

CHAPTER XII. LAND USE ELEMENT

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 City residents.

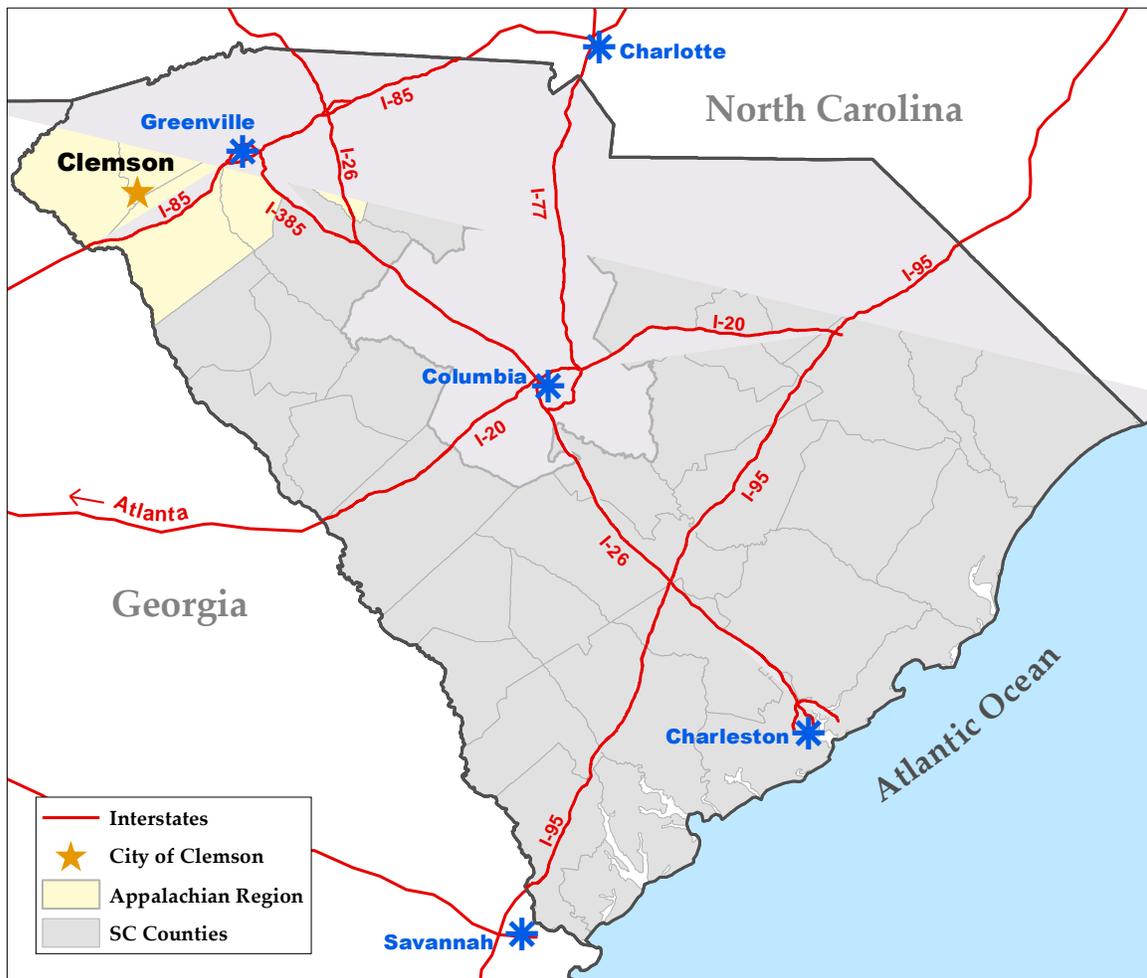
The Land Use Element is the centerpiece of the Comprehensive Plan, and represents a culmination of the issues, information, analyses, goals and objectives of the other eight required elements of the Plan that address Population, Economic Development, Housing, Cultural Resources, Natural Resources, Community Facilities, Transportation, and Priority Investment, as well as the additional Town and Gown Element. The previous elements influence the Land Use Element and profile the various types of land uses to include single-family and multi-family residential, commercial, public and institutional, parks, open space, agricultural, and mixed-use.

Development of the Land Use Element is also the most challenging task in the comprehensive planning process. The Element recognizes current and historical trends while providing an opportunity to reflect on strengths, challenges and opportunities. Because the process relies on numerous variables, crafting a future land use plan is not an exact science. While facts and data play important roles, public and individual opinions, beliefs and values are equally important yet difficult to quantify. Variables including market demand, land availability, population and economic trends, the environment, transportation, community character, current policies, natural disasters, and the provision of community facilities and services must also be taken into account in land use planning.

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 from the City's Geographic Information System (GIS). 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 those outlined in the eight previous elements of the Plan. The Future Land Use Map is included in this chapter and is a visual representation of the land use goals, policies and strategies that have been derived from stakeholder strategies developed under the other eight planning elements. Relevant existing documents have been referenced and incorporated where appropriate. Stakeholders include representatives from the previous nine element committees of the Comprehensive Plan, elected and appointed officials, and additional interested individuals.

Proximity to Clemson University, abundant natural and recreational resources, and a major transportation route (I-85) established the City of Clemson as a key center of commerce, recreation, and cultural resources in the Region. Today the City is home to a vital downtown, strong neighborhoods, and unprecedented development. The City is also the primary provider of water and sewer services in the Clemson area.

MAP XII-1. REGIONAL LOCATION



The City of Clemson is located close to the I-85 corridor that links the fast growing Charlotte, NC; Greenville-Spartanburg, SC; and Atlanta, GA Metro areas. The Greenville-Spartanburg International Airport is within a close drive of the City and a major seaport is available a few hours away via I-385 and I-26. Fast-growing employment centers in Greenville and Anderson Counties are within easy commuting distance, with the growing City of Greenville only 38 miles away.

A. EXISTING LAND USE

In order to plan for future development in and around the City of Clemson, 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 City of Clemson 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 Pickens County Assessor tax parcel data, as well as City staff knowledge of the area, and reflects the use of the properties at the time of the map development. Public roadways and railroad transportation rights-of-way were not assigned existing land use classifications and are therefore not included in land use calculations. Table XII-1 illustrates land use distribution by percentage of land area.

TABLE XII-1. EXISTING LAND USE BY AREA

Land Use	Acres	Percentage
Single-family Residential	2,033.2	51.3%
Vacant	633.8	16.0%
Multi-family Residential	493.4	12.5%
Parks, Open Space, and Agricultural	241.1	6.1%
Commercial	217.1	5.5%
Public and Institutional	211.7	5.3%
Mixed-use	129.9	3.3%
Total*	3,960.2	100.0%

* Total does not include roads and rights-of-way for roads and railroads

Source: City of Clemson, September 2014.

Land uses were classified and mapped under the following seven categories as depicted in the *Existing Land Use Map* (Map XII-2):

- **Single-family Residential** – Includes land area used for residential single-family, site-built structures, including zero lot line and patio homes. Single-family residential uses comprise 51.3% of land use in the City of Clemson (2,033.2 acres) and are located throughout the City of Clemson.
- **Multi-family Residential** – Land area used for residential structures other than those included in Single-family Residential Districts, including duplexes, manufactured homes on

individual lots, town homes, and multi-family structures. All parcels with multiple dwelling units on one parcel and attached single-family dwellings such as townhomes are included in this category. Higher density multi-family residential uses account for 12.5% of all land use (493.4 acres) and are primarily located along or near major transportation corridors, with many located within close proximity to Clemson University.

- **Commercial** – Land area used to conduct businesses, trade activities, administrative activities, professional activities or services, or personal services. Examples of uses include establishments for retail sale or wholesale of goods and services, restaurants, entertainment facilities, administrative or professional offices, gas stations, grocery stores, hair stylists, dry cleaners, furniture stores, clothing stores, car sales, law offices, doctor offices, CPAs, real estate offices, hotels/motels, lumber sales, private gyms, post offices, and nursery or garden centers. The classification also includes developments that house a mixture of commercial and residential uses on one parcel. Commercial land uses account for a smaller portion of the City’s land use at 5.5% (217.1 acres). Commercial land is primarily concentrated along US Highway 123, College Avenue, SC Highway 93, and US Highway 76 with a few sites in outlying areas.

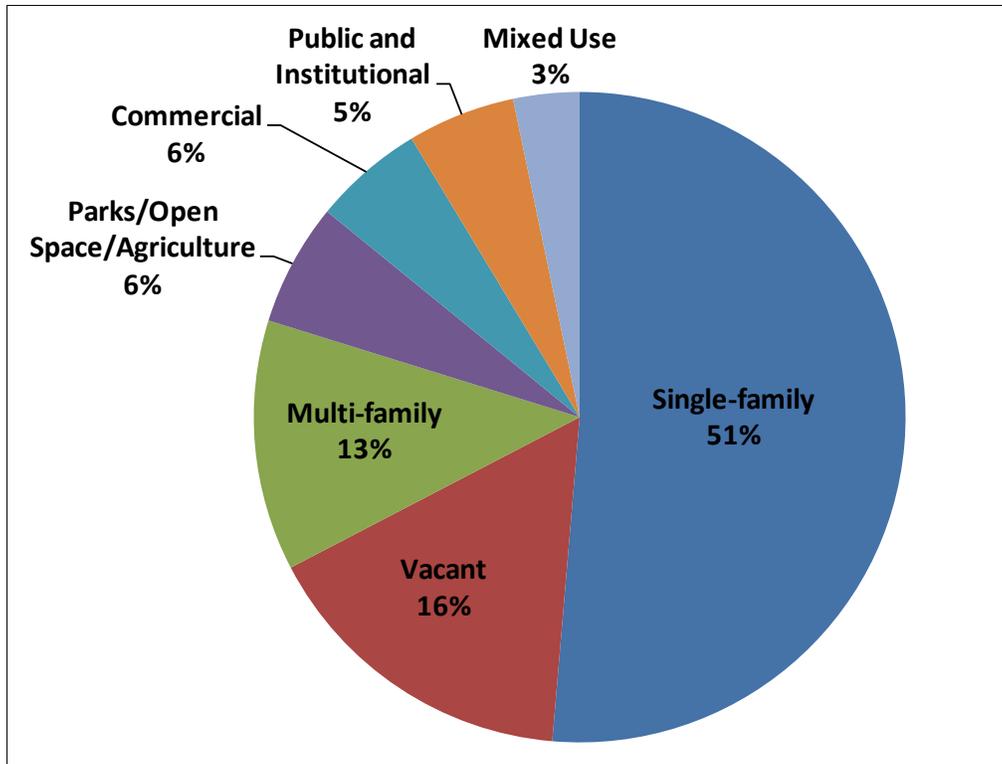
- **Parks, Open Space and Agricultural** – Land area used for public active and passive recreation, to preserve open space, or for agricultural purposes. Examples of uses include parks, private recreational spaces and trails within subdivisions, ball fields, greenways, public gardens, playgrounds, conservation areas, and nature preserves. More than 241 acres in the City are classified as Parks, Open Space and Agricultural (Table XII-1). Approximately 55 acres of this land is currently in agricultural use. While the properties in agricultural use are zoned R-20, which is intended for single-family on large lots, the keeping of horses is also allowed by special exception on two contiguous acres, with restrictions such as the number of animals allowed. Major parks include the 34-acre Mountain View Park on Lake Hartwell and 33-acre Nettles Park in the southeast area of the City. Additional open spaces and parks are scattered throughout the City.

- **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 and other government offices and land; Pickens County School District properties including schools; properties owned by Clemson University; churches; cemeteries; congregate care facilities (nursing homes); utility offices; and libraries. More than 5% of all land uses (211.7 acres) in Clemson are Public and Institutional uses. Among

land in Public and Institutional use, approximately 110 acres is in use by religious organizations and/or are cemeteries.

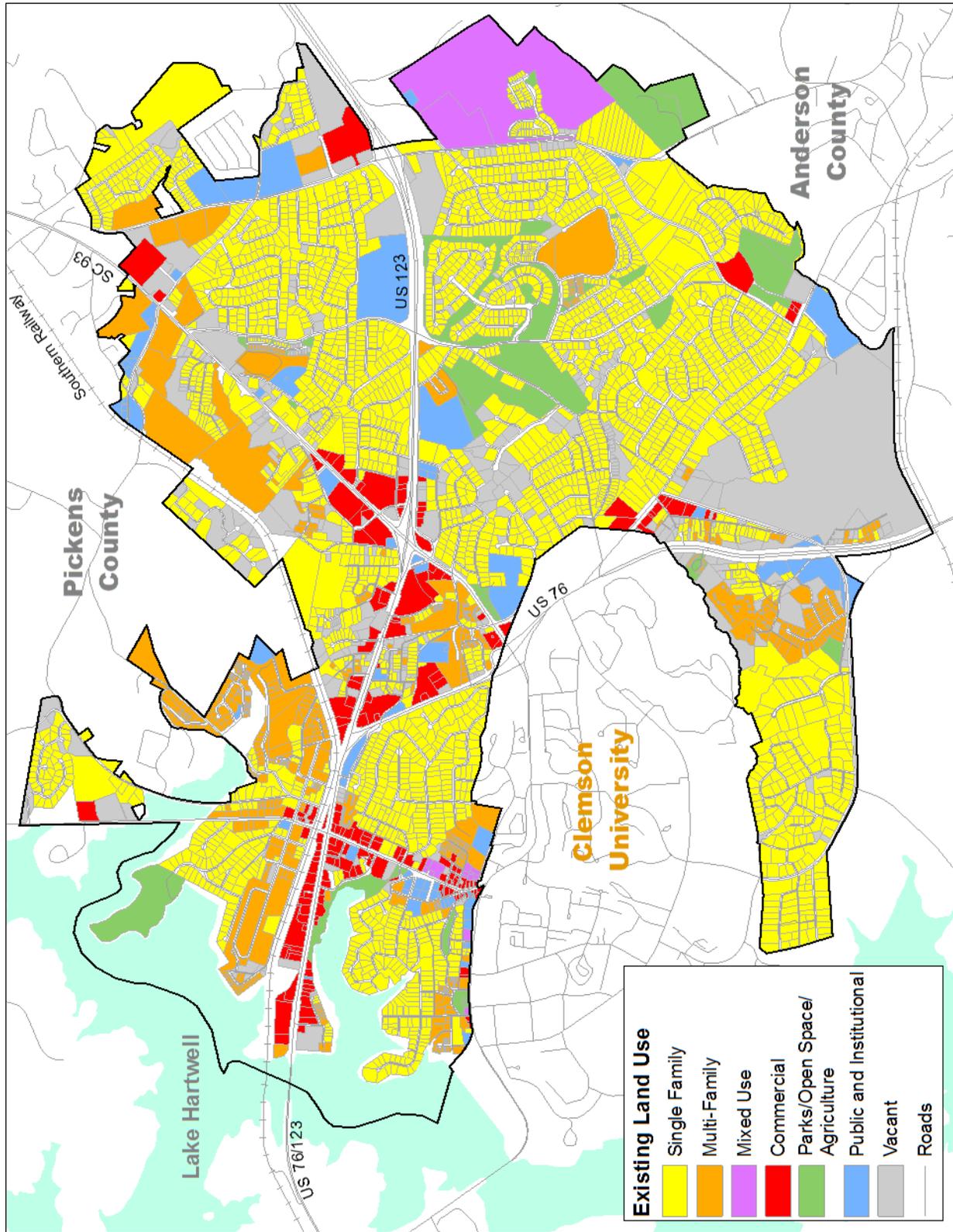
- **Vacant Land** – Land area not developed for a specific use or assigned a land use classification. Only 634 acres (16%) of land in the City are vacant.

