

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
Zoning Ordinance	SECTION I ADOPTION AND INTERPRETATION § 108. DEFINITIONS.	STREET: A public thoroughfare which affords the principal means of access abutting property.			
Zoning Ordinance	SECTION I ADOPTION AND INTERPRETATION § 108. DEFINITIONS.	NA	Traffic		
Zoning Ordinance	SECTION II ZONING DISTRICTS AND OFFICIAL ZONING MAP _ 201. ZONING DISTRICTS (R15- B3 Descriptions)	General Descriptions of Districts	Include sentences on ped/bike connections/facilities		
Zoning Ordinance	SECTION III DISTRICT USE REGULATIONS 303.5 TABLE OF PERMITTED USES	Table Lists Uses Allowed In Each Zoning District	The Central Business District should be the most pedestrian-oriented area of the region. Currently, several typically auto-oriented and low-intensity uses that require large land area are allowed in the B-2 District (Central Business District), not the least of which is "Strip Shopping Centers", but also "Miniature Golf and Batting Cages", "Miniwarehouses– Self-storage facility", "Convenience Store with Gas Pump(s)", "Auto, Oil Change Center". Meanwhile, "College or University" or other school uses are not allowed in the Central Business District. Consider special design and use standards for this district. Also, consider limiting auto-oriented uses (such as drive thru windows) from zoning districts or from commercial areas that are intended to be pedestrian-oriented nodes.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION IV: DISTRICT AREA AND DIMENSIONAL REQUIREMENTS § 401 - (A) Table of Area and Dimensional Requirements By District (Residential Structures)	Minimum Front Yard Requirements	These setbacks are too deep to be pedestrian friendly. Consider allowing a range of setbacks from 0 to 25 feet depending on building type and street type. Townhouses, for example, can have a 0 foot front setback and single family houses on many streets can be set back 10-15 feet to create an intimate pedestrian environment. Consider allowing encroachments as well for porches and stoops. Also, consider maximum setbacks based on building type and location.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION IV: DISTRICT AREA AND DIMENSIONAL REQUIREMENTS § 401 - (A) Table of Area and Dimensional Requirements	Minimum Lot Area, Limited Commercial (LC) District: 21, 780 sf. or _ acre	This standard, coupled with the minimum lot width requirement, eliminates small, infill buildings, which are the basis for walkable, mixed-use areas. (It also puts small business owners who cannot afford _ lots at a disadvantage.) Consider eliminating this standard.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION IV: DISTRICT AREA AND DIMENSIONAL REQUIREMENTS § 401 - (A) Table of Area and Dimensional Requirements By District (Commercial Structures)	Minimum Lot Width. . .for Lots Not on the Radius of a Cul-de-Sac (GID/LOD, LC, B-1, B-2, B-3, B-4 districts): 100 feet	This minimum standard is too large to allow for small scale commercial buildings, typical of those found in walkable mixed use areas such as Spartanburg's downtown. Typical retail store fronts on main streets or in modern malls are based on 25 foot bays. Consider reducing or eliminating this requirement.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION IV: DISTRICT AREA AND DIMENSIONAL REQUIREMENTS § 401 - (A) Table of Area and Dimensional Requirements By District (Commercial Structures)	Minimum Front Yard Requirements	These setback requirements are too large for pedestrian-oriented commercial buildings. The minimum setback should be 0 feet from the back of ROW in many cases. Also consider adding a maximum setback so that buildings are not set back too far from the street.		Spartanburg Area Active Living Assessment

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Zoning Ordinance	SECTION IV: DISTRICT AREA AND DIMENSIONAL REQUIREMENTS § 401 - (A) Table of Area and Dimensional Requirements By District (District Area Requirement Drawings)	Drawings showing required areas	Consider showing sidewalks on these drawings in the ROW.		GWJ
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 501.13 Site Plan Review 501.13 A. Submission for Site Plan Review. 4. Development Plan.	A. Said map shall show:...	Require that preliminary subdivision plats and site plans include pedestrian and bicycle circulation elements that show: o Sidewalks and other on-site improvements for pedestrians and bicyclists; o Connections to the nearest planned or existing elements of the larger county network of bicycle and pedestrian facilities; o On sites with large parking lots, pedestrian access routes that are clearly identified and provided with reasonable safety protection; o Lighting plans for pedestrian and bicycle facilities; o Require that subdividers extend pedestrian and, where required, bicycle connections at least to the edge of the development and, in appropriate cases, to the nearest connection to public facilities;		County Growth Management
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS Section 501.15 -- Riparian Buffer Overlay District 4. Exceptions (E)	Public use recreational trails or pathways no wider than eight (8) feet, and which are surfaced with porous or pervious materials; public use recreational trails or pathways surfaced with impervious materials where the width of the buffer is increased by the width of the trail or pathway;			GWJ
	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504.1 Off-Street Parking and Loading.	No portion of the area of any street right-of-way or street setback shall be considered as fulfilling or partially fulfilling the off-street parking requirements of this Section.	Allow on- street parking to count towards minimum parking requirements as a means of making more efficient use of parking, traffic calming streets, buffering pedestrian space.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504.1 Off-Street Parking and Loading. 504.14	Free Flow of Traffic and Pedestrian Protection. Ingress and egress for parking facilities shall be so arranged for the free flow of vehicles at all times, so as to prevent the blocking or endangering of vehicular or pedestrian traffic through the stopping or standing of vehicles on sidewalks or streets. If a reservoir of vehicle standing area is necessary to prevent such blocking of traffic, an adequate reservoir shall be provided which shall not be considered a parking or loading area. No ingress or egress driveway, except for single and two family houses, or condominium regimes, shall be so arranged that vehicles can enter orleave the area only by backing on or across any sidewalk or to or from any street. Adequate sight distances shall be maintained for vehicles and nedestrians. (*)	Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		GWJ
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504.2 Design and Maintenance.	NA	[Add]: Add requirement that parking lots be interconnected.	This encourages shared parking and reduces the number of driveway conflicts for pedestrians walking along the street. This also provides pedestrian and bicycle facilities within and around the parking areas.	Spartanburg Area Active Living Assessment and GWJ

