initiative of the corridor overlay is to promote harmonious development along major thoroughfares and to discourage uses that detract from the visual character of the community.

9.13.2 Historic Overlays. As with the corridor overlay districts, historic overlays are needed throughout our County and municipalities to protect these areas from adverse development while encouraging harmonious development in character with the surrounding neighborhood. These neighborhoods and sites should be designated under this category:

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

Figure 9-23. 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

Source: Greenwood City/County Planning Department, 2010.

9.13.3 Development Incentives

An additional land use concern that is needed is development incentives. New development in Greenwood County should be allowed to develop at higher densities if they meet certain outlined conditions for community enhancements. These include the provision of open space, recreation sites, walking trails, bicycle lanes, and the like. This provides a win/win/win situation for the developer, the community, and the public. Another method of incentives can be provided through clustering. Cluster development allows, for instance, residential uses to be clustered together at a higher density on one portion of the property while the remaining portion of the property is left for open space. This allows for savings to the developer and to the eventual property owner by not having to extend infrastructure throughout the length of the property. Cluster development standards should be developed for residential, commercial and industrial uses.

9.13.4 Uptown Greenwood

The Uptown area of the City of Greenwood is currently not being utilized to its fullest potential. Residential uses within the Uptown boundaries need to be encouraged. As well, the boundaries of Uptown need to be expanded to provide future growth potential. One of the larger concerns is the enhancement of the northeastern portion of the Uptown area. Specifically, the area of the Greenwood Community Theatre, the Greenwood Museum, and the Federal Building needs to be redeveloped due to long-range traffic needs within the next ten years. The Seaboard Connector between Seaboard Avenue and Main Street to Maxwell Avenue and Edgefield Street is needed for the expansion of the multi-use Uptown District.

9.13.5 Greenwood County Airport

As the largest public land use in Greenwood County, the Greenwood County Airport is a facility that is important to the community. A number of issues with the airport need to be addressed. The long-range economic potential of the airport is specifically for air freight due to the close proximity of the Greenville/Spartanburg area. As this and other airports grow beyond their bounds, smaller airports will be needed to carry the additional freight capacities. Current land holdings are sufficient to meet runway, cargo and hanger space needs within the next twenty years. However, as the economic benefit of the

airport increases, so too does the noise levels from increased air traffic. This will be a growing concern around the airport as north of the City of Greenwood has noticed a dramatic increase in residential construction over the last ten years. Monitoring is needed to ensure that high density residential development is diverted away from the airport and that this facility does not outgrow its current space or become hemmed in from other development.

9.14 Conclusion

The land use element may be the most important section of the Comprehensive Plan. This is due in part to the comprehensive approach or summation of the other six elements into a concise layout of how the population feels their community should develop over the next twenty years. Without this road map, plan, vision, *etc.* the community heads into millions of different directions at the same time. This is an inefficient and ineffective use of public funds. Therefore, in order to provide the best potential investment for tax monies, organizations and agencies must work cooperatively in order to promote the outstanding objectives, recommendations and policies developed through this public process.

Goals, Objectives, and Strategies for Implementation

Goals/Objectives/Strategies	Accountable Agency	Time Frame for Completion
Goal 9.1. – Encourage Efficient Land Use Planning		
Objective 9.1.1. Promote land use policies for efficient development patterns		
Strategy 9.1.1.1. Maintain orderly, planned growth which promotes the health, safety and general welfare of residents	Local Governments	On-going
Strategy 9.1.1.2. Review future plans to be consistent with and seek to minimize conflicts with other levels of government	Local Governments	On-going
Strategy 9.1.1.3. Guide the location, mix and quality of private development to meet both private and public land use objectives	Local Governments	On-going
Strategy 9.1.1.4. Assure that the pace of development does not exceed the capacity of utilities, roads, community facilities and services	Local Governments	On-going
Strategy 9.1.1.5. Discourage sprawling, low-density development where there is no existing infrastructure and service capacity	Local Governments	On-going
Strategy 9.1.1.6. Eliminate the use of the Rural Development (RDD) zoning district in the Tier 1 development areas	Local Governments	2013
Strategy 9.1.1.7. Eliminate the use of the Rural Development (RDD) zoning district in the Tier 2 development areas	Local Governments	2015
Objective 9.1.2. Promote land use policies for reduced public service costs		
Strategy 9.1.2.1. Encourage land use decisions that make efficient use of land in consideration of public services, facilities and tax dollars	Local Governments	On-going
Strategy 9.1.2.2. Encourage developments to utilize existing capacity of services and facilities before new services and facilities are provided	Local Governments	On-going
Strategy 9.1.2.3. Promote responsibility of new development to pay the cost of new infrastructure and services without unfairly burdening the existing taxpayers	Local Governments	On-going
Objective 9.1.3. Promote land use objectives through local development standards		
Strategy 9.1.3.1. Update land use regulations to better guide and manage the location, mix, quality and impacts of development	Local Governments	On-going
Strategy 9.1.3.2. Plan future development so that land use conflicts are minimized and development occurs in an orderly manner	Local Governments	On-going
Goal 9.2. – Promote City/County Planning Efforts		
Objective 9.2.1. Encourage cooperative efforts for consistency in land use objectives		
Strategy 9.2.1.1. Public and private agencies and organizations should use the Comprehensive Plan as a guide for their own planning efforts	Local Governments	On-going
Strategy 9.2.1.2. Work with agencies and organizations to implement the objectives of the Comprehensive Plan	Local Governments	On-going
Strategy 9.2.1.3. Make necessary amendments to the County zoning ordinance to bring consistency between standards of the local governments	Planning Commission	2014
Objective 9.2.2. Ensure that planning measures meet future demand		
Strategy 9.2.2.1. Analyze land use impacts on a biennual basis	Planning Commission	2013
Strategy 9.2.2.2. Redevelop the Comprehensive Plan every ten years	Planning Commission	2021
Strategy 9.2.2.3. Update the Comprehensive Plan every five years	Planning Commission	2016
Strategy 9.2.2.4. Provide adequate infrastructure and public services to meet existing and future market demand for residential, commercial, industrial and agricultural use	Local Governments	On-going

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