FIGURE XII-1. EXISTING LAND USE BY AREA PERCENTAGE FIGURE



Source: City of Clemson, September 2014.

MAP XII-2. EXISTING LAND USE, CITY OF CLEMSON. REGIONAL LOCATION

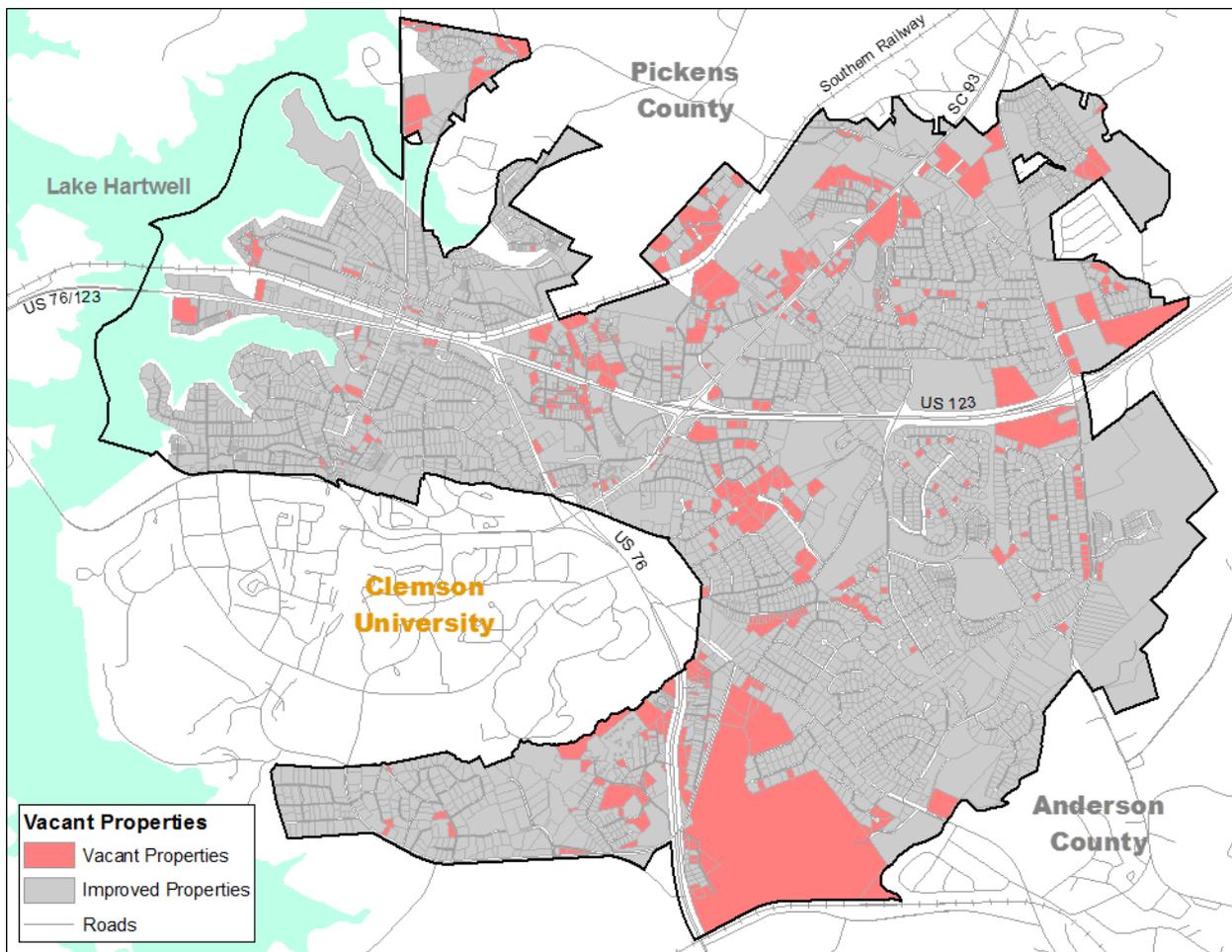


Source: City of Clemson, September 2014.

1. VACANT LAND

Only 16% of all land area (633.8 acres) in the City of Clemson is vacant (Map XII-3). Conversely, 84% of the City’s land has been developed or is currently in use in some manner. Included among the 393 vacant properties in the City are relatively few parcels of land of any significant size. There are 18 properties that are larger than five acres, which collectively comprise more than half (56%) of the vacant land area of the City. Some of these undeveloped parcels are land-locked, making access for development purposes difficult. Most of the remaining vacant parcels are individual lots scattered throughout established low-density neighborhoods or lands owned by Clemson University. The latter are, with few exceptions, unlikely to develop because they were gifts to the University with development restrictions imposed in their titles. Many of the undeveloped properties have environmental and topographical limitations of varying degrees, with most related to slope and/or flood plain.

MAP XII-3. VACANT PROPERTIES IN THE CITY OF CLEMSON



Source: City of Clemson, September 2014.

At more than 230 acres in size, the Pacolet Milliken Enterprises property on US Highway 76 in the southern area of the City is the only large tract of undeveloped land remaining in the City. Pacolet Milliken Enterprises is partnering with the City of Clemson and the Town of Pendleton to develop a master plan for the entire tract, which stretches into unincorporated Anderson County and the Town of Pendleton and totals approximately 380 acres. Planning efforts are underway and the charrette and public input processes are scheduled for early 2015.

Five properties range in size from 11 to 29.8 acres, and are located in the eastern area of the City along SC Highway 93 and US Highway 123, with one 15-acre property located near US Highway 76 in the southern area of the City.

While currently used for other purposes, there are also a few larger lots that have the potential to be developed. A 33-acre lot on Vickery Drive currently includes only a single-family home. There are also several agricultural properties that could be developed. Most of these agricultural parcels are zoned for low density single-family residential use. This is unlikely to change as the properties are not suitable tracts for a mixed-use planned development or an up-zoning to a higher density classification. A larger tract located on the northern side of Pendleton Road behind Mac's Drive-in is currently in use for timber growth, but much of the property is located in one of the City's largest flood plains. The current zoning of the property allows a mix of neighborhood commercial and low density residential, and includes a planned development district that surrounds an historic site.

The zoning of an undeveloped area can be a significant indicator of future land use options if zoning remains relatively unchanged. As detailed in Table XII-2, nearly 83% (525 acres) of the undeveloped land in the City currently carries a residential zoning designation. Of this residentially zoned vacant land, more than half (59%) is zoned for low density, single-family residential uses; 25% is zoned for medium density residential uses including duplexes and patio homes; 10.3 acres is zoned for medium density multi-family development; and 6.34 acres are zoned for high density multi-family development. Residential development is also possible on many of the properties zoned as Planned Development. Map XII-4 provides current zoning designations for the City's vacant properties.

TABLE XII-2. CURRENT ZONING OF UNDEVELOPED PARCELS

Zoning Classification	Zoning District Type	Parcels	Acres	Percentage
R-20	Single-family Residential (low density)	106	347.5	54.8%
RM-2	Two-family Residential (medium density)	109	77.6	12.2%
RM-1	Two-family Residential (medium density)	52	53.9	8.5%
PD	Planned Development	23	51.9	8.2%
CP-2	Community Business	29	35.0	5.5%
R-12	Single-family Residential (low density)	26	29.4	4.6%
CP-1	Neighborhood Business	14	18.5	2.9%
RM-3	Multi-family Residential (medium density)	13	10.4	1.6%
RM-4	Multi-family Residential (high density)	13	6.3	1.0%
CM	Commercial Mixed-Use	4	2.6	0.4%
C	General Commercial	4	0.8	0.1%
Total		393	633.8	100.0%

Source: City of Clemson, September 2014.

More than half (54.8%) of the City’s undeveloped land (347.5 acres) is zoned for *R-20 Single-family Residential* development. Included in the vacant R-20 land is the 200-acre Pacolet Milliken property located in the southern area of the City off of US Highway 76 that is currently undergoing master planning for future development. The R-20 zoning district is intended for individual dwellings on relatively large lot areas where low density is appropriate. Twenty-six properties totaling 29.4 acres (4.6%) are zoned R-12, which is also intended for individual dwellings, but on medium-sized lots in areas where densities greater than allowed in the R-20 district are desired.

Nearly 78 acres are zoned RM-2, which is designed to provide areas that integrate medium-density conventional residential development, patio homes and zero-lot-line housing, and duplexes, while also permitting manufactured homes on individual lots. Fifty-four acres are zoned RM-1, which is intended for conventional residential development, patio homes, zero-lot-line housing and duplexes on small lots where it is appropriate to increase density but maintain a neighborhood scale that serves as a transition between higher density multi-family districts and traditional lower density residential districts. Vacant properties in the RM-1 and RM-2 districts are primarily located within proximity of Clemson University and along major transportation corridors including US Highways 123 and 76 and SC Highway 93.

Nearly 17 acres are zoned for multi-family development. Thirteen parcels totaling 10.4 acres are zoned RM-3, which is intended to offer a range of housing types from single to moderate

density multi-family developments that serve the needs of a multi-generational housing market. Only six acres (13 parcels) are zoned RM-3, which is intended to maintain and promote medium to high density residential development as appropriate for multi-unit, patio home and zero-lot-line housing.

Almost 53 acres (23 parcels) are zoned for Planned Development (PD). PD districts are intended to provide developers with an opportunity to be flexible and creative while also giving the City adequate control over the development of its limited developable or re-developable land. Planned Developments are established individually, with each having specific requirements. Of those vacant properties zoned as PD, approximately 22 acres are in commercial PDs, with the remainder in PDs that allow medium or high density residential development.

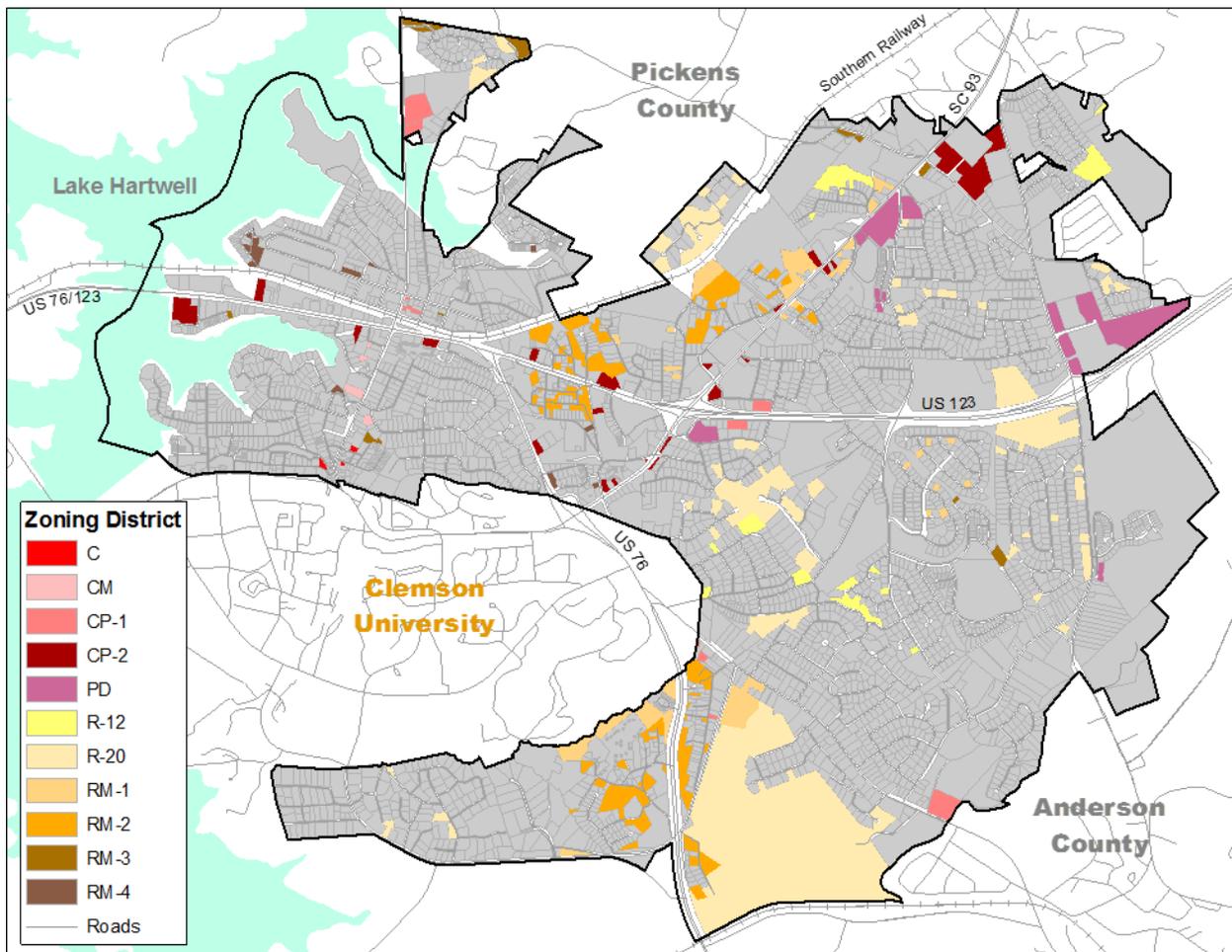
Twenty-nine parcels totaling 35 acres are zoned CP-2 – Community Business District. The purpose of the CP-2 district is to provide for areas within the community where commercial and business development may occur while supporting community-wide shopping centers and business complexes of greater magnitude than permitted by the CP-1 district. Vacant parcels in the CP-2 district are located along or in close proximity of major transportation corridors including US Highways 123 and 76 and SC Highway 93.

Fourteen parcels totaling 18.5 acres are zoned CP-1 – Neighborhood Commercial. The purpose of the CP-1 district is to provide for the location of shops, services, small work places, civic and residential buildings central to a neighborhood or grouping of neighborhoods; permit small scale professional offices; provide pedestrian amenities and connections to existing neighborhoods; and serve as transition areas between established residential neighborhoods and higher density housing and more intense non-residential uses. Vacant parcels in the CP-1 district are located along or near US Highway 123, College Avenue, and Pendleton Road.