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	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504.2 Design and Maintenance.	NA	Consider adding requirements that parking lots be orientated at the rear or sides of buildings and the buildings be brought closer to the sidewalk and street.	For good examples of this see the City of Davidson, NC and the City of Belmont, NC zoning regulations on parking lots.	GWI
	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504.2 Design and Maintenance.	NA	[Add]: Add requirements for pedestrian circulation in large parking lots. Automobile, pedestrian, and bicycle circulation within, to, and from the site, including proposed points of access and egress and proposed pattern of internal circulation. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. On small lots (36 spaces or less), this may be achieved by providing a sidewalk at the perimeter of the lot. On larger lots, corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the building. These corridors are delineated by a paving material that differs from that of vehicular areas and are planted to provide shade. Small posts or bollards may be included.		
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504 Minimum Off- Street Parking Index	(Lists minimum parking spaces required for specific land uses)	Reduce number of off-street parking spaces required; provide maximum standards also. Tie parking standards to transect/land use context. For example, fewer spaces may be required in CBD and other pedestrian-oriented areas. Parking maximums only should be considered in such districts. Allow on-street parking to count towards requirements in appropriate contexts Add parking maximums to prevent overbuilt parking lots		Spartanburg Area Active Living Assessment
	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 504. REGULATIONS FOR OFF- STREET PARKING AND LOADING 504 Minimum Off- Street Parking Index	(Lists minimum parking spaces required for specific land uses)	Add bicycle parking requirements for all uses except residential uses smaller than 4 units/building		GWI
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 505. TREE PROTECTION AND LANDSCAPING REQUIREMENTS 505.61 Road/Street Frontage Landscaping Requirements.	NA	[Add]: Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk. Street trees should allow the free movement of emergency vehicles.		
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 505. TREE PROTECTION AND LANDSCAPING REQUIREMENTS 505.62 Parking Lot Landscaping Requirements.	NA	[Add]: Parking lots shall be designed with trees, and shrubbery planted in a manner appropriate to their function which compliment the face of the buildings, and parking lot and which shade the sidewalks. All landscaping should allow the free movement of emergency vehicles.		

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Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 505. TREE PROTECTION AND LANDSCAPING REQUIREMENTS Table 505.1 Bufferyard Requirements	The ordinance includes 20 pages of regulations on bufferyard requirements	Consider tailoring bufferyard requirements to the land use context. Buffers may be appropriate in certain land use contexts, especially auto-oriented areas. They are designed to mitigate the effects of large parking lots, and unattractive buildings. But in compact, mixed-used, pedestrian-oriented development (the CBD, for example), buffers are not appropriate and can actually make uses unnecessarily far apart and difficult to navigate between, especially for pedestrians. Other design standards, such as requiring parking to be behind buildings, will work to better effect in these areas. Consider eliminating bufferyard requirements between abutting office and commercial use and between abutting light and heavy industrial uses. Also consider eliminating the bufferyard requirements for abutting office/institutional/multi-family/special residential and multifamily in pedestrian-oriented districts and under certain conditions.		Spartanburg Area Active Living Assessment
	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.5 Minimum Project Area.	507.51 The minimum project area permitted in a residentially zoned planned development district shall contain a gross area of not less than three (3) acres. The minimum project area permitted in a commercially zoned planned development district shall not be less than one (1) acre.	[Revise]: Minimum requirements are too large to promote small scale infill and redevelopment. Consider allowing redevelopment of parcels less than one acre using this zoning district.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.6 Uses Permitted in a Planned Development District Zone.	All nonresidential uses permitted above are intended for the exclusive use and convenience of the occupants and their guests of the planned unit development.	This burden is too strigent and discourages mixed-use development. Commercial uses depend on surrounding residents and pass-by customers. None of the allowed commercial uses in a PDD would likely be able to be supported principally by residents of a single development alone unless the development consisted of several thousand people. Standards for non-residential uses should be based on the land use context and street type and not on the size of development.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.7 Minimum Lot Area Requirements.	NA	Minimum Lot area requirements are too high to promote compact, infill development on relatively small undeveloped parcels that remain in the City limits. The density bonus of 10% does not offset the minimum lot area standards.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.8 Perimeter Setback Requirements. (B)	For each foot of building height over thirty-five (35) feet in zones R-15 PDD, R-12 PDD, R-8 PDD and R-6 PDD, the distance between such building and the front, side and/or rear property lines only on the perimeter of the planned development district project area shall be increased one (1) foot for each two (2) feet the building exceeds thirty-five (35) feet in addition to the front, side and/or rear yards.	Depending on the adjacent context, this may not be appropriate. Standard should be based on adjacent land uses and/or zoning.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.8 Perimeter Setback Reaquirements. (C)	(2) All structures located along the entire perimeter of the planned development district must be permanently screened with sight-proof screening in a manner which is sufficient to protect the privacy and amenity of adjacent existing uses.	This is an arbitrary standard that does not permit infill development to integrate seamlessly into the existing land use context. Standard should be based on adjacent land uses and in appropriate conditions, where adjacent land uses are compatible, no screening at all should be required.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.9 Usable Open Space Requirements.	In residential planned development district zones usable open space shall be provided in whole or in part to any residential use as set forth below and conveniently located to all residents of the planned development district. Such usable open space shall be provided at ground level. The usable open space requirements for planned development districts in residential planned development district zones shall be as follows:...	This is the only standard for the design of open space. Need additional requirements regarding the location, layout, and design of open space so that it is not just provided as left over space. Also, graduated open space requirements should be established based on proximity to existing or planned public parks. Developments within a short walk or adjacent to an existing park should have lesser requirements. A payment-in-lieu option for open space provision should also be considered.		Spartanburg Area Active Living Assessment

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Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 507 PLANNED DEVELOPMENT DISTRICTS (PDD) 507.12 Pedestrian Circulation.	The pedestrian circulation system and its related walkways shall be insulated as completely and as reasonably as possible from the vehicular street system in order to provide separation of pedestrian and vehicular movement. This shall include, when deemed to be necessary by the Planning Commission and City Council, pedestrian underpass or overpass in the vicinity of schools, playgrounds, local shopping areas, nonresidential areas, and other neighborhood uses which generate a considerable amount of pedestrian traffic.	[Revise to]: *Streets shall interconnect within a development and with adjoining development. Cul-de-sacs are permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets shall be planned with due regard to the designated corridors shown on the Thoroughfare Plan. *Streets shall be designed as the main public space of the City and shall be scaled to the pedestrian. *Streets shall be bordered by sidewalks on both sides. *Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. *Wherever possible, street locations should account for difficult topographical conditions, paralleling excessive contours to avoid excessive cuts and fills and the d *All streets shall be constructed in accordance with the design and construction sta *All on-street parking provided shall be parallel. Curb or angle parking is permitted u *The use of traffic calming devices such as raised intersections, landscaping bulb-ou		
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 508 MOBILE HOME AND MOBILE COMMERCIAL BUILDINGS REGULATIONS AND DESIGN STANDARDS (*) 508.1 Mobile Homes and Mobile Commercial Buildings. H. Street and Parking Standards	All streets, drives and parking areas shall be paved in accordance with the following standards: (1) Minimum street width with off-street parking—20 feet. (2) Minimum street width with on-street parking—36 feet.	[Add]: Bicycle lanes or shared use roadway signage will be installed in accordance with the Spartanburg County Bicycle and Pedestrian Master Plan Design Guidelines		GW
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 508 MOBILE HOME AND MOBILE COMMERCIAL BUILDINGS REGULATIONS AND DESIGN STANDARDS (*) 508.1 Mobile Homes and Mobile Commercial Buildings. I. Walks	All mobile home parks shall be provided with safe, convenient, all-season sidewalks from the entrance of the mobile home to the parking area or to the common rights-of-way for travel in the park.	[Add]: Streets shall be bordered by sidewalks on both sides except on alleys, service drives, and principle arterials. Sidewalks shall be a minimum of 5' in width. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		GW

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Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT 513.6 General Standards for All Large Tract Development Sites. A. Traffic and Roads.	The City of Spartanburg Traffic Engineer shall review the proposed development against those standards for levels of service which have been established by the Department of Public Works for the streets and roads adjacent to the development site.....	[Add]: Streets shall be bordered by sidewalks on both sides except on alleys, service drives, and principle arterials. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. The appropriate governing board may grant exceptions upon recommendation by the Planning Director if it is shown that local pedestrian traffic warrants their location on one side only. Residential side-walks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12-15 feet is required in front of retail storefronts). The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk.	The existing text is automobile orientated and mentions nothing of alternative modes of transportation.	GW1
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT 513.6 General Standards for All Large Tract Development Sites. B. Access Management.	1. Major Entrance Drive. Along each street frontage, there shall be one major entrance into the site from the public street, which shall have the following characteristics: A landscaped entrance drive shall be created into the site from the street right of way line far enough into the site so that motorists may reach the parking areas associated with all major buildings without having to travel through other parking areas..... 2. Secondary Entrances Permitted. Additional secondary site entrances may be permitted in the interest of good traffic operation as determined by the City of Spartanburg Traffic Engineer:.....	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases. Parking and loading activities shall not be permitted on sidewalks or crosswalks. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets.	This standard seems to assume only auto oriented redevelopment sites. There are extensive requirements regarding auto access to the site, but no requirements at all regarding pedestrian or other modal access to the site. District should also provide standards for pedestrian access to sites as well as pedestrian-oriented building placement standards. The example diagram shows an auto-oriented development entrance, with an outparcel surrounded by parking and an entrance drive that provides no pedestrian access along it nor any pedestrian refuge for pedestrians that would have to cross the four-lane entrance drive drawn in the diagram. This diagram is a good example of development that is a barrier to active living.	Spartanburg Area Active Living Assessment and GW1
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards A. Landscaping 1. Bufferyards	Bufferyards: Requirements for bufferyards shall be based on site size as a multiplier. .and increasing proportionally with the increasing size of the site and the intensity of the proposed use relative to existing adjacent uses. At a minimum, a Base Bufferyard (Bufferyard 0) shall be required for any proposed site plan regardless of the proposed uses or the size of the development site and regardless of the existing uses on adjacent sites.	See comments on Section 505: Bufferyards. Buffer standards for redevelopment sites are overly large (up to 100 feet wide for development sites over 30 acres). Buffer standards should be related to consistency with adjacent uses only and not to the size of the development. In some cases, where adjacent uses are consistent with the proposed redevelopment in type and/or scale, no buffer yard should be required in order to provide a seamless transition between existing and redeveloped uses and buildings, which promotes compact, pedestrian-accessible development.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards A. Landscaping 2. Frontage Landscaping Areas	Frontage Landscape areas: All sites. .with property lines abutting the public right of way are required to provide landscaping along the street frontage. Width of the frontage is based upon the land use on the opposite side of the right of way and the size of the redevelopment site.	This is a very pedestrian unfriendly standard, which will create highly landscaped auto-oriented campus- style developments. Frontage landscaping should be related to the use of the proposed redevelopment, the type of street upon which the redevelopment fronts, the setback of the proposed buildings, and the surrounding land uses and streetscape and not the size of the site. Requirements for frontage landscaping in a planting strip between street and sidewalk should be considered. Otherwise, frontage landscaping should depend on the standards mentioned above.		Spartanburg Area Active Living Assessment