Only four parcels totaling 2.6 acres are zoned CM - Commercial Mixed-Use. The CM district is a new district that was added in the Zoning Ordinance update adopted in August 2014. The purpose of the CM district is to serve as the gateway to Downtown Clemson by providing a transition between the Downtown, the commercial corridor on Tiger Boulevard, and adjacent residential neighborhoods; encourage the horizontal and vertical mixing of compatible uses; place a special emphasis on protecting of adjacent residential neighborhoods, providing attractive streetscape and building wall patterns, pedestrian access, on-street and public parking, and reducing curb cuts on College Avenue; encourage intensities and amenities that support pedestrian-oriented uses; and promote the establishment of small businesses.

Only four parcels totaling less than one acre are zoned C – General Commercial. The purpose of the C district is to provide for the intensive business and commercial development of the Downtown area and to promote pedestrian-friendly ground floor uses and activities. The district is designed to provide diverse and multi-generational commercial, entertainment, and cultural opportunities within a concentrated area, and to foster a business climate essential to the vitality and economic stability of the community. The district is also intended to encourage certain residential uses in concert with commercial development as part of mixed-use buildings.

MAP XII-4. CURRENT ZONING OF VACANT LAND



Source: City of Clemson, September 2014.

B. FUTURE LAND USE

The Future Land Use Map is a blueprint for the future development of the City of Clemson. It sets the context and provides a vision for future growth and development in the City. Implementation of the Future Land Use Map will be accomplished through regulatory measures included in the City's Zoning Ordinance and Land Development Regulations.

Development of the Future Land Use Map is anchored by land use data provided by the current land use map. As illustrated in Map XII-2, much of the land within the City of Clemson has already been developed. Established land uses including traditional neighborhoods, the Downtown, and commercial corridors along US Highway 123, College Avenue, and SC Highway 93 have evolved and matured over time and have been incorporated in the Future Land Use Map. Surrounding land uses were evaluated in determining future land use designations for vacant parcels as well as parcels with current land uses that are not compatible with surrounding land uses. Future Land Use was classified under the following seven categories as depicted in Map XII-5 and Map XII-6.

- **Low Density Residential** – Land area used or with the potential to be used for single-family, site-built residential structures on large or medium sized lots (12,000 to 20,000 square feet).
- **Medium Density Residential** – Land area used or with the potential to be used primarily for single-family or duplex residential structures on moderate sized lots (4,000 to 8,000 square feet), but may also include patio homes, zero-lot-line development, lower density multi-family developments, and in some limited areas, manufactured homes on individual lots.
- **High Density Residential** – Land area used for higher density (maximum 56 bedrooms per acre) residential development including single-family residential structures, duplexes, patio homes, townhomes, and multi-family developments. The majority of this area is already zoned for or developed for such uses.
- **Commercial** – Land area used or with the potential to be used to conduct businesses, trade activities, administrative activities, professional activities or services, or personal services. Examples of uses include establishments for retail sale or wholesale of goods and services, restaurants, entertainment facilities, administrative or professional offices, gas stations, grocery stores, hair stylists, dry cleaners, furniture stores, clothing stores, car sales, law offices, doctor offices, CPAs, real estate offices, hotels/motels, lumber sales, private gyms, post office and nursery or garden centers. This category also includes neighborhood

business areas and commercial mixed-use developments that combine commercial and residential uses on one parcel.

- **Parks and Recreation** – Land area used for public and private active and passive recreation or to preserve open space. Examples of uses include parks, ball fields, tennis courts, greenways, public gardens, playgrounds, conservation areas, and nature preserves.
- **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 government offices, School District properties, property owned by public institutions including Clemson University, churches and other religious organizations, cemeteries, congregate care facilities (nursing homes), utility offices, and libraries.
- **Potential Development** – Land identified as having the potential for future development or redevelopment. These properties have one or more of the following characteristics:
 1. Are in highly visible and strategic locations; therefore development proposals must be well designed.
 2. Need to be well buffered from surrounding uses.
 3. Provide an opportunity for higher density mixed-use development.
 4. Front on a major thoroughfare.
 5. Are located in or near an existing activity center.
 6. Could be negatively impacted by existing or future noise.
 7. Have challenging terrain and/or topography.

1. FUTURE LAND USE WITHIN THE CITY

Nearly three-fourths of the land (71.7%) within the current boundaries of the City (2,835.3 acres) is designated in the Future Land Use Map as Residential use. Of that Residential land, 1,824.6 acres (46.1% of all land) are designated for Low Density Residential, 802.5 acres (20.3% of all land) as Medium Density Residential, and only 208.2 acres (5.3% of all land) as High Density Residential. Nearly 8% of all land (308.6 acres) is designated for Commercial development; 6.3% (249.6 acres) for Public, Institutional, or Utilities; and 2.9% (115.4 acres) for Parks and Recreation. More than 451 acres (11.4%) is designated as having the potential for future development. Table XII-3 provides a listing of future land uses by size (acres) and

percentage of total land use. Figure XII-2 illustrates the future land use distribution by percentage of land area.

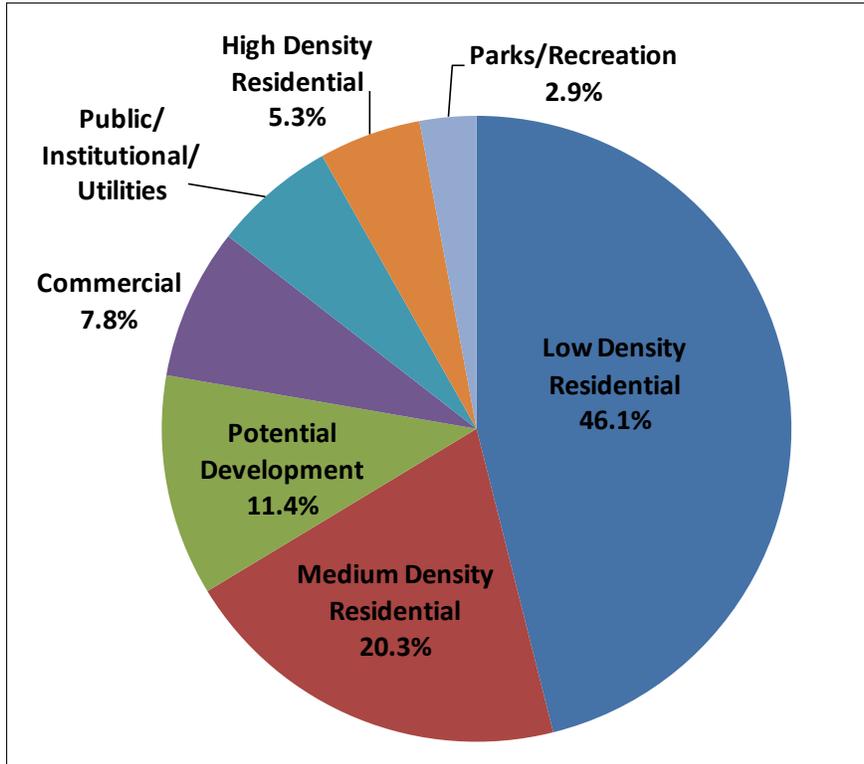
TABLE XII-3. FUTURE LAND USE BY AREA, CITY OF CLEMSON

Land Use	Acres	Percentage
Low Density Residential	1,824.6	46.1%
Medium Density Residential	802.5	20.3%
Potential Development	451.4	11.4%
Commercial	308.6	7.8%
Public/Institutional/Utilities	249.6	6.3%
High Density Residential	208.2	5.3%
Parks and Recreation	115.4	2.9%
Total	3,960.2	100.0%

Source: City of Clemson, September 2014

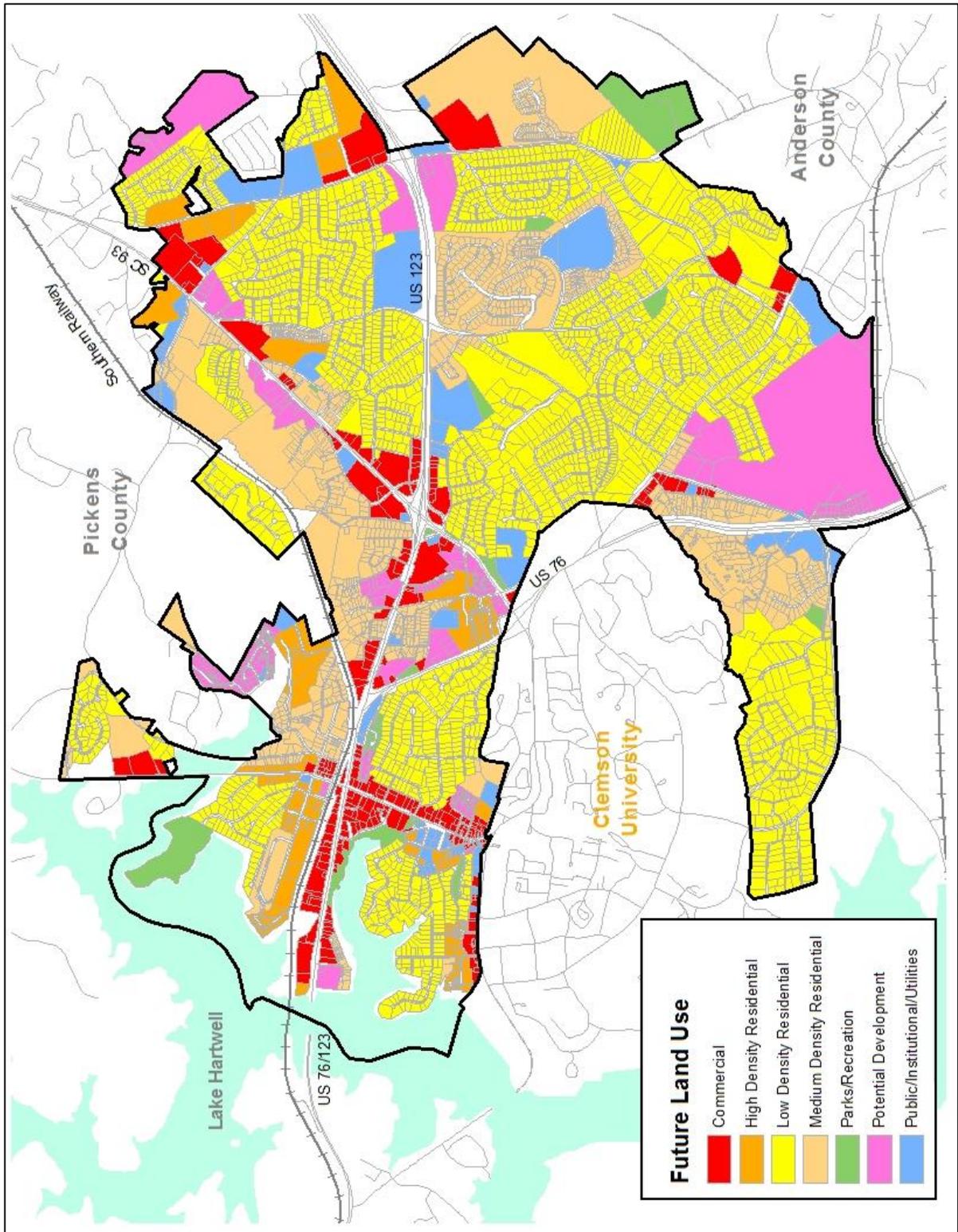
Only 634 acres of land in the Existing Land Use Map is vacant. Of that currently undeveloped land, 46.7% (296 acres) has been designated in the Future Land Use Map as Potential Development. Of the remaining vacant existing land uses, 19.7% (125.2 acres) has been designated as Low Density Residential, 17.9% (113.7 acres) as Medium Density Residential, and 10.8% (68.7 acres) as Commercial, with the remaining currently vacant 30.2 acres divided among other land use categories.

FIGURE XII-2. FUTURE LAND USE BY AREA PERCENTAGE, CITY OF CLEMSON



Source: City of Clemson, September 2014

MAP XII-5. FUTURE LAND USE, CITY OF CLEMSON



Source: City of Clemson, May 4, 2015 Amendment CC-2015-15

2. SMART GROWTH

The use of the term **Smart Growth** has been a reoccurring theme throughout the development of this document. To promote livability and protect the City's quality of life for years to come, the need and desire for smart growth development should be a fundamental part of local land use planning, including transit-oriented and/or walkable development that focuses on densifying and intensifying major corridors to provide residential, commercial, and recreational uses within close proximity to each other. Smart growth in Clemson is based on the Smart Growth Principles identified by the Smart Growth Network and is defined as development that recognizes and respects the following principles:

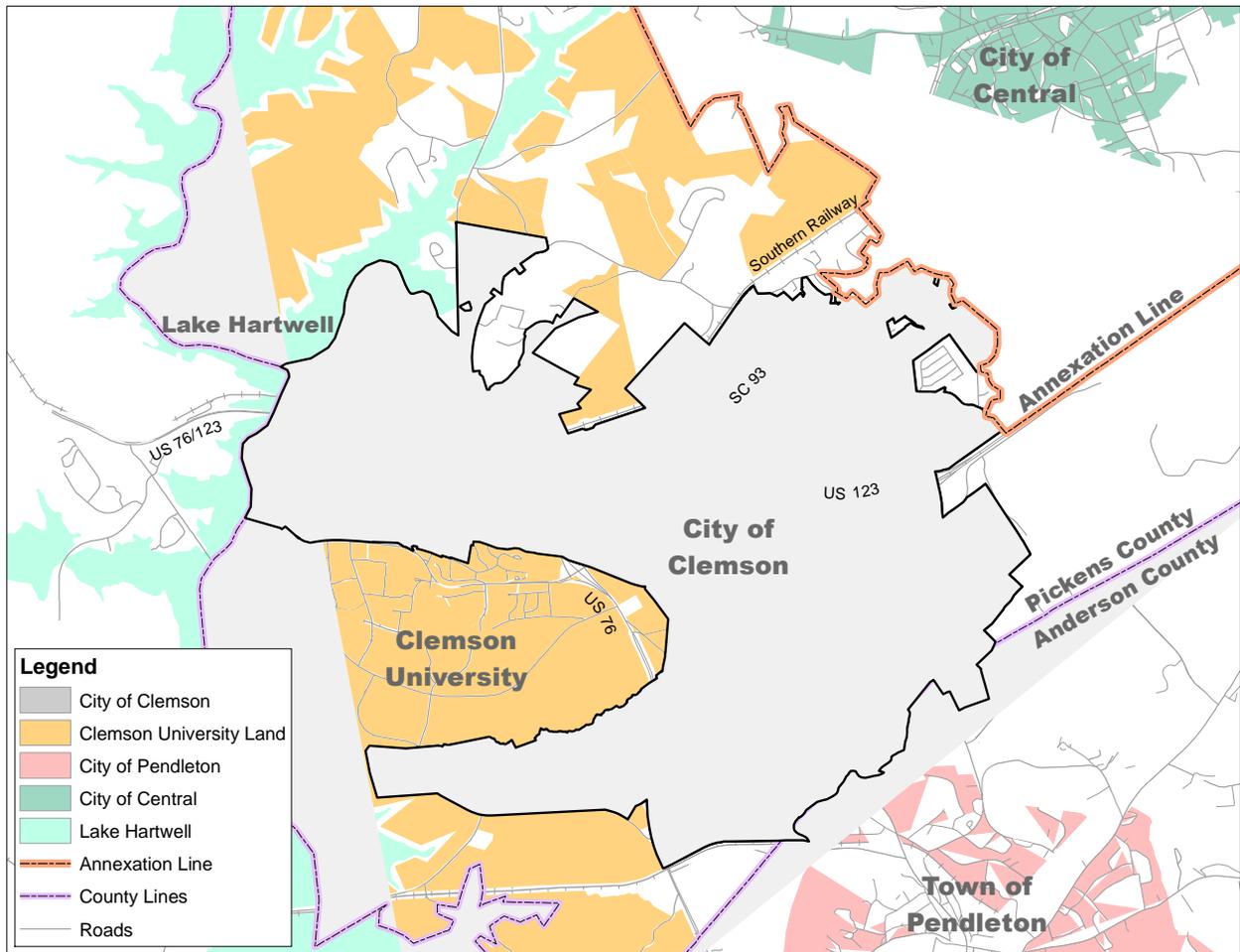
1. Encourages mixed land use that promotes walkable, bikeable, and transit-friendly development.
2. Requires where possible compact, vertical development as opposed to horizontal sprawl at the edges of the City.
3. Creates standards and programs that foster the provision of a wide range of housing opportunities and choices that serve the entire Clemson housing market, with an emphasis on affordability, diversity, and sustainability.
4. Creates a walkable community that connects residents with sidewalks, bikeways, and other alternative means of daily travel with particular emphasis on linking neighborhoods.
5. Fosters a distinctive sense of community by encouraging development that is attractive and reflects the unique charm of Clemson and helps better define the sense of place.
6. Develops programs and standards that protect and preserve open space and environmentally critical areas around the City, respecting their natural beauty as a vital component in the overall quality of life enjoyed by our residents and visitors.
7. Promotes and encourages development along the main corridors and in the City's Downtown to place more intense uses in areas adequately positioned to support their needs, while protecting and preserving the quality of life in existing low density neighborhoods.
8. Promotes and incorporates a variety of transportation options to lessen the demands on overstressed roadways and promotes the long-term health of residents by encouraging walking and biking.