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Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards A. Landscaping 2. Frontage Landscaping Areas a. Pedestrian Walkway.	In addition to the above requirements, a pedestrian walkway shall be constructed by the developer in the frontage landscape area when it is determined by the City of Spartanburg Traffic Engineer to be necessary in order to provide for safe and convenient pedestrian movement from site to site. This pedestrian walkway shall run the length of each street frontage and shall be uninterrupted except by drive entrances into the site. The walkway shall consist of permanent material such as poured in place asphalt or concrete, brick or concrete unit pavers. The continuing maintenance of this walkway is the responsibility of the property owner, unless the walkway is in the public right of way, in which case the City of Spartanburg shall be responsible for its maintenance.	[Revise]: Streets shall be bordered by sidewalks on both sides except on alleys, service drives, and principle arterials. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. Sidewalks should connect with to other existing or planned sidewalks outside the development. The appropriate governing board may grant exceptions upon recommendation by the Planning Director if it is shown that local pedestrian traffic warrants their location on one side only. Residential side-walks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12-15 feet is required in front of retail storefronts). The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets. Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which complimen	1. Sidewalks should be a mandatory requirement unless the development has frontage on a limited access roadway. 2. The sidewalk should be provided in the right of way so that it can contribute to the permanent improvement of the City's pedestrian network. 3. Require that subdividers extend pedestrian and, where required, bicycle connections at least to the edge of the development and in	Spartanburg Area Active Living Assessment and GWI
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards B. General Site Design Standards. 4. Architectural Scale and Detailing	In order to mitigate the negative effect of large monolithic structures with undifferentiated architecture, in order to create a positive, human scale appropriate both to pedestrian use and to surrounding residential areas and other less intense uses, to enhance the economic health of the city through the construction of long lasting structures made of durable materials, and in order to create a positive image of the City of Spartanburg through design excellence, the architecture of buildings on development sites governed by this Section shall include the exterior use of materials such as brick and other masonry products, architectural detailing, varied roof lines and window areas where appropriate at the first floor level.	[Add]: Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		GWI
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards B. General Site Design Standards. 4. Architectural Style and Detail 6. In addition, the following shall be required: (B)	Weather protection for pedestrians in the form of pedestrian arcades, awnings or appropriate architectural treatment shall be provided for those portions of the first floor facades of all buildings in the proposed development containing commercial and/or office uses as listed in Section 303.5 of the Zoning Ordinance and facing areas where there is intended to be pedestrian use and access to buildings (including customer, tenant and public parking areas, sidewalks adjacent to buildings and pedestrian entrances).	NA		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards B. General Site Design Standards. 4. Architectural Style and Detail 6. In addition, the following shall be required: (C.)	A minimum of 33% of the total surface area of the first floor façades which face public areas (including customer, tenant and public parking areas and the public right of way) of each tenant lease space of all commercial and office uses (as listed in Section 303.5 of the Zoning Ordinance) in the proposed development shall consist of windows and/or doors. Façade area used for windows and doors may be included in the 60% façade materials requirement in A. above.	This is an excellent requirement, which should be considered for other districts, including B-2. The minimum percentage should be at least 40% of the linear frontage in suburban locations and 60% in more urban, pedestrian-oriented locations.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards B. General Site Design Standards. 5. Pedestrian Amenities.	It is strongly encouraged that each project include areas for outside use, including outside sitting or walking areas, play areas, outdoor dining areas associated with restaurants, coffee shops, or fast food restaurants, etc.	Pedestrian amenities and improved open space, should be required elements of redevelopment projects and not optional. Consider minimum open space requirements based on size of development and types of uses. Such requirements could be met with outdoor dining space and other improved spaces for active and passive recreation. All pedestrian and bicycle facilities should follow the Spartanburg County Bicycle and Pedestrian Master Plan Design Guidelines.		Spartanburg Area Active Living Assessment and GWI

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Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT .62 Site Design Standards B. General Site Design Standards. 6. Development Ratio.	A development ratio is required for any proposed outparcels with street frontage which governs their number related to the size of the larger site. This development ratio is determined by the amount of street frontage available for use by outparcels. No more than one outparcel along any street shall be permitted for each 200 feet of continuous street frontage on that street, after all drive entrances on such frontage have been subtracted out. There must be at least 200 feet of street frontage on any given street to support each outparcel on that street. The following examples are provided as illustrations of this ratio: for instance, if there are 235 feet of street frontage, only one outparcel shall be permitted, and if there are 420 feet of site frontage, then two outparcels will be permitted. Outparcels on the interior of the site with no street frontage are not governed by this requirement.	This is a defacto building separation requirement, which will result in outparcel buildings surrounded by parking in a typical suburban, auto-oriented fashion. Consider eliminating this requirement.		Spartanburg Area Active Living Assessment
Zoning Ordinance	SECTION V GENERAL AND SUPPLEMENTARY REGULATIONS 513. LARGE TRACT DEVELOPMENT OVERLAY DISTRICT 513.7 Standards for Super Sites A. Requirements for Preservation of Natural Topography and Vegetation and Provision of Created Open Space. C. Parking Ratio	In order to reduce the amount of impervious surface created by the development or redevelopment of large tracts of land, the required parking ratio for retail uses on sites governed by this Section may be reduced to 4 parking spaces per 1,000 square feet of gross floor area.	Parking reductions are appropriate, especially when uses are mixed and parking can be shared. However, reductions could be greater. Consider additional reductions based on mix of uses in proposed development and on adjacent sites. Parking maximums may be a more effective way to reduce impervious surfaces. Consider adding bicycle parking as a requirement also.		Spartanburg Area Active Living Assessment
Zoning Ordinance	Entire Ordinance		[Add]: Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire zoning ordinance. These modes and facilities need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan as well as the Spartanburg Active Living Assessment and the Spartanburg County Growth Management Audit		GW
LAND DEVELOPMENT REGULATIONS	SECTION 1. AUTHORITY, PURPOSE AND JURISDICTION 1.1 Authority and Purpose (3)	to assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments;	[Revise]: Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		GW
LAND DEVELOPMENT REGULATIONS	SECTION 2. DEFINITIONS 2.12	Crosswalks Shall mean a right-of-way, publicly owned, ten (10) feet or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties.	[Add]: The use of traffic calming devices such as raised intersections, lateral shifts, and roundabouts are encouraged as alternatives to conventional traffic control measures with approval of the Planning Board. a pedestrian crosswalk at least ten feet in width may be required to provide convenient public access to a public area such as a park, greenway, or school, or to a water area such as a stream, river, or lake. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Spartanburg County Bicycle and Pedestrian Master Plan.		GW
LAND DEVELOPMENT REGULATIONS	SECTION 2. DEFINITIONS 2.13	Easement Shall mean a grant by a property owner for the use, for a specific purpose, of a strip or a parcel of land to the general public, a corporation, or a certain person or persons.No construction of any kind is permitted upon easements except that required in connection with the designated use.	[Add]: Pedestrian Easements: In such cases and at such locations as the Planning Board deems advisable, easements alongside or near lot lines not exceeding twenty (20) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	Revision allow for the justification of the easement to include destinations other than public places (for example, grocery stores, non-profit organizations, etc.)	GW
LAND DEVELOPMENT REGULATIONS	SECTION 2. DEFINITIONS 2.16	Streets and Alleys...	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Spartanburg should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.		GW

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
LAND DEVELOPMENT REGULATIONS	SECTION 2. DEFINITIONS	NA	[Add New Definition] <i>Traffic</i> : Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	This language was adapted for Spartanburg from the Uniform Vehicle Code (UVC), the national model code which forms a basis for most state codes. Using this definition ensures that pedestrians will be considered where 'traffic' is considered (in the classification of street types for example). Bicycles are also included in any definition that includes 'vehicle', because NC law defines bicycles as vehicles.	GW
LAND DEVELOPMENT REGULATIONS	SECTION 4. PRELIMINARY PLAT SPECIFICATIONS 4.25 Proposed items that are to be shown on the plat: 4.252	4.252 Layout of alleys, crosswalks, and easements including widths of same.	[Revise to]: Layout of alleys, sidewalks, pedestrian facilities, bicycle facilities, and easements including the widths of same.		GW
LAND DEVELOPMENT REGULATIONS	SECTION 5. FINAL PLAT SPECIFICATIONS 5.15 Items pertaining to the drawing of the plat: 5.157	Location and width of all streets, alleys, crosswalks, within and adjoining the plat, including dedicated and undedicated.	[Revise to]: Location and width of all streets, alleys, sidewalks, pedestrian facilities, bicycle facilities, and easements including dedicated and undedicated.		GW
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.21 General 7.211 Conform to major street plan.	Proposed streets shall conform to the Spartanburg Major Street Plan. If the area to be subdivided is so located that it would contain one or more designated major streets, then the developer shall acknowledge the continuation of the streets and dedicate same for public use.	[Revise]: This Code encourages the development of a network of interconnecting streets that work to disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. Equally as important, the Code encourages the development of a network of sidewalks and bicycle lanes that provide an attractive and safe mode of travel for pedestrians and cyclists. It is the intent of this ordinance to build streets that are integral components of community design. Streets shall be detailed to compliment neighborhoods and commercial centers and shall be pedestrian in scale. In addition to these standards, streets shall conform to the provisions to the Spartanburg Major Street Plan and the Spartanburg County Bicycle and Pedestrian Master Plan.		GW
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.21 General	NA	[Revise]: *Streets shall interconnect within a development and with adjoining development. Cul-de-sacs are permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets shall be planned with due regard to the designated corridors shown on the Thoroughfare Plan. *Streets shall be designed as the main public space of the City and shall be scaled to the pedestrian. *Streets shall be bordered by sidewalks on both sides. *Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. *Wherever possible, street locations should account for difficult topographical conditions, paralleling excessive contours to avoid excessive cuts and fills and the d *All streets shall be constructed in accordance with the design and construction sta *All on-street parking provided shall be parallel. Curb or angle parking is permitted u *The use of traffic calming devices such as raised intersections, landscaping bulb-ou		GW

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.21 General 7.212 Subdivision circulation.	The proposed street pattern shall provide convenient access to adjoining major streets. The pattern should be such that there is ease of circulation within the subdivision.	[Revise]: This Code encourages the development of a network of interconnecting streets that work to disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. Equally as important, the Code encourages the development of a network of sidewalks and bicycle lanes that provide an attractive and safe mode of travel for pedestrians and cyclists. It is the intent of this ordinance to build streets that are integral components of community design. Streets shall be detailed to compliment neighborhoods and commercial centers and shall be pedestrian in scale. In addition to these standards, streets shall conform to the provisions to the Spartanburg Major Street Plan and the Spartanburg County Bicycle and Pedestrian Master Plan.		
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.22 Dimensions and design standards. 7.221 Cul-de-sacs.	7.2211 In general, shall not exceed eight hundred (800) feet in length.	[Replace 'Cul-de-sac' paragraph with]: Cul-de-sacs may be permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Culs-de-sac, if permitted, shall not exceed 250 ft in length from the nearest intersection with a street providing through access (not a cul-de-sac). A close is preferred over a cul-de-sac.		GWl
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.22 Dimensions and design standards. 7.222 Classification.	Before the preliminary plat is filed, the subdivider should consult with the Development Services Department to determine the classification of the proposed street for the purpose of required right-of-way & pavement width. By nature of their location and layout, streets may be classified as "Local Residential or Cul-de-sac Streets," "Collector Streets," or "Major Streets." (See definitions.) Right-of-way and pavement width will vary according to the classification of the street. All rights-of-way shall have no portion thereof reserved between said rights-of-way and external property lines. Pavement or surface treatment must be an equal distance from centerline of rights-of-way.	[Add new sentence after 2nd sentence]: Regardless of classification, the design and construction of streets and intersections in Spartanburg should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.		GWl
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.22 Dimensions and design standards. 7.222 Classification. 7.2221 through 7.2223	Sidewalk width if constructed (optional) 4 feet (minimum)	[Revise]: Any new or substantially improved commercial, institutional, or multi-family projects shall construct a sidewalk along the entire width of the property parallel to the State street within the right-of-way. Substantially improved properties shall mean those properties that construct an addition to an existing building that costs over 50% of the assessed value of the existing building. Residential side-walks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12-15 feet is required in front of retail storefronts). Curb ramps should be fully contained within the markings. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets.		GWl
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.2 Streets 7.25 Intersections.	At the intersection of two streets, the edge of the roadway shall be rounded by radii of at least fifteen (15) feet. Greater radii may be necessary because of the angle of intersection or width of street. Property line corners shall be set back with a diagonal or chord, with the related tangents at least ten (10) feet.	[Add]: Requirement should also include a maximum requirement (20 or 25 feet, depending on conditions) to keep intersections pedestrian friendly.		GWl
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.3 Alleys.	7.31 Alleys shall not be permitted in a residential subdivision.	Alleys should be a permitted and encouraged option. Alleys permit more pedestrian-friendly street frontages (no driveways to contend with). They also facilitate shorter blocks since lots can be narrower, which also makes for a more pedestrian friendly environ. (Section 7.61 Utility Easements, requires that utility easements for power be provided along rear and side lot lines. The alley is a perfect place for such utilities.)		Spartanburg Area Active Living Assessment
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.4 Crosswalks.	7.41 Crosswalks are recommended in blocks of exceptional length. They are necessary to allow pedestrian access to nearby major streets or other areas of attraction. 7.42 Dimensions. 10 feet right-of-way minimum 5 feet sidewalk minimum	[Add]: All pedestrian facilities should follow the design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan. On a minor note, the name is confusing since the term "crosswalk" is commonly used to refer to pedestrian crossings of a street. Consider a name such as pedestrian pathway.		GWl
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.5 Street trees.	If trees are planted by either the developer or the homeowner, they shall be planted on the lot side of the sidewalk; not within the strip between the sidewalk and the roadway.	[Reivse]: Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk. Street trees should allow the free movement of emergency vehicles.		GWl