9. Makes development decisions predictable, fair, and cost effective so that developers are encouraged to focus investment into the areas deemed most desirable by the City, thereby protecting the overall quality of life in neighborhoods.
10. Encourages community and stakeholder collaboration in development decisions so that the impacts of new development are better understood and the resulting development is a better fit into the overall fabric of the community.

3. ANNEXATION OPPORTUNITIES AND CHALLENGES

In addition to the stringent constraints to annexation imposed by State law as discussed in the Community Facilities Element, the City of Clemson faces a number of impediments to annexation. As illustrated in Map XII-6, Lake Hartwell provides a natural boundary to the west. Clemson University lands are not included in the City and are not expected to be annexed in the future. These properties border much of the City to the west and limit expansion in areas to the north as well. The Town of Pendleton is located to the south and shares a portion of its border with the City of Clemson. Similarly, the Town of Central is located to the northeast and also shares a portion of its border with Clemson. In addition, a court order established a fixed future annexation line that assigns affected properties to either the City of Clemson or the Town of Central for annexation purposes.

MAP XII-6. ANNEXATION LIMITATIONS, CITY OF CLEMSON



Largely because of these constraints, very few properties have been annexed into the City of Clemson in recent years. However, annexation into the City is advantageous to adjacent property owners wishing to obtain water and sewer services from the City. Only properties within the City may obtain sewer service from the City. Water services are provided to properties outside of the City, but must pay 50% more than the rate paid by properties within the City.

Though the court-imposed Clemson/Central annexation line provides an obstacle to annexation to the northeast of the City, it would be advantageous to explore the possibility of negotiating with the Town of Central to amend the line in the future. Likewise, although Clemson University and its lands are not currently within the City, the City should work with the University to encourage annexation of University lands into the City in the future, particularly those lands located to the north of the City. In addition, since there is no legal barrier to preclude annexation by the City across Lake Hartwell and into Oconee County, the City should explore opportunities for annexation in appropriate areas.

4. POTENTIAL GROWTH AREAS

In planning for the future growth and development of the City of Clemson, it is necessary to look beyond the current City boundaries and consider potential growth areas. However, while an examination of these areas and determination of potential land uses is essential to future land use planning, it does not necessarily indicate intent by the City to annex these areas.

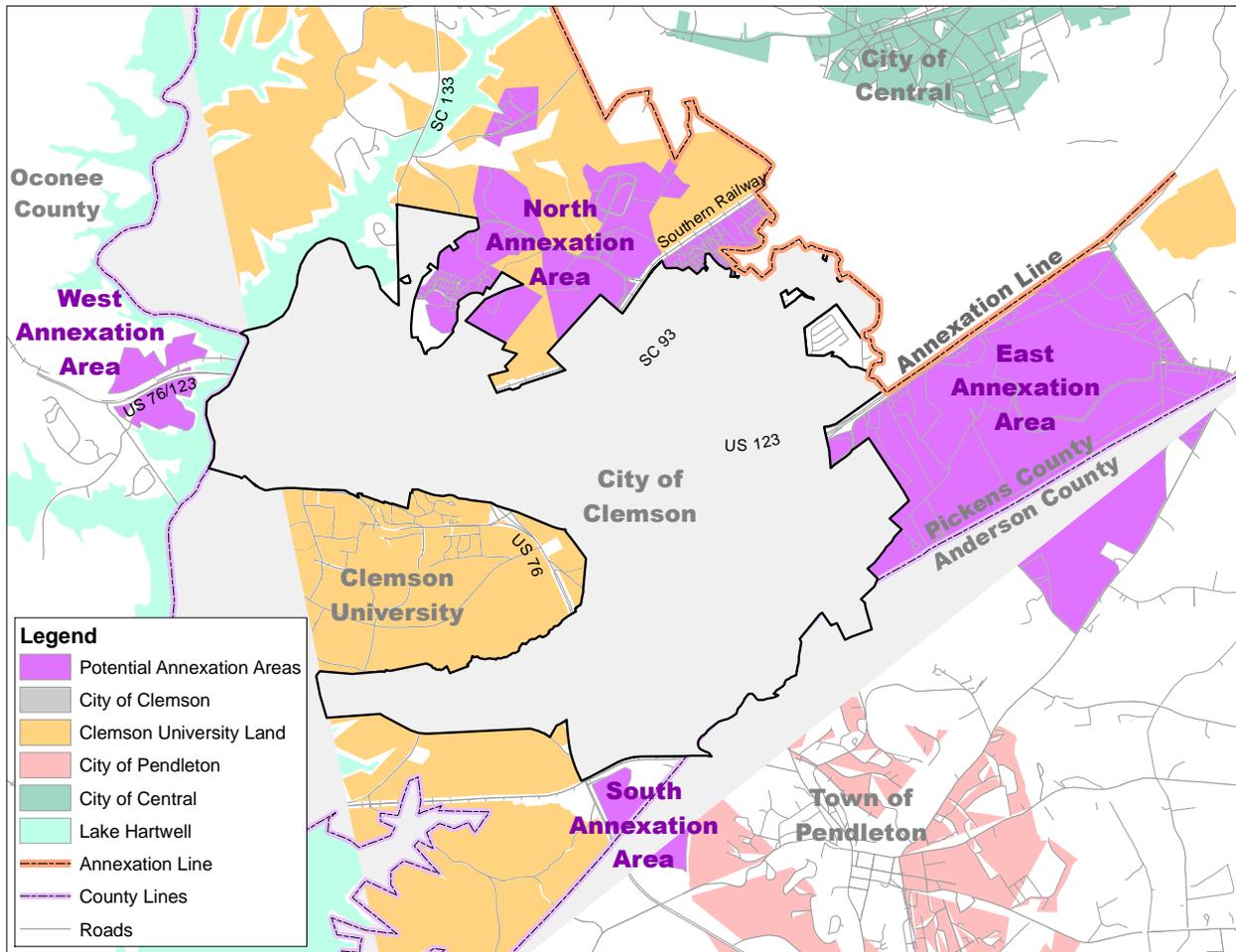
Although seriously hampered by natural and other constraints, there are areas that have the potential to be annexed into the City of Clemson in the coming years. These potential growth areas were selected because they met the following criteria:

1. The area is contiguous to the City by either land or water;
2. The area is located along a major corridor leading into the City; and
3. It may be possible to provide more cost-effective water and sewer service and shorter response times for emergency services, and other City services such as engineering, planning, and public works for these properties than may be available from other adjacent municipalities.

In addition, most of the potential growth areas are comprised of large parcels with few land owners, which would make the annexation process required by State law simpler for both the land owners and the City. Because these areas are large parcels they can be master planned through cooperative efforts between the City and the land owners to best serve the needs of all involved.

Four areas have been identified as having the potential for annexation in the coming years and are depicted in Map XII-7. Given the constraints posed by South Carolina law related to annexation, it is not possible to include a timeframe for the annexation of these areas. In addition, planning and preparation is needed to ensure that the land use impacts and cost/benefits of infrastructure and service delivery, as well as other relevant factors, are fully explored for each potential annexation area. Prior to annexation, proposed zoning classifications must also be developed by the Planning and Codes staff and the Planning Commission, in conjunction with all affected property owners.

MAP XII-7. POTENTIAL ANNEXATION AREAS



a. North Potential Annexation Area

The North Potential Annexation Area is adjacent to the City to the north and is also bordered by Clemson University lands. The area is entirely within Pickens County, close to Clemson’s Downtown and just west of the SC Highway 133 corridor. The 669-acre area includes 163 individual properties, with the five largest properties ranging from 50 acres to 78.7 acres in size. An annexation in 1989 brought the Calhoun Forest subdivision into the City. Because this area currently includes primarily low density residential development and vacant land, it is anticipated that it is best suited for lower density residential development, with the possibility of some convenience retail in appropriate locations. Due to existing traffic volume and congestion on SC Highway 123, higher intensity development is not recommended unless improvements are made to the transportation routes that serve this area. In addition, future development should complement and not detract from the more rural residential character of the area.

b. East Potential Annexation Area

The East Potential Annexation Area is bordered by the City of Clemson to the west, US Highway 123 to the north, and 18 Mile Road to the west. Approximately 80% of the 2,814-acre area is in Pickens County, with the remainder in Anderson County. The area includes 66 parcels, with five parcels over 100 acres in size and the largest totaling 1,000 acres. The Potential Annexation Area has access directly to US Highway 123 via two interchanges, making it readily accessible to Interstate 85. The Pickens County Industrial Park is nearby on US Highway 123 and the area is within an easy drive to the Clemson University campus and the Cities of Greenville and Anderson. These factors make this area ideal for a master plan that provides for a mix of uses, including residential, commercial, research, office, and light industrial, while protecting existing residential subdivisions and uses. Because the US Highway 123 corridor serves as one of the major entranceways into the City of Clemson, it is critical that future development enhance and not detract from the scenic views and the more rural character of the area.

c. South Potential Annexation Area

The South Potential Annexation Area is adjacent to the City of Clemson to the south and is situated between the Town of Pendleton and Clemson University lands. The Area includes two parcels totaling 142.3 acres in size, with both properties owned by Pacolet Milliken Enterprises. Pacolet Milliken is currently partnering with the City of Clemson and the Town of Pendleton to develop a master plan for the entire 380-acre tract, of which more than 230 acres is already within the City of Clemson. The Potential Annexation Area is separated from the land within the Pacolet Milliken tract that is already within the City by an active rail line, which could present challenges for future development. In addition, the Potential Annexation Area is adjacent to and therefore also annexable by the Town of Pendleton. The portion of the Pacolet Milliken tract that is already within the City is the only large vacant property left in the City. Development of a master plan for the entire tract and possible annexation of the remainder of the tract presents a unique and rare opportunity for the City to add a mix of appropriate residential and commercial uses that serve the needs of the community while retaining the character of the surrounding area. A long-term development agreement between property owners and the City for these properties is also be a viable option to consider. The master planning process includes the selection of a nationally recognized planning firm to assist with a community visioning and design process that will spearhead the development of the land use and design guidelines that will guide development of the property. This process was conceived not only as a potential solution to previous community opposition to the rezoning and development of these properties, but also to ensure the development of carefully crafted

development standards for this key tract of land. Planning efforts are already underway for the master plan, with an anticipated start for the public input process set for early 2015.

d. West Potential Annexation Area

The West Potential Annexation Area is located across Lake Hartwell, in Oconee County. The Area includes two parcels totaling 114 acres. New Spring Baptist Church owns the parcel that is south of US Highway 123, where it plans to construct a large new religious facility in partnership with a private developer. The resulting project is likely to be mixed-use in nature. Pacolet Milliken Enterprises owns the parcel located north of US Highway 123. This property has access issues due to its proximity to Lake Hartwell and the Norfolk Southern rail line that runs parallel to US Highway 123. Annexation of these properties could require service and utility expansions by the City. Prior to annexation, an in-depth cost-benefit analysis should be conducted to determine the feasibility and benefits for both the City and the property owners. As with other large properties, master planning of any development should be considered. A long-term development agreement between property owners and the City for these properties is also be a viable option to consider.

C. POTENTIAL REDEVELOPMENT AREAS

While much of the land in the City is already developed, there are many unique opportunities to develop on brownfield and infill sites, along with a few undeveloped greenfield sites. There are also redevelopment areas that may be suitable for specific types of new development. Areas identified as having the potential for development and the proposed land use recommendations for those developments are listed in Table XII-4 by identifying letters, which correspond to locations indicated by those letters in Map XII-8.

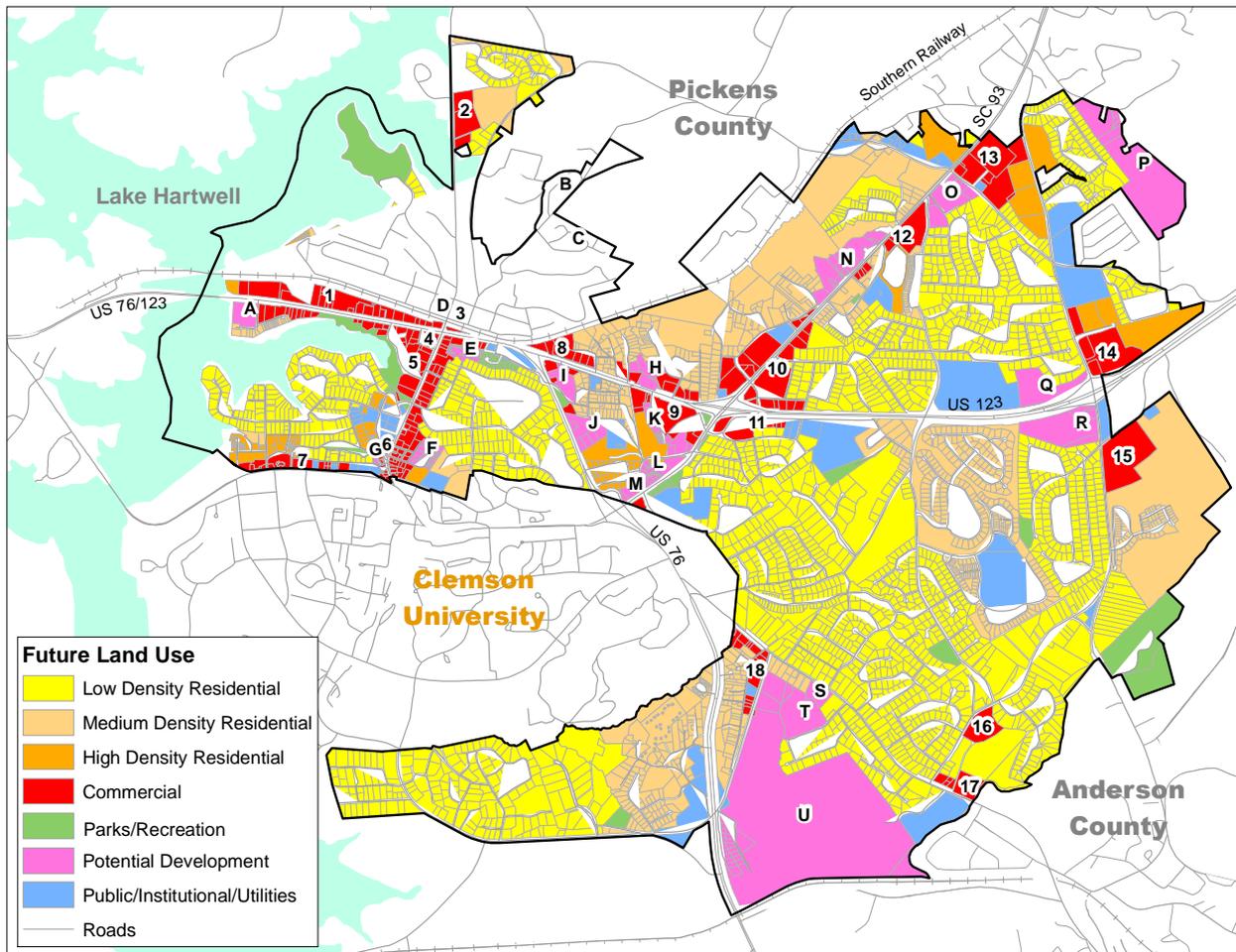
TABLE XII-4. POTENTIAL REDEVELOPMENT AREAS

Identifier	Location	Proposed Land Use Recommendations for Potential Development/ Redevelopment Areas
A	US Hwy 123	<ul style="list-style-type: none"> • Encourage mixed-use planned development with special emphasis placed along Lake Hartwell. • Encourage housing for professionals and/or retirees. • Encourage small scale commercial uses including sit-down restaurants, small retail spaces, and professional uses.
B	Charleston Ave	<ul style="list-style-type: none"> • Encourage redevelopment as residential development. • Provide incentives to encourage housing product that meets needs of underserved markets.

Identifier	Location	Proposed Land Use Recommendations for Potential Development/ Redevelopment Areas
C	Creekside Dr	<ul style="list-style-type: none"> Targeted redevelopment area – designate as a mixed-use “community development area” with neighborhood scale businesses. Provide incentives that encourage product that meets needs of underserved markets. Provide infrastructure for sidewalks, parks, trails, greenways, and street lights.
D	Corner of College Ave and Elm St	<ul style="list-style-type: none"> Encourage low-rise, mixed-use redevelopment that is in harmony with the <i>Historic Calhoun</i> neighborhood.
E	US 123 east of College Ave	<ul style="list-style-type: none"> Encourage land assemblage and redevelopment as moderate to high density residential development. Potential zoning district changes include RM-3.5, RM-4, or Planned Development with commercial fronting US Hwy 123.
F	Fendley Dr and Foy Creek	<ul style="list-style-type: none"> Encourage land assemblage and redevelopment as transit-oriented mixed-use development. Potential zoning designation changes include RM-3.5, RM-4, or Planned Development. Development should emphasize and apply Smart Growth principles.
G	N. Clemson St	<ul style="list-style-type: none"> Encourage proper maintenance and redevelopment that enhances the City’s streetscape project. Provide a welcoming entrance into N. Clemson St.
H	US Hwy 123 between Pressley Dr and Forest Ln	<ul style="list-style-type: none"> Encourage innovative design around the gully that is sensitive to the natural environment and surrounding residential uses. Potential for a Planned Development with innovative design techniques incorporating mixed-uses including medium density residential, professional offices, and hotels with meeting facilities. Encourage clustering of uses and densities.
I	US Hwy 123 and SC Hwy 76	<ul style="list-style-type: none"> Encourage redevelopment that includes mixed-use transit-oriented development. Potential for a Planned Development.
J	SC Hwy 76 south of Greenlee Place	<ul style="list-style-type: none"> Encourage redevelopment of mixed-use, transit-oriented development. Potential for a Planned Development.
K	Freedom Dr	<ul style="list-style-type: none"> Encourage redevelopment that includes medium density multi-family residential.
L	SC Hwy 93 across from Gateway Park	<ul style="list-style-type: none"> Encourage mixed-use, transit-oriented development. Potential for a Planned Development.
M	SC Hwy 93 across from Gateway Park	<ul style="list-style-type: none"> Encourage mixed-use transit-oriented development.

Identifier	Location	Proposed Land Use Recommendations for Potential Development/ Redevelopment Areas
N	SC Hwy 93 across from Littlejohn Community Center	<ul style="list-style-type: none"> • Encourage commercial or mixed-use development • Potential zoning change to CP-2 or Planned Development, and inclusion in Architectural Review District 5.
O	SC Hwy 93, Berkeley Dr, Cambridge Dr	<ul style="list-style-type: none"> • Potential for large mixed-use development. • Encourage Planned Development to utilize SC Hwy 93 for commercial development while providing extra protection to adjacent residential properties.
P	Vickery Dr	<ul style="list-style-type: none"> • Encourage development of low to mid density residential lots. • Potential zoning change to RM-1. • Development should apply Smart Growth principles of connectivity. • Provide infrastructure including water, sewer, roads, sidewalks, and street lights.
Q	Issaqueena Trl and Ashley Dr	<ul style="list-style-type: none"> • Encourage single-family R-20 residential development. • Provide trail or sidewalk connections from Issaqueena Trl to Ashley Dr for easy access to Clemson Elementary School.
R	Issaqueena Trl/US Hwy 123	<ul style="list-style-type: none"> • Encourage single-family R-20 residential development.
S	Pendleton Rd	<ul style="list-style-type: none"> • Encourage redevelopment as residential uses. • Provide connectivity linkages to large vacant property to the south.
T	Old Stone Church Rd	<ul style="list-style-type: none"> • Encourage Planned Development with small scale commercial uses on Old Stone Church Rd and mid-density residential interior to the site. • Encourage small single-family lots. • Protect adjacent neighborhoods. • Connect infrastructure to surrounding master planned community.
U	Old Stone Church/SC Hwy 76	<ul style="list-style-type: none"> • Continue with master planning process to ultimately develop the land as a Planned Development. • Encourage mid-density single-family residential to fill underserved portions of the housing market. • Use stormwater and floodplain areas as City park land. • Emphasize efficient use of infrastructure including water, sewer, roads, and sidewalks.

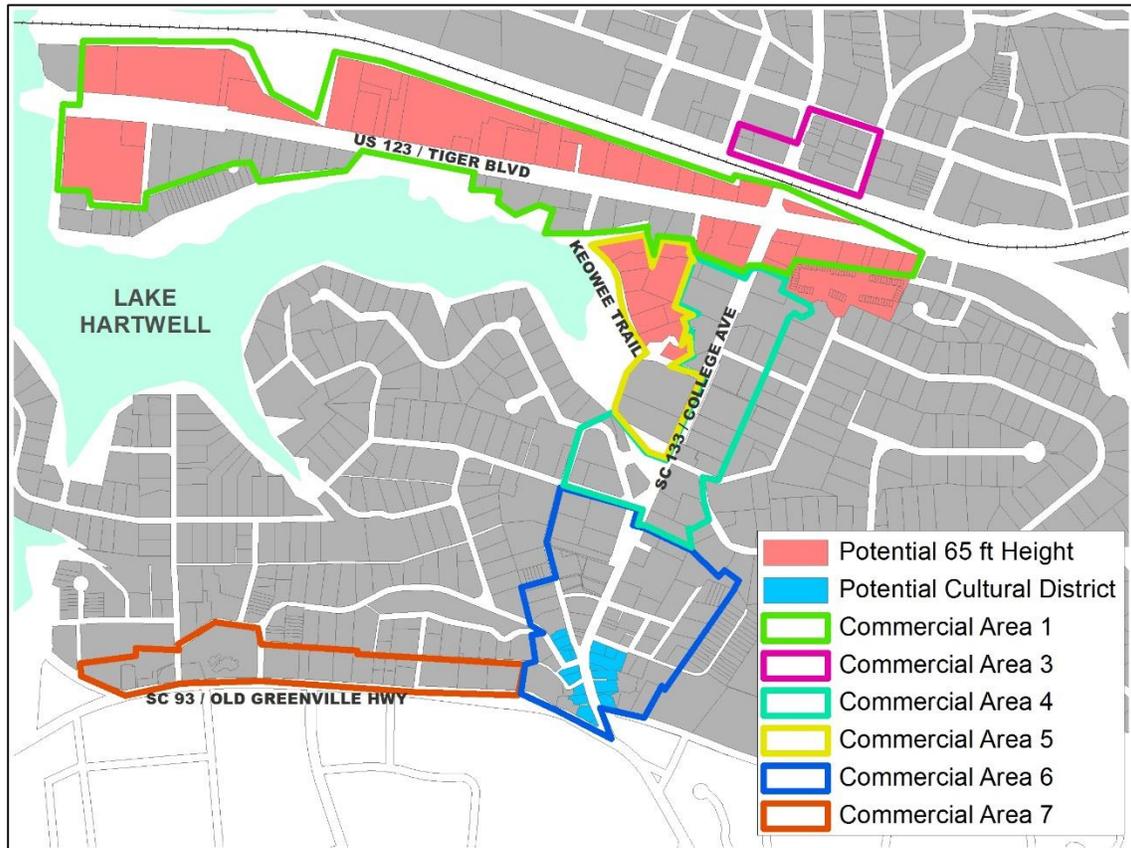
MAP XII-8. POTENTIAL DEVELOPMENT AND COMMERCIAL AREAS



D. COMMERCIAL AREAS

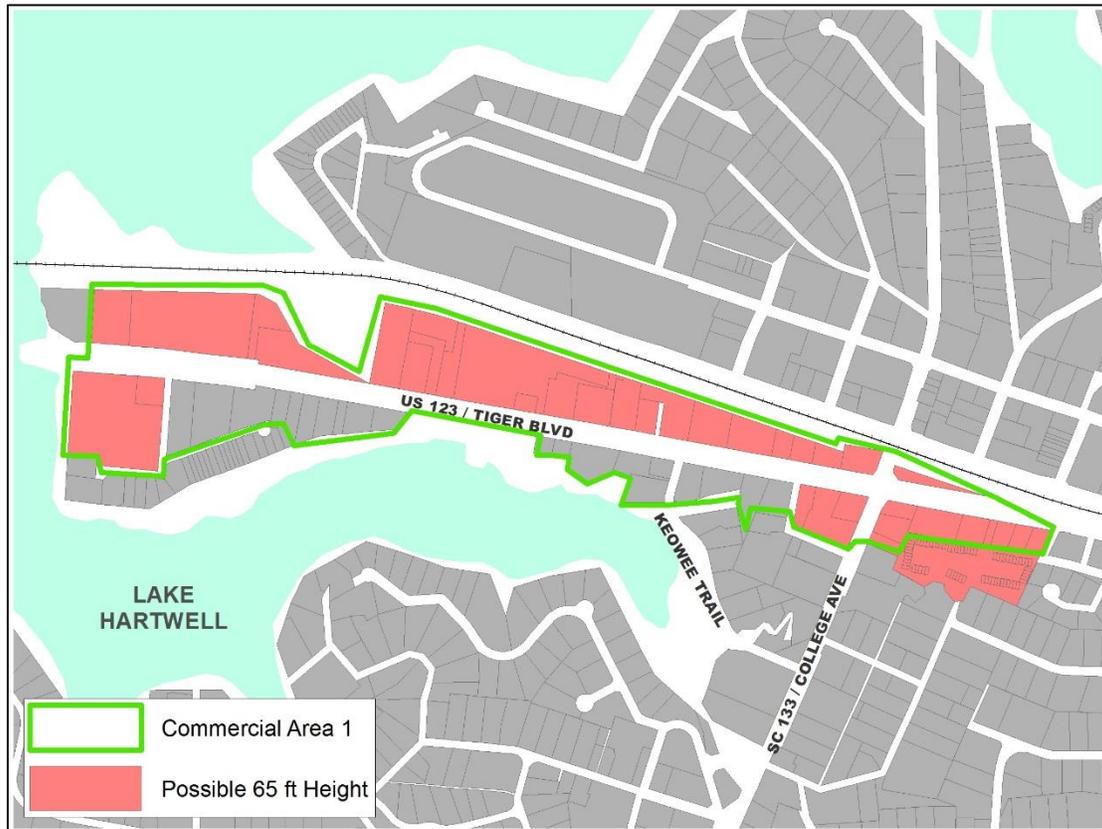
The commercial areas in Clemson are primarily located along the major transportation corridors including US Highway 123, SC Highway 76, SC Highway 133, and SC Highway 93, with some neighborhood commercial zones located along SC Highway 133, Pendleton Road, and Issaqueena Trail. The commercial areas offer opportunities to successfully integrate higher density and more intense uses while leaving neighborhoods intact. Increased development is likely to occur due to continued growth of the Clemson area and Clemson University, with the majority of development happening along these commercial corridors. Specific land uses and recommendations have been developed based on a focused analysis of each commercial area and are provided in the following subsections. Each commercial area is numbered, with those numbers corresponding to locations indicated on Map XII-8. Map XII-9 also illustrates the location of the commercial areas.

MAP XII-9. COMMERCIAL AREAS



1. The commercial area spanning the length of US Highway 123 (Tiger Boulevard) is the main business corridor for the City. The City’s more intense uses, including dine-in and drive-thru restaurants, professional and medical offices, and general retail uses are located along this corridor. It is an ideal location for mixed-use buildings due to the high traffic volume and existing multi-modal transportation opportunities. The corridor is appropriately zoned Community Business (CP-2), which currently allows a building height of 40 feet, except for hotels, which have the potential to be 65 feet in height. There is potential for a height increase on the north side of US Highway 123, between US Highway 123 and the Norfolk Southern railroad right-of-way, to allow for denser commercial, office, and residential uses where it does not impact any single-family neighborhoods (Map XII-10). Standards should continue to de-emphasize parking by moving it away from street frontages and by encouraging shared parking for compatible uses. Standards should focus on creating frontage on Lake Hartwell and US Highway 123 for commercial properties.