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.6 Easements.	NA	[Add]: Pedestrian Easements: In such cases and at such locations as the Planning Board deems advisable, easements alongside or near lot lines not exceeding twenty (20) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	Revision allow for the justification of the easement to include destinations other than public places (for example, grocery stores, non-profit organizations, etc.)	GWI
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS 7.7 Blocks	7.71 Residential developments: 7.711 Length of block – 1500 feet maximum (topography or extreme conditions may make longer blocks necessary) - 500 feet minimum. 7.712 Depth of block - 300 feet minimum. 7.713 In blocks longer than 1,000 feet, a pedestrian crosswalk is recommended near the center of the block. 7.72 Business and Industrial. There are no particular standards for blocks intended for business or industrial use. The block shall be designed so as to adequately satisfy the requirements of their usage.	Block lengths should be limited to provide a more pedestrian oriented environment. 600-800 block lengths should be the maximum, depending on lot size. Shorter blocks (400 feet) are ideal for pedestrians. The minimum block length should be eliminated. Blocks of 200 feet in depth are very functional, especially for pedestrians and developers, and common in cities throughout the U.S. The minimum should be closer to 200 feet, if a minimum is to be provided at all. The crosswalk recommendation is an excellent requirement, although the City should consider applying this standard to all blocks longer than 600 feet. For Business and Industrial consider connectivity and block length standards for these uses also so that streets and buildings can be reused over time as uses change.		Spartanburg Area Active Living Assessment
LAND DEVELOPMENT REGULATIONS	SECTION 7. DESIGN STANDARDS Streets and Block Pattern Illustrations	Illustrations of Good and Bad street and block layouts.	[Revise]: Eliminate these illustrations and update with more New Urbanist illustrations to prevent cul-de-sacs and to provide for more accessibility for motorists, pedestrians, and bicyclists. The current illustrations are outdated and are typical suburban themed auto-centric layouts.		GWI
LAND DEVELOPMENT REGULATIONS	Entire Ordinance		[Add]: Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire Land Development ordinance. These modes and facilities need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan as well as the Spartanburg Active Living Assessment and the Spartanburg County Growth Management Audit .		GWI
County Unified Land Management Ordinance Requirements	Section 2.02-1 Dimensional Standards	Front Lot Line (setback) requirements.	We applaud the County for linking development standards to the street type. However, the front lot line requirements are too deep to be pedestrian friendly. In many cases, it may be appropriate to reduce setbacks, especially for residential uses on collector and minor streets and for commercial development along arterials when it is in a mixed use node. For example, consider allowing 0' setback from ROW and/or allowing encroachments into the setback for porches, etc. This will allow for more pedestrian-oriented street frontages.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 2.02-2 Bufferyards	Table 4: Side and Rear Bufferyard Requirements	Very intense, expensive requirements for some uses. . . too intense in some cases and unnecessary buffers required in some cases (for example, Medium Intensity Commercial and Low Intensity Commercial need not be buffered from each other). Use buffers as a last resort option. Otherwise, consider more specific urban design standards to help transition between uses.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 2.02-4 Common Open Space	The purpose of this section is to ensure adequate open space for high density residential development; to integrate recreation. . .into such projects; to promote the health and safety of residents of such projects; and to compensate for the loss of open space inherent in single-family residential projects.	Despite the language in the purpose statement, no open space requirements for SF developments are included. Open space is only required for attached and MF residential. Open space should be required for all residential developments including major subdivisions.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	2.02-5 Off-Street Parking and Loading	[This section lists the minimum number of off- street parking spaces required for each land use.]	Reduce number of off-street parking spaces required; provide maximum standards also. *Tie parking standards to transect context *Allow on-street parking to count towards requirements in appropriate contexts *Add bicycle parking requirements for all uses except residential uses smaller than 4 units/building *Increase the number of parking spaces that may be shared *Require sidewalks and pedestrian facilities within and around parking lots as in accordance with the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment and GWI

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
County Unified Land Management Ordinance Requirements	2.02-5 Off-Street Parking and Loading (d) Separation from Walkways and Streets	Off-street parking spaces shall be separated from walkways, sidewalks, streets, or alleys, and required yards and buffer areas by a wall, fence, curbing, or other protective device approved by the Planning Department staff.	[Revise]: Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. On small lots (36 spaces or less), this may be achieved by providing a sidewalk at the perimeter of the lot. On larger lots, corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the building. These corridors are delineated by a paving material that differs from that of vehicular areas and are planted to provide shade. Small posts or bollards may be included.		
County Unified Land Management Ordinance Requirements	2.02-5 Off-Street Parking and Loading (e) Entrances and Exits	Landscaping, curbing or other approved barriers shall be provided along boundaries to control entrance and exit of vehicles or pedestrians. All off-street parking areas shall be designed so that all movement onto a public street is in a forward motion. Entrance and exit driveways to public streets and alleys in the vicinity of street intersections must be located at least forty (40) feet, measured along the curbline, from the intersection of the nearest curbline.	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases. Parking and loading activities shall not be permitted on sidewalks or crosswalks. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets.		
County Unified Land Management Ordinance Requirements	Section 2.02-7 Access to Property/Curb Cuts for Non-Residential Uses 2. Curb Cuts, Land Developments (As defined by Article 6.)	Entrances to and exits from land development projects are distinguished from curb cuts/other access points by the large amount of traffic they accommodate. As a result of these higher traffic volumes, entrances and exits require higher design standards than more typical curb cuts, or be sufficient in number to handle the estimated additional traffic volumes safely without imposing undue hardship on traffic flow on the adjacent streets. If the driveway volume is estimated to exceed 1000 vehicles/day, County staff may recommend that entrances and exits to these projects require two twelve (12) foot exit lanes and a sixteen (16) foot entrance lane. A thirty (30) foot turning radius will be provided and one hundred (100) feet of right-of-way where the entrance/exit fronts with the intersecting street (See Street Illustration Type 4). Entrances/exits may not take access closer than one hundred twenty-five (125) feet from the centerline of an intersecting street.	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases.		
County Unified Land Management Ordinance Requirements	Section 2.02-7 Access to Property/Curb Cuts for Non-Residential Uses 5. Individual Lots	In no case shall a curb cut or other access point be less than twenty (20) nor more than forty (40) feet in width. Turning radius of the curb shall be between 2.5 - 25 feet.	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases. At the intersection of two streets, the edge of the roadway shall be rounded by radii of at least fifteen (15) feet. Greater radii may be necessary because of the angle of intersection or width of street. Property line corners shall be set back with a diagonal or chord, with the related tangents at least ten (10) feet. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets.		
County Unified Land Management Ordinance Requirements	Section 2.02-7 Access to Property/Curb Cuts for Non-Residential 8. Curb Cut Spacing	NA	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases.		
County Unified Land Management Ordinance Requirements	Section 2.05 Subdivisions Section 2.05-1 Purpose of Regulations	NA	[Add]: Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. Offering the pedestrian and bicyclists the option of accomplishing certain trips without automobile use, and will provide a variety of interesting and detailed streetscapes which balance the need of the pedestrian and car equally.		