MAP XII-10. TIGER BOULEVARD



2. The commercial uses located adjacent to 12-Mile Recreation Area are small scale, less intense commercial uses including professional and medical offices. The area is appropriately zoned Neighborhood Commercial (CP-1).
3. The historic Calhoun commercial area includes small scale, less intense commercial uses including professional and medical offices, dine-in restaurants, and low-rise mixed-use buildings. The City's Amtrak Station and the Chamber of Commerce are located here. There is the potential for a high speed rail stop for Clemson to be located in this area. A new Architectural Review district could help to protect the neighborhood's character and better highlight the uniqueness of *Historic Calhoun*, while extending College Avenue north of the railroad.
4. Upper College Avenue is a commercial area that is predominantly developed as general retail and is zoned for mixed-use buildings with a maximum height of 50 feet with four stories. The design of the area promotes on-street parking and the use of Clemson Area Transit. There has been an emphasis on the Smart Growth principles of walkable, bikeable, and transit-oriented development. Consideration should be given to redesigning College Avenue, including the elimination of two lanes of travel and

installation of wider sidewalks, bike lanes, and planting strips to shift the focus on Upper College Avenue from the automobile to a multi-modal orientation, enhancing the pedestrian realm for future smart growth development. Proposed planting strips could provide the opportunity to install canopy trees.

MAP XII-11. UPPER COLLEGE AVENUE



5. This commercial area sits at the lowest elevation on College Avenue between the Downtown core and US Highway 123. It is also served by access to Keowee Trail as an alternative traffic outlet to US Highway 123. The area is separated from Downtown neighborhoods and is conveniently accessed from Keowee Trail, US Highway 123 (Tiger Blvd) and SC Highway 133 (College Avenue). It is zoned Commercial Mixed-used (CM), which places an emphasis on the Smart Growth principles of walkable, bikeable, and transit-oriented development. CM zoning requires ground floor commercial space on rights-of-way and allows a mix of commercial, professional, and residential uses. Several properties have the possibility of building to 65 feet in height, but most have a maximum height of 50 feet. Suggestions to improve this district include redesigning College Avenue via a road diet to include two lanes of travel, wider sidewalks, bike lanes, on-street parking, planting strips, and the installment of potential canopy trees to improve the appearance and enhance the pedestrian scale of the corridor. There is

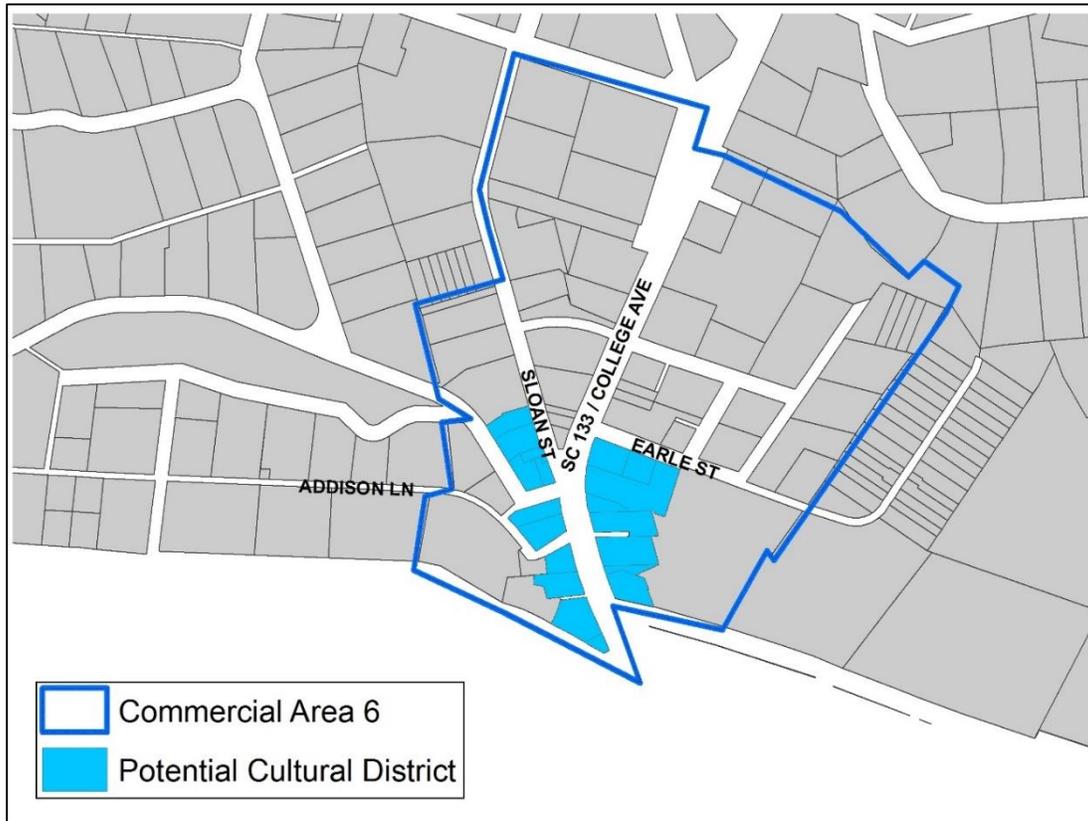
also potential for properties with frontage on Keowee Trail to obtain a height increase to 60 to 65 feet with a maximum of five to six stories. Lake Hartwell and Abernathy Waterfront Park create a natural buffer between this area and existing low density single-family neighborhoods. Access to this area is available along College Avenue to US Highway 123 and along Keowee Trail to US Highway 123, which enables distribution of vehicular traffic to multiple points as well as pedestrian access to sidewalks and walking trails (Map XII-12).

MAP XII-12. COLLEGE AVENUE AND KEOWEE TRAIL



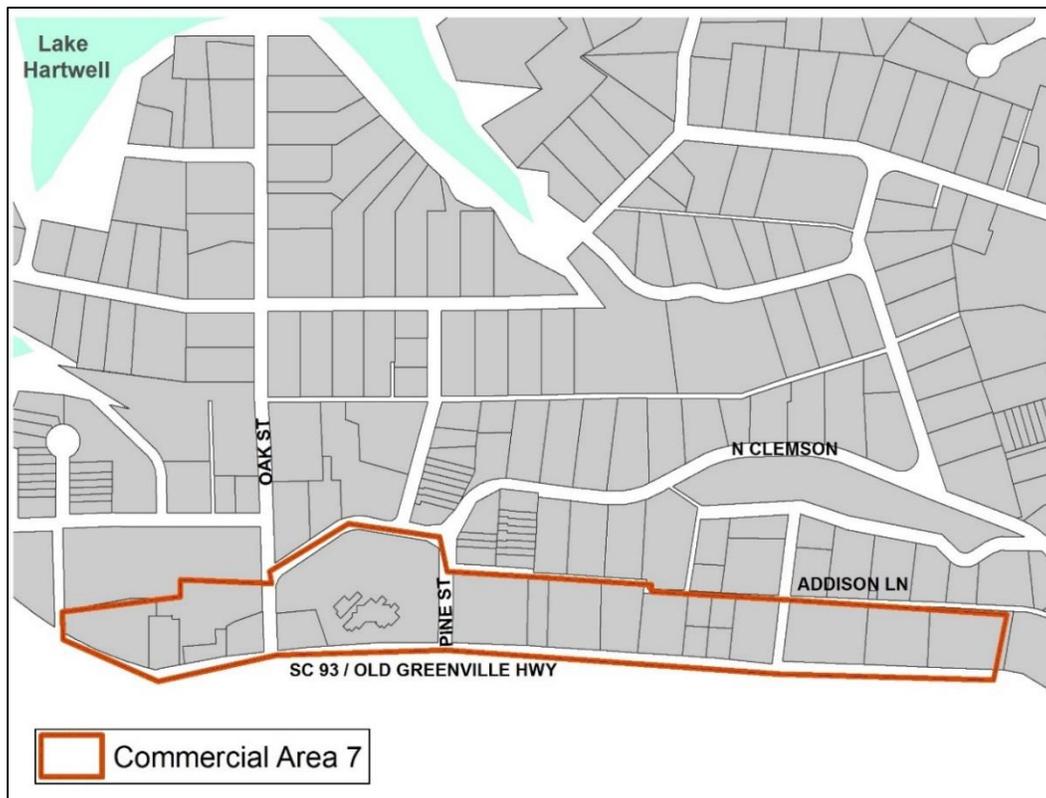
6. The core of the Downtown includes intense commercial and mixed-uses (Map XII-13). This area is pedestrian-oriented, with an emphasis on Smart Growth principles. Potential options to strengthen this area include the encouragement of additional public parking areas; the addition of cafes and sidewalk activities, public art, festivals, and events; and other activities that would help to provide give character in Downtown Clemson. It is also the physical bridge of the Town-Gown Connection. There are opportunities to strengthen that connection by optimizing pedestrian linkages to campus, and through a new Architectural Review district that preserves the character of Downtown Clemson by restricting height to two stories for buildings with frontages on College Avenue and requires architectural integration of existing facades and materials into new construction.

MAP XII-13. DOWNTOWN CORE



7. The commercial corridor on Old Greenville Highway adjacent to Clemson University is the only linear connection to the Clemson University Campus (Map XII-14). The land use is geared toward institutional uses and mixed-use structures with commercial on the ground floor and residential uses above. The area is located near public parks and recreational areas and is a good location for transit-oriented development due to its access to bikeways, Clemson Area Transit, and sidewalks. Existing uses include retail service, moderate intensity commercial, professional offices, and hotels. It is in an architectural review district where there is a potential to modify the standards to be able to creatively reuse two historic Clemson properties – the Esso Club and the Gulf Station. The Gulf Station property is particularly challenged by a combination of lot size and building placement that make reuse difficult, with on-site parking being a particular obstacle for viable reuse. Creative solutions to parking should be considered.

MAP XII-14. OLD GREENVILLE HIGHWAY



8. The commercial corridor on US Highway 123 (Tiger Blvd) east of SC Highway 133 (College Avenue) is part of the main business corridor for the City. However, it differs from the west side of US Highway 123 because of its proximity to established neighborhoods. The area includes more intense uses including dine-in and drive-thru restaurants, professional and medical offices, and general retail. Mixed-use transit-oriented developments are allowed and encouraged due to sidewalk availability and access to Clemson Area Transit. It is appropriately zoned Community Business (CP-2) and includes many of the City's hotels and motels. The standards for the area should continue to evolve to de-emphasize parking by moving it to the rear of the parcel and away from the street frontage and shared parking should be encouraged for compatible uses.
9. Gateway Village commercial district is a mid-sized development with commercial uses on the periphery of the parcel with parking on the interior of the site. It is zoned Community Business (CP-2) and allows commercial, retail, and professional uses. There is only one vacant parcel remaining at the intersection of US Highway 123 (College Avenue) and SC Highway 93 (Old Greenville Highway).

10. The commercial area to the north of the US Highway 123 and SC Highway 93 intersection is zoned Community Business (CP-2) and allows mid-sized commercial, retail, and professional uses. Several parcels in this area have recently been developed. The area is also home to the only hotel located on SC Highway 93.
11. The commercial properties on Frontage Road include low-intensity, small professional office spaces. This corridor is appropriately zoned Neighborhood Commercial (CP-1).
12. The commercial properties on SC Highway 93 (Old Greenville Highway) and Berkeley Drive are part of the Clemson Town Center Planned Development and are governed by the Clemson Town Center Planned Development Ordinance. Construction began on a grocery store in the summer of 2014, with two vacant parcels totaling approximately six acres remaining. Uses allowed in this commercial area include professional, mid-sized commercial, and retail uses including grocery stores, movie theaters, and convenience stores.
13. The commercial properties near SC Highway 93 (Old Greenville Highway) and Cambridge Drive include mid-sized commercial uses. These uses currently include a large grocery store with a fuel station and a vacant commercial building with frontage on Issaqueena Trail. Approximately nine acres are undeveloped and would allow commercial, retail, and professional uses including assisted living facilities.
14. The commercial properties located on Issaqueena Trail are part of the Issaqueena Trail Planned Development, which is a mixed-use development. The PD's commercial properties are outparcels associated with a large commercial retail store and high density multi-family housing. Uses allowed must be small-sized and low intensity and include sit-down restaurants and professional offices. Some of the commercial parcels are located in an architectural review district and are subject to specific design standards.
15. Town Center of Patrick Square is part of the Patrick Square Planned Development. The area is zoned to allow small scale commercial uses, mixed-use buildings with medium-density residential uses, hotels, and institutional uses. The area is known to Patrick Square residents as the "Adult Downtown" and strives to attract businesses geared toward permanent, non-student Clemson residents.
16. The commercial property located on the southern end of Issaqueena Trail is part of the Sleepy Hollow Planned Development. It is the location of a bed and breakfast and the

J.C. Striblin Barn, which is on the National Register of Historic Places and used as a reception space for large gatherings.

17. The commercial area on Pendleton Road east of Issaqueena Trail includes Clemson's historic Mac's Diner and is the location of other small scale neighborhood commercial businesses.
18. The commercial center at Old Stone Church Road and Pendleton Road is the location of small scale neighborhood commercial services including pet grooming, sit-down restaurants, and other non-intensive commercial and professional uses.

D. FUTURE DEVELOPMENT OPPORTUNITIES AND CHALLENGES

The City of Clemson has many opportunities for future growth and development. Because the City has largely been built out, most of those opportunities will likely be in the areas of redevelopment and annexation. However, constraints to annexation posed by manmade and court-imposed obstacles as well as adjacent municipalities and Clemson University lands will largely confine potential annexations to the potential growth areas described in section (B)(3) of this Element. Opportunities for redevelopment will increase as buildings age, landowner priorities change, and the needs of the community shift over time.

While many communities across the nation are seeing a decrease in population, Clemson is experiencing significant growth, which presents the unique opportunity to incorporate Smart Growth and sustainable building practices. The City of Clemson is facing a number of challenges in the coming decades as this growth is likely to occur primarily as infill or redevelopment adjacent to existing single-family neighborhoods. To lessen the impacts of this growth, the City has incorporated principles of Smart Growth and sustainability into long range plans in the last several iterations of the Comprehensive Plan. These include such practices as encouraging compact, vertical development; reduced parking requirements to minimize impervious surfaces; transit oriented/walkable development especially for higher density/intensity uses; and redevelopment of obsolete land uses already served by City services and utilities. These types of requirements usually translate to higher density/scale construction in Downtown and along main corridors.