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
Management Ordinance Requirements	Design and Improvements, Major Subdivision 1. Circulation System Design	of traffic; to have a simple and logical pattern; to respect natural features and topography; to present an attractive streetscape.	<p>Cul-de-sacs are permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets shall be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p>*Streets shall be designed as the main public space of the City and shall be scaled to the pedestrian.</p> <p>*Streets shall be bordered by sidewalks on both sides.</p> <p>*Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home.</p> <p>*Wherever possible, street locations should account for difficult topographical conditions, paralleling excessive contours to avoid excessive cuts and fills and the d</p> <p>*All streets shall be constructed in accordance with the design and construction sta</p> <p>*The use of traffic calming devices such as raised intersections, landscaping bulb-ou</p>		
County Unified Land Management Ordinance Requirements	Section 2.05-2 Public Street Design and Improvements, Major Subdivision 3. Cul-de-sacs	c. Dead-end streets shall not exceed 2,000 feet in length measured from the nearest residential street intersection. Culde-sac streets may be allowed to extend beyond, 2000 feet, but may serve no more than 40 lots.	[Replace (C)paragraph with]: Cul-de-sacs may be permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Culs-de-sac, if permitted, shall not exceed 250 ft in length from the nearest intersection with a street providing through access (not a cul-de-sac). A close is preferred over a cul-de-sac. Also, update the illustrations with these changes.		
County Unified Land Management Ordinance Requirements	Section 2.05-2 Public Street Design and Improvements, Major Subdivision 4. Intersection Design	NA	[Add/Revise]: At the intersection of two streets, the edge of the roadway shall be rounded by radii of at least fifteen (15) feet. Greater radii may be necessary because of the angle of intersection or width of street. Property line corners shall be set back with a diagonal or chord, with the related tangents at least ten (10) feet. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		
County Unified Land Management Ordinance Requirements	Section 2.05-2 Public Street Design and Improvements, Major Subdivision 7. Right-of-Way and Pavement Widths	Minimum street right-of-way and pavement widths shall be as follows:...	Need other standards for use in different contexts including vertical curb, on-street parking, planting strip and street trees, other collector/arterial standards including bike lane options, etc. Cross section illustrations in Appendix B: check multifamily x-section especially.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 2.05-2 Public Street Design and Improvements, Major Subdivision 14. Street Improvements	Depending on the proposed use and classification of a street, construction standards shall be as specified by the illustrations in Appendix B of this Ordinance. Standards specified for type 1A, 1B,1C, 2, and 3, are for residential streets generally, and 4, 5 and 5A, are for commercial and industrial streets and 6A & 6B is for multifamily streets. All streets shall comply with the County's Standard Specifications for Construction of Roads; and shall be completed to 2-52 the satisfaction of the County Engineer. The developer may select from the list of illustrated standards the one best suited to his project, and shall be responsible for the cost of constructing the selected standard.	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Spartanburg should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young. All pedestrian and bicycle facilities shall follow the Design Guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan.		

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
County Unified Land Management Ordinance Requirements	Section 2.05-5 Sidewalks	Sidewalks shall be minimum of four (4) feet wide and four (4) inches thick except at points of vehicular crossings, where they shall be designed to handle the loads imposed but will be a minimum of six (6) inches thick. The design of sidewalks at driveways shall be in accordance with the Standard Drawings numbered 720-5 and 720-5A. See Appendix B, Standards 12 & 12A. Sidewalk curb ramps will be required and shall be designed in accordance with Standard Drawing 720-6. See Appendix B, Standard 12B.	[Revise]: Any new or substantially improved commercial, institutional, or multi-family projects shall construct a sidewalk along the entire width of the property parallel to the State street within the right-of-way. Substantially improved properties shall mean those properties that construct an addition to an existing building that costs over 50% of the assessed value of the existing building. Residential side-walks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12-15 feet is required in front of retail storefronts). Curb ramps should be fully contained within the markings. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets. Update Appendix B to show Complete Streets cross sections including sidewalks, bicycle lanes, street trees/landscaping, and other facilities	Makes sidewalks and bicycle facilities mandatory.	
County Unified Land Management Ordinance Requirements	Section 3.02 Attached Multi-Plex Dwelling Projects (1)	1. Density shall not exceed: Eight (8) units per acre on minor streets, minor residential streets, and major residential streets. Twelve (12) units per acre on collector streets. No maximum on arterial streets.	Excellent approach to linking land use standards to transportation. However, densities for major residential streets [NO DESIGN STANDARD FOR MAJOR RESIDENTIAL STREETS IN ULMO] and collector streets could be higher – townhouses are typically 12-24 units per acre and detached, single family houses can have densities up to 10-12 units/acre. Densities should be related to larger land use context – higher densities may be more appropriate in some areas than others.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 3.02 Attached Multi-Plex Dwelling Projects (3)	Entrance and exit streets shall be not less than twenty-four (24) feet with twelve (12) foot lanes. Projects in excess of one hundred (100) units shall have a second twelve (12) foot exit lane and an entrance lane of sixteen (16) feet. Transition from the entrance/exit lanes to the internal street system shall begin not less than one hundred (100) feet from the street right-of-way line at the entrance. Internal streets shall be designed with a fifty (50') foot right-of-way and improved in accordance with the requirements of Section 2.05-2 Public Street Design and Improvements, Major Subdivisions, as appropriate, which requirements may be adjusted with approval of the Planning Commission. See appendix B.	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Their width should not exceed 25' in all cases. At the intersection of two streets, the edge of the roadway shall be rounded by radii of at least fifteen (15) feet. Greater radii may be necessary because of the angle of intersection or width of street. Property line corners shall be set back with a diagonal or chord, with the related tangents at least ten (10) feet. Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. The design standards for all pedestrian facilities in the Spartanburg County Bicycle and Pedestrian Master Plan shall be adhered to for new streets and modifications to existing streets		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 3.02 Attached Multi-Plex Dwelling Projects (9) (3)	Where the project fronts a collector or major street, no more than two access points shall be allowed. No direct access for individual units shall be permitted on collector or major streets.	Need connectivity standards to deal with this issue. This is an arbitrary standard. Should also be related to the size of development, the distance between access points, connecting streets, and other streets in the area.		Spartanburg Area Active Living Assessment
County Unified Land Management Ordinance Requirements	Section 6: Definitions	Easement - A right-of-way granted to another party for specific limited use.	[Add]: Pedestrian Easements: In such cases and at such locations as the Planning Board deems advisable, easements alongside or near lot lines not exceeding twenty (30) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic. These uses should be connected together through providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.		
County Unified Land Management Ordinance Requirements	Section 6: Definitions	NA	[Add New Definition] Greenway: A linear park network left in its natural state, except for the introduction of trails to be used by pedestrians and bicyclists.		
County Unified Land Management Ordinance Requirements	Section 6: Definitions	Right-of-Way - A strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer and other similar uses; generally, the right of one to pass over the property of another.	[Add]: sidewalk, path,		

Source Document	Reference	Existing Text	Recommended Change	Notes	Source of Info
County Unified Land Management Ordinance Requirements	Section 6: Definitions	Shoulder - The graded part of a right-of-way that lies along the edge of the main pavement (main traveled way). This area of the roadway is often used to park vehicles in emergencies.	[Add at last sentence]: and bicyclists.		
County Unified Land Management Ordinance Requirements	Section 6: Definitions	Street - Any thoroughfare (drive, road, highway, avenue, boulevard, etc.) which has been dedicated, deeded or designated for vehicular traffic, public or private.....	[Add new sentence after 1st sentence of 'Street' definition]: Regardless of classification, the design and construction of streets and intersections in the County of Spartanburg should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.		
County Unified Land Management Ordinance Requirements	Section 6: Definitions	NA	[Add New Definition] <i>Traffic</i> : Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.		
County Unified Land Management Ordinance Requirements	Entire Ordinance		[Add]: Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire County Unified Land Management Ordinance Requirements. These modes and facilities need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan as well as the Spartanburg Active Living Assessment and the Spartanburg County Growth Management Audit .		GW
County Unified Land Management Ordinance Requirements	Goals	NA	Goals and Projects: Bicycle and Pedestrian Facilities Provide alternative means of transportation that can be used to reduce congestion on existing streets and roads and add to the general quality of life in the county. The following projects and initiatives are designed to implement this goal: Create a governmental committee composed of local officials whose mission is to promote alternative transportation systems in the county. The agency would also be responsible for the procurement of funding for the implementation of such facilities. Secure a public and private partnership to oversee the implementation of proposed improvements. Promote the use of alternative transportation through educational, promotional and incentive programs.	Goal comes from 1998 Spartanburg County Comprehensive Plan and should be incorporated in the County Unified Land Management Ordinance Requirements	GW and County Growth Management Audit
2004 City Comp Plan	I. POPULATION Goal No. 1: Policies	Protect viable residential areas	Consider infrastructure upgrades in these areas such as new sidewalks and street trees.		Spartanburg Area Active Living
2004 City Comp Plan	I. POPULATION Goal No. 1: Policies	Implement zoning designations that provide for housing of various types, densities, and lot sizes.	Spartanburg's inner-city neighborhoods were developed in the pre-automobile era and have walkable frameworks, which should be promoted and enhanced and used as models for new development.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	I. POPULATION Goal No. 1: Policies	Promote the unique quality of life advantages that result from cultural amenities present in the City.	The City benefits from a great model of development in its downtown where housing, employment, industry, recreation, cultural amenities, and services are all available in a walkable context.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 2:	Encourage the development of business parks within the City.	This recommendation may be appropriate for industrial and distribution uses, but office development should be focused in downtown or other mixed-use nodes where compatible residential, commercial, and civic uses can also be provided within walking or biking distance of each other.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 2:	Explore the establishment of incentive programs to foster neighborhood small businesses in appropriate areas.	Consider allowing neighborhood serving retail in nodes across the city. Rezone for such.		Spartanburg Area Active Living
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Enhance the appearance of major thoroughfares through the provision of street trees and landscaping of public rights of way.	Street trees provide many benefits to the pedestrian realm of streets, including providing shade, separation from motor vehicles, and traffic calming.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Maintain quality landscaping, buffering, and screening requirements	Screening puts uses further apart and therefore makes them less accessible to pedestrians. There are better design measures than screening to ensure land use compatibility, including standards for scale and design of buildings and placement of parking. Screening should be used as a measure of last resort or only in certain prescribed conditions.		Spartanburg Area Active Living Assessment

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2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Encourage planned developments that . . .relate well to the adjoining street, provide for an appropriate transition to adjoining residential uses. . .[and] increase aesthetic quality, efficiency of infrastructure, coordinated design, and safety	Such standards should apply to all development. Design standards should be written into the City's codes so that appropriate new development can mesh seamlessly with existing development.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Avoid the expansion of haphazard strip commercial development	Commercial development in strips is usually best suited for automobile access. Commercial development in nodes improves pedestrian access to goods and services.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Control driveway spacing	This is critical to making streets comfortable and safe for pedestrians.		Spartanburg Area Active Living
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 3:	Consider requiring the installation of sidewalks to improve pedestrian safety	Also, consider sidewalk different standards based on land use and adjoining street types.		Spartanburg Area Active Living
2004 City Comp Plan	PART II. ECONOMIC DEVELOPMENT Goal No. 4:	Actively encourage new development, as well as redevelopment, within the existing city limits	This objective is crucial to enhancing existing and creating new walkable areas in the City. Consider incentives for new development.		Spartanburg Area Active Living
2004 City Comp Plan	PART IV. NATURAL RESOURCES Goal No. 5:	Relate land use decisions to the intensity of adjoining transportation routes.	Indeed! Consider additional development standards and street design standards which relate the scale and type of development to the nature of the transportation infrastructure and vice versa.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART IV. NATURAL RESOURCES Goal No. 5:	Encourage the use of Planned