Clemson University's enrollment has grown an average of two to three percent each year for the past ten years. This trend is not likely to change in the foreseeable future, given the goals set by the University, as well as the issues facing the institution. The goal of becoming a Top 20

university was set more than fifteen years ago and has been a guiding force for many of the decisions the University has made in directing its development. In 2014, Clemson University made a significant step toward reaching this goal when it was recognized as a Top 20 Public University by *US News and World Report*, the university's highest ranking to date. This highly publicized ranking will very likely result in a continuing rise in enrollment, especially among graduate and doctoral candidates.

The projected growth in student population, combined with the current and projected limited availability of on-campus housing, provides a strong indicator that the City's private housing market will need to absorb at least a portion of this growth. The University's total enrollment for 2013 was 21,303 with 19,476 students on the main campus, while the total number of available on-campus beds was only 6,248. While the pending development of two large housing centric projects – Douthit Hills and Core Campus – will add new beds, the net increase is projected to be approximately 1,200 beds. The Core Campus project will replace the last remaining housing (300 beds) in Johnstone Hall, which was built in 1955 and is functionally obsolete. Douthit Hills is slated for occupancy in 2018 and will provide 970 beds for upperclassmen and approximately 700 beds for Bridge-to-Clemson students.

However, the addition of these new units will not, in the medium term, add more than 300 to 400 beds to the University's housing stock. Once available, these new beds will be used as "flex-housing" to enable the University to rotate students currently housed in older facilities into these new spaces while the older units are remodeled. It is not likely the additional beds will be available to add to the housing stock for at least the next decade as the University works to upgrade on-campus housing options.

Based on 2013 data, the gap between main campus enrollment and on-campus housing exceeds 13,000 students, which substantiates the likely demand for off-campus housing in the coming years. As this trend continues, areas of the City in close proximity of the campus will continue to be preferred locations for off-campus housing due to convenience in traveling to campus via CAT, walking, or biking, rather than using private vehicles. The City has an opportunity to embrace these increasing housing demands by directing growth through positive measures. For instance, emphasis on encouraging higher density mixed-use structures in the Downtown and along the City's main corridors embraces the tenants of Smart Growth – promoting walkable, bikeable, transit-friendly vertical density rather than pushing more intense uses to the edges of the City or beyond.

In addition, the University has related faculty and staff recruitment problems due to the shortage of affordable housing for young professionals and families. These housing issues

include low available inventory, limited options related to housing size and style, and affordability. This problem impacts individuals and families across multiple income levels.

The Clemson community was named a top retirement destination by *Forbes* for 2014. While plans exist for expansion of the Clemson Downs medical care facilities and a new assisted living complex on Cambridge Drive, these do not offer the types of housing many in this market will be seeking. Also, the number of Clemson “baby-boomers” reaching retirement age will increase rapidly in the next few years. Added to this demand is the retirement of a large number of faculty and staff at the University over the last decade. Many retired faculty and staff have stayed in the community rather than returning to home cities or retiring elsewhere. While this is an encouraging trend, it means that the traditional turnover in housing resulting from retirement is not occurring. Many more baby boomers will stay on or return to Clemson to retire. This is likely to increase demand for housing to serve the retirement market, but unfortunately the types of housing typically desired by retirees are not currently available in Clemson.

The cost of housing in Clemson typically runs 30% higher than surrounding communities due to lack of inventory, the demand for housing among competing demographics, and the attractiveness of Clemson as a place to live due to high quality of life, location, town-gown advantages, etc. Currently, there are less than 150 lots on the Multiple Listing Service within the City. These factors indicate a serious lack of affordable housing in the community, including housing for young families/professionals, persons on limited budgets/income, and individuals and families who otherwise are not able to afford the high cost of housing in Clemson. State law requires that local jurisdictions make meaningful attempts to address the affordable housing problem.

There is also a general shortage of housing on the market in the City. Without exception, houses built as spec homes are sold long before they are finished. The cost of land continues to rise and much of the remaining supply of land that was once considered to be marginal or even undesirable is now being sold. There has been an increase in activity related to the use of lots in flood plains, despite the flooding events experienced over the last 24 months. FEMA flood management programs allow construction on these lots provided the first floor elevation of the structure is one foot above base flood elevations as set by FIRM (Federal Insurance Rate Maps). The City cannot legally prohibit such construction if it is in compliance, so it is likely that this trend will continue, both for residential and nonresidential development.

Several recent developments have impacted existing low-income and minority neighborhoods. Residents of these neighborhoods have expressed concern that they are being pushed out of

the City by the rising cost of housing and the demand for developable parcels. It should be noted that this trend is not a result of targeted activity but rather reflects the impact of market demand for the limited number of larger undeveloped parcels in the City. Development impacts on these communities should be considered and appropriate standards implemented to allow their compatible coexistence.

There are a few pockets of poverty in the City that need focused attention and assistance. This includes financial support in housing maintenance and upkeep, as well as in meeting the monthly financial obligations of rent or mortgage payments. These neighborhoods need an infusion of public funding to improve streets; install street lighting, stormwater, and sidewalks; and promote general upkeep. Planning and Codes Administration works to address unsafe and abandoned structures in these neighborhoods because they create safety issues and adversely affect neighborhood stability. The City should seek grant funding to undertake these efforts as a priority for the coming decade.

There is a lack of available housing options in the City of Clemson. The housing stock includes a significant number of low density single-family housing and pockets of high density multi-family developments primarily marketed to the student population. However, little is provided in the way of moderate density patio homes, townhouses, or multi-family developments to serve other market segments. These types of housing offer opportunities for affordable housing, as well as choices that fit personal needs.

Established single-family neighborhoods are feeling the impact of the conversion of owner-occupied homes to student rental units. The City is also experiencing a trend toward the conversion of older, smaller homes to larger houses, either through major remodels or teardown/rebuild. Both of these trends impact the character and composition of traditional neighborhoods and create challenges to their protection.

Given the diverse population served by the Clemson housing market, providing a meaningful range of housing options must be a priority. The need for housing diversity means that the market must address background, income, age, and tastes/preferences of residents from all over the world. This is a daunting challenge that the City must address.

As discussed previously, the City of Clemson is largely “built-out.” The inventory of available land is further restricted by the limited number of viable avenues for growth through annexation. The University is not inside the City limits and represents a large body of land effectively at the heart of the City but beyond the corporate limits. Along with the University, Lake Hartwell forms a challenging natural obstacle to the west. The Towns of Central and

Pendleton limit annexation options to the north and east, as does the court-imposed annexation line between Clemson and Central. As a result, the City will not grow significantly beyond its current limits unless requested by specific property owners. South Carolina has very restrictive annexation laws that further limit avenues for growth. The need for redevelopment and infill will only increase over the coming years due to these factors.

The City also has a number of older multi-family developments, mostly student-oriented, that are in significant need of redevelopment. These units are dated, antiquated as to current needs, and lack amenities. Some have become de-facto affordable housing, but were not designed for young families with children. It should also be noted that some of these areas abut single-family neighborhoods. Redevelopment of these older areas should be encouraged, but with the recognition that such redevelopment is likely to impact neighbors during the process.

Clemson's housing market and issues of connectivity in the City's transportation network are central reoccurring themes identified by the Comprehensive Plan. Clemson's road network is not connective, but is instead primarily comprised of main arterials and local streets. There are few collector roads and even fewer local road connection points, since many roads in single-family neighborhoods terminate in cul-de-sacs. Many neighborhoods have only one or two means of ingress and egress and nearly all large multi-family developments are located in close proximity to residential neighborhoods. Almost all traffic traveling to the University campus passes through the City instead of entering from Oconee County on SC Highway 93 over Lake Hartwell. These factors reemphasize the importance of encouraging development to adhere to Smart Growth principles, so that the Downtown and major corridors are able to absorb the more intense student housing demands. These measures would encourage students to live close to campus and make the use of alternative transportation a viable peak time solution, while reducing development pressure on established low-density single-family areas of the City.

Coupled with the growing demands on the housing market is the need to diversify the economy. Many of the University's research initiatives have been located in the Greenville, Charleston, or Columbia areas rather than in the area immediately around the City. Scale appropriate research facilities would provide jobs that are a good fit to the Clemson community. The City should partner with the University to identify these opportunities and find appropriate locations for their placement.

A final land use challenge facing the City is the need to diversify the local retail and service sector. As the population grows, the need for greater options to serve the daily needs of the

community will likewise grow. Mixed-use development and targeted commercial infill should be encouraged along the main corridors and in the Downtown.

E. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Land Use Element Vision			
<p><i>“The City of Clemson is a university town that provides a community atmosphere and a high quality of life for both its permanent residents and university students, who add to its diversity and vitality. The City is dedicated to providing a livable, sustainable and healthy community for all its residents by ensuring a balanced and diverse mix of residential and compatible commercial development, while preserving and improving its natural resources, and promoting its image as a vibrant, visually attractive, safe, and economically diverse residential community. Land use provisions strive to protect both residential and business property rights while balancing the needs of the community. The City actively seeks cooperation with its neighbors to ensure the fulfillment of its vision.”</i></p>			
Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
Goal XII.1. Increase connectivity citywide on roads, bikeways, sidewalks, and recreational multi-use pathways.			
Objective XII.1.1. Increase connectivity citywide to promote smart growth, transit-oriented economic development, neighborhood vitality and overall well-being for City residents, businesses, and visitors.			
<u>Strategy XII.1.1.1.</u> Complete, adopt, and begin implementation of the <i>Master Bikeways Plan</i> .	City Council Administration Planning and Codes Dept	Short-term	
<u>Strategy XII.1.1.2.</u> Complete, adopt, and begin implementation of a <i>Master Sidewalk and Trails Plan</i> .	City Council Administration Planning and Codes Dept	Short-term	
<u>Strategy XII.1.1.3.</u> Adopt a “Complete Streets” ordinance and require sidewalks on all new or updated roads and bikeways as identified by the <i>Master Bikeway Plan</i> and <i>Master Sidewalk and Trails Plan</i> .	City Council Administration Planning and Codes Dept	Short-term	
<u>Strategy XII.1.1.4.</u> Connect all parks and Clemson Elementary via a trail and sidewalk network as prioritized by the <i>Master Bikeway Plan</i> .	City Council Administration Engineering Dept	Ongoing	
<u>Strategy XII.1.1.5.</u> Invest in infrastructure such as a greenway trail that provides connectivity from place to place.	City Council	Ongoing	
<u>Strategy XII.1.1.6.</u> Encourage the utilization of <i>Section 15-41</i> of City Code to gain land for greenways, parks, and bikeways in lieu of impact fees.	City Council Administration Planning and Codes Dept	Ongoing	
<u>Strategy XII.1.1.7.</u> Redesign College Ave to allow for two lanes of travel, bike lanes, wide sidewalks, planting strips, canopy trees, and on-street parking to	City Council Administration Engineering Dept	Mid-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
make College Ave a vibrant downtown.	Planning and Codes Dept		
<u>Strategy XII.1.1.8.</u> Use access management techniques in the median of US Hwy 123 and SC Hwy 93 to increase the flow of traffic and provide easier pedestrian crossings on large rights-of-way.	City Council SCDOT Engineering Dept Planning and Codes Dept	Ongoing	
<u>Strategy XII.1.1.9.</u> Consolidate and encourage shared curb cuts for commercial developments along US Hwy 123 with interior connection points at the rear of the properties.	City Council SCDOT Engineering Dept Planning and Codes Dept	Ongoing	
<u>Strategy XII.1.1.10.</u> Encourage Transit Oriented Development along all current and future Clemson Area Transit routes including bus pull offs, and bus shelters.	City Council Clemson Area Transit Engineering Dept Planning and Codes Dept	Ongoing	
<u>Strategy XII.1.1.11.</u> Update the City's <i>Land Development Regulations</i> to require sidewalks and bikeways and to increase roadway connectivity.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.1.1.12.</u> Amend the <i>Zoning Ordinance</i> and <i>Land Development Regulations</i> to require a traffic impact study for all developments with 100 or more parking spaces.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.1.1.13.</u> Implement a Traffic Impact Policy Ordinance for all new developments.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.1.1.14.</u> Update the City's Land Development Regulations to require increased connections to the City's transportation network during the planning and development phase.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
Objective XII.1.2. Create a seamless multi-modal transportation network from neighborhoods to Downtown Clemson and Clemson University, to create a vibrant downtown corridor.			
<u>Strategy XII.1.2.1.</u> Assist with removal of the old Norfolk Southern Railroad bridge over SC Hwy 133 to increase eastbound traffic flow from north of US Hwy 123.	City Council Administration Engineering Dept Norfolk Southern Amtrak	Short-term	
<u>Strategy XII.1.2.2.</u> Install additional pedestrian and bicycle connections across or under the Norfolk Southern Railway to connect historic Calhoun to the rest of the City.	City Council Administration Engineering Dept Planning and Codes Dept	Long-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
	Norfolk Southern		
<u>Strategy XII.1.2.3.</u> Install sidewalks and street lights as indicated in the <i>Master Sidewalk Plan</i> .	City Council Administration Engineering Dept. Planning and Codes Dept	Ongoing	
<u>Strategy XII.1.2.4.</u> Partner with Clemson University to connect the North Forest to the South Forest, to provide for increased multi-modal travel options through the City of Clemson.	City Council Administration Engineering Dept. Planning and Codes Dept Clemson University	Mid-term	
<u>Strategy XII.1.2.5.</u> Complete the streetscape project and intersection improvements for Calhoun St and Old Central Rd.	City Council Administration Engineering Dept. Planning and Codes Dept	Short-term	
<u>Strategy XII.1.2.6.</u> Encourage and support the construction of a pedestrian bridge over SC Hwy 93 near Clemson House and Sikes Hall.	City Council Administration Engineering Planning and Codes Dept Clemson University	Long-term	
<u>Strategy XII.1.2.7.</u> Complete a small area master plan for North Clemson Avenue to connect Downtown Clemson to Houston Street, focusing on multi-modal transportation and canopy protection.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
Goal XII.2. Enhance and promote Commercial Corridors as the place for higher density transit-oriented development.			
Objective XII.2.1. Develop strategies to promote and protect the “Clemson Character.”			
<u>Strategy XII.2.1.1.</u> Establish an Architectural Review district with specific design guidelines for the culturally significant buildings located in the core of Downtown along College Avenue as identified on Map XII-12.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.2.</u> Establish an Architectural Review district with specific design guidelines for the historically significant Calhoun neighborhood.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.3.</u> Partner with Clemson University to design the intersection of SC Hwy 93 and College Ave to provide a seamless connection between Downtown Clemson and Bowman Field.	City Council Administration Engineering Planning and Codes Dept Clemson University	Mid-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
<u>Strategy XII.2.1.4.</u> Amend the Zoning Ordinance to require a minimum of one architect and one landscape architect on the Architectural Review Board.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.5.</u> Amend the parking standards in Architectural Review District 6 of the Zoning Ordinance to accommodate locally and/or historically significant buildings along Old Greenville Hwy.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.6.</u> Partner with Clemson University to enhance the connectivity between the City and the University with particular emphasis on pedestrian, bicycle, and vehicular travel.	City Council Administration Engineering Planning and Codes Dept Clemson University	Ongoing	
<u>Strategy XII.2.1.7.</u> Identify locally or historically significant structures within the City.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.8.</u> Establish the cultural character of the City by through a branding process that engages the community.	City Council Administration Arts and Culture Commission	Mid-term	
<u>Strategy XII.2.1.9.</u> Revise the streetscape in Downtown Clemson to install bike lanes and wider sidewalks.		Short-term	
<u>Strategy XII.2.1.10.</u> Encourage developers of commercial properties in the City to include a cultural arts component in their plan.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.2.1.11.</u> Identify significant properties and Downtown neighborhoods and investigate programs to help preserve their scale and character.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.1.12.</u> Designate and promote Downtown Clemson as an arts and entertainment district, creating a sense of Downtown Clemson as a distinct area.	City Council Administration Arts and Culture Commission	Ongoing	
<u>Strategy XII.2.1.13.</u> Design an <i>Arts and Culture Trail</i> through the City and Clemson University, utilizing grants assistance for cultural asset mapping and planning.	City Council Planning and Codes Dept Arts and Culture Commission	Mid-term	
<u>Strategy XII.2.1.14.</u> Establish architectural review	City Council	Short-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
standards for multi-family developments and high density subdivisions.	Administration Planning Commission Planning and Codes Dept		
<u>Strategy XII.2.1.15.</u> Revisit and amend the architectural review standards for all architectural review districts to emphasize specific architectural elements.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
Objective XII.2.2. Revitalize main corridors through streetscape improvements.			
<u>Strategy XII.2.2.1.</u> Revisit the Upper College Ave streetscape design to allow for wider sidewalks, bike lanes, planting strips, street trees, and on-street parking.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept	Short-term	
<u>Strategy XII.2.2.2.</u> Install streetscape improvements along US Hwy 123 and Old Greenville Hwy to include wider sidewalks, bikeways, planted medians, street trees with significant canopy potential, pedestrian oriented street lights, and other pedestrian realm improvements.	City Council Administration Planning Commission Engineering Dept	Ongoing	
<u>Strategy XII.2.2.3.</u> Continue to encourage energy-efficient and low impact street lighting on all commercial corridors that provide adequate and consistent pedestrian illumination and safety while reducing glare and light pollution citywide.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept.	Ongoing	
<u>Strategy XII.2.2.4.</u> Create a building façade program to encourage commercial property owners in the City’s Downtown to restore and enhance their properties.	City Council Chamber of Commerce Merchants Groups	Short-term	
Objective XII.2.3. Make the City an attractive environment for economic development by maintaining and improving the quality of life.			
<u>Strategy XII.2.3.1.</u> Promote and protect Clemson’s natural resources as community amenities and sources for tourism.	City Council Administration Parks & Recreation Dept	Ongoing	
<u>Strategy XII.2.3.2.</u> Promote public/private partnerships to recruit and/or retain businesses that meet the growth objectives of the City of Clemson.	Economic Development Corporation City Council Chamber of Commerce	Ongoing	
<u>Strategy XII.2.3.3.</u> Develop options for annexing land	City Council	Ongoing	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
and encourage redevelopment of infill properties for research and related uses in the form of planned developments and/or mixed-use projects.	Administration Planning Commission Planning and Codes Dept		
<u>Strategy XII.2.3.4.</u> Utilizing the principles of Smart Growth, respond to the City’s growth constraints by reinforcing existing commercial corridors as areas for transit-oriented development, including along US Hwy 123, SC Hwy 93, SC Hwy 133, and SC Hwy 76.	City Council Administration Planning Commission Planning and Codes Dept Clemson Area Transit	Ongoing	
<u>Strategy XII.2.3.5.</u> Revamp the programming of Clemson Area Transit to attract transit-oriented high density residential and commercial developments.	City Council Administration Clemson Area Transit	Short-term	
<u>Strategy XII.2.3.4.</u> Encourage high density transit-oriented commercial and residential developments along established Clemson Area Transit routes.	City Council Administration Planning Commission Planning and Codes Dept Clemson Area Transit	Ongoing	
<u>Strategy XII.2.3.4.</u> Establish a semi-annual transit summit with the help and inclusion of the Joint City University Advisory Board.	City Council Administration Planning Commission Clemson Area Transit JCUAB	Short-term	
<u>Strategy XII.2.3.5.</u> Strategically plan the number of public parking spaces available to serve College Avenue in concert with alternative transportation options.	City Council Administration Planning Commission Planning and Codes Dept Clemson Area Transit Engineering Dept	Ongoing	
<u>Strategy XII.2.3.6.</u> Encourage the redevelopment of older multi-family areas to provide housing for underserved segments of the local market.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.3.7.</u> Revise protocols for use of the City’s community development funds to include seeking grants to ensure long-term funding for at-risk neighborhoods.	City Council Administration	Short-term	
<u>Strategy XIII.2.3.8.</u> Encourage a greater diversity of options for lower middle income single-family housing, especially targeting housing in the \$100,000 to \$200,000 range.	City Council Administration Development Community	Ongoing	
<u>Strategy XII.2.3.9.</u> Support efforts of the Chamber of	Economic Development	Ongoing	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
Commerce Small Business Council to promote, educate, and support locally-owned small business creation/expansion.	Corporation City Council, Chamber of Commerce		
Objective XII.2.4. Strategically guide high density commercial and mixed-use residential uses along major corridors.			
<u>Strategy XII.2.4.1.</u> Amend the Zoning Ordinance to allow greater height and greater density along Keowee Trl, including the potential of a height increase, for a total of 60ft, in this particular area as identified on Map XII-11.	City Council Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.4.2.</u> Utilize public/private partnerships to provide public parking throughout the College Ave corridor, specifically with emphasis on Lower and Upper College Ave.	City Council Administration Planning Commission Planning and Codes Dept Development Community	Ongoing	
<u>Strategy XII.2.4.3.</u> Guide commercial mixed-used developments to specific areas discussed in <i>Section D – Commercial Areas</i> and identified on Map XII-8.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.2.4.4.</u> Amend the Zoning Ordinance to allow for greater density of commercial uses along the north side of US Hwy 123, especially those properties that are adjacent to the rail line, including the potential of 65 foot high structures.	City Council Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.2.4.5.</u> Incorporate Smart Growth principles in the development of standards for review of mixed-use developments.	City Council Planning Commission Planning and Codes Dept	Ongoing	
Goal XII.3. Protect existing neighborhoods.			
Objective XII.3.1. Revitalize the historic Calhoun Neighborhood.			
<u>Strategy XII.3.1.1.</u> Create a small area master plan for the Historic Calhoun neighborhood.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.3.1.2.</u> Invest in infrastructure in the Calhoun neighborhood including: sidewalks, street lights, bike lanes, and intersection improvements.	City Council Administration Engineering Dept	Ongoing	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
<u>Strategy XII.3.1.3.</u> Encourage appropriate scale commercial in Calhoun that is walkable to the existing neighborhood.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.1.4.</u> Encourage infill development that is compatible with surrounding neighborhood character, while employing sustainable and smart growth development practices.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.1.5.</u> Where appropriate, encourage cluster development to protect environmentally sensitive areas.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	
Objective XII.3.2. Preserve, protect, and enhance the character of existing single-family neighborhoods.			
<u>Strategy XII.3.2.1.</u> Provide effective transitions and interfaces between land uses, especially where single-family neighborhoods adjoin more intense uses.	City Council Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.2.2.</u> Incorporate transitional zoning strategies between low density single-family and high density/intensity districts wherever possible.	City Council Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.2.3.</u> Require that transportation, environmental, and economic impact statements be provided as part of any rezoning application that results in a more intense range of land uses.	City Council Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.2.4.</u> Designate and protect historic neighborhoods in Clemson.	Neighborhood Associations Planning and Codes Dept Planning Commission City Council	Mid-term	
<u>Strategy XII.3.2.5.</u> Develop a “how-to” package to create a neighborhood association through a grassroots initiative.	Planning and Codes Dept Neighborhood Associations	Mid-term	
<u>Strategy XII.3.2.6.</u> Through a grassroots effort, encourage the establishment of neighborhood associations in older established neighborhoods.	Neighborhood Associations	Mid-term	
<u>Strategy XII.3.2.7.</u> Review and amend bufferyard standards in the Zoning Ordinance as appropriate to provide protection for existing single-family neighborhoods.	City Council Planning Commission Planning and Codes Dept	Short-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
<u>Strategy XII.3.2.8.</u> Amend the Zoning Ordinance AR2 district standards to not allow utility units to be located in the rear setback of mixed-use buildings in the CM district.	City Council Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.3.2.9.</u> Keep R-20 and R-12 zoning intact in the Downtown in appropriate neighborhoods.	City Council Planning Commission Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.2.10.</u> Discourage rezoning of R-20 and R-12 zoning districts into higher density zones and encourage the use of conservation development where there is no net increase in density.	City Council Planning Commission Planning and Codes Dept	Ongoing	
Objective XII.3.3. Connect neighborhoods to parks and green spaces to create a continuous walking trail through Clemson.			
<u>Strategy XII.3.3.1.</u> Develop and adopt a master sidewalk and trail plan.	City Council Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.3.3.2.</u> Develop an “adopt-a-tree” ordinance to protect the City’s tree canopy.	City Council Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.3.3.3.</u> Revise the City’s <i>Land Development Regulations</i> to require the provision of public amenities for developments having at least 50 residential lots and/or dwelling units.	City Council Planning Commission Planning and Codes Dept	Short-term	
Objective XII.3.4. Stabilize threatened low income neighborhoods.			
<u>Strategy XII.3.4.1.</u> Partner with Habitat for Humanity to create more livable neighborhoods to enable current owners to stay in their homes.	City Council Administration Planning and Codes Dept Habitat for Humanity	Ongoing	
<u>Strategy XII.3.4.2.</u> Utilize Federal HUD grants and other opportunities to encourage home ownership and maintenance.	City Council Administration Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.4.3.</u> Amend the Zoning Ordinance to provide incentives to encourage affordable housing in all new developments.	City Council Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.3.4.4.</u> Research, apply for, and implement grants to assist with infrastructure costs to assist in providing buildable lots for low and moderate income individuals and families.	City Council Administration Planning and Codes Dept	Ongoing	
<u>Strategy XII.3.4.5.</u> Implement programs to enable residents to age in place.	City Council Administration Planning and Codes Dept	Short-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
Objective XII.3.5. Invest in infrastructure for existing neighborhoods.			
<u>Strategy XII.3.5.1.</u> Complete upgrades and improvements to all infrastructure in older neighborhoods, including but not limited to water, sewer, sidewalks, and street lighting.	City Council Administration Engineering Dept	Ongoing	
<u>Strategy XII.3.5.2.</u> Update and revise on-street and off-street parking requirements and enforcement for all neighborhoods.	City Council Administration Planning and Codes Dept Police Dept	Short-term	
<u>Strategy XII.3.5.3.</u> Develop and implement plans to install amenities in older neighborhoods such as sidewalks, street lighting, and recreational spaces.	Neighborhood Associations City Council Administration Planning and Codes Dept	Mid-term	
Goal XII.4. Protect the City’s natural resources.			
Objective XII.4.1. Sustain healthy communities through maintaining sustainable ecosystems.			
<u>Strategy XII.4.1.1.</u> Create protection plans to maintain and support natural features.	City Council Administration Planning and Codes Dept Parks & Recreation Dept Engineering Dept	Mid-term	
<u>Strategy XII.4.1.2.</u> Through codes and education, protect natural resources as an integral part of the development process.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept	Ongoing	
<u>Strategy XII.4.1.3.</u> Review and, where necessary, revise ordinances to ensure that developers provide conservation areas for residential developments.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.4.1.4.</u> Ensure through codes and other means that the planting of new trees and the retention of existing trees is a considered an integral part of land development.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
<u>Strategy XII.4.1.5.</u> Review existing zoning and land development regulations in regards to the management of riparian zones and revise if necessary.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept	Short-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
<u>Strategy XII.4.1.6.</u> Develop a strategy to reinforce waterways as a regional resource through cooperation and partnership with surrounding communities and other jurisdictions in the watershed.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept	Long-term	
<u>Strategy XII.4.1.7.</u> Encourage development that is compatible with the areas underlying geology and topography and encourage slope preservation.	City Council Administration Planning Commission Planning and Codes Dept Engineering Dept.	Ongoing	
<u>Strategy XII.4.1.8.</u> Amend the Zoning Ordinance to further encourage small scale residential agriculture.	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
Goal XII.5. Promote sustainable growth management practices.			
Objective XII.5.1. Encourage annexation and redevelopment in appropriate areas.			
<u>Strategy XII.5.1.1.</u> Ensure appropriate City services are available for any annexation, including utilities, emergency services, and transportation related services.	City Council Administration All City Departments	Ongoing	
<u>Strategy XII.5.1.2.</u> Complete a cost-benefit analysis for all annexations.	City Council Administration All City Departments	Ongoing	
<u>Strategy XII.5.1.3.</u> Work with property owners to encourage master planning of vacant and/or redevelopment tracts to encourage the provision of all price points and housing needs.	City Council Administration Planning Commission Planning and Codes Dept Private Property Owners	Ongoing	
<u>Strategy XII.5.1.4.</u> Work with property owners of land located along the southern side of US Hwy 123 adjacent to the City limits to develop a master plan for long term development of these lands and to promote their annexation into the City.	City Council Administration Planning Commission Planning and Codes Dept Private Property Owners	Long-term	
<u>Strategy XII.5.1.5.</u> Promote annexation of land located to the north of the current City limits consistent with the City’s ability to provide appropriate levels of service (Map XII-7).	City Council Administration Planning Commission Planning and Codes Dept	Long-term	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Completion Date
<u>Strategy XII.5.1.6.</u> Work with Clemson University to encourage annexation of University lands into the City (Map XII-7).	City Council Administration Planning Commission Planning and Codes Dept Clemson University	Long-term	
<u>Strategy XII.5.1.7.</u> Promote annexation of lands in Oconee County across Lake Hartwell (Map XII-7).	City Council Administration Planning Commission Planning and Codes Dept	Short-term	
Objective XII.5.2. Use incentives to promote annexation.			
<u>Strategy XII.5.2.1.</u> Review and consider a range of incentives to promote desirable annexation.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.5.2.2.</u> Consider the use of development agreements that are consistent with the 2024 Comprehensive Plan, the City’s Zoning Ordinance, and current regulations in the City to encourage annexation of large, master planned developments into the City.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.5.2.2.</u> Remove unnecessary local barriers that discourage annexation.	City Council Administration Planning Commission Planning and Codes Dept	Mid-term	
<u>Strategy XII.5.2.1.</u> Negotiate with the Town of Central on possible amendments to the Clemson/Central Annexation line.	City Council Administration Town of Central	Long-term	
<u>Strategy XII.5.2.3.</u> Promote the use of the PD zoning district to allow flexible and innovative development options for properties annexed into the City.	City Council Administration Planning Commission Planning and Codes Dept	Ongoing	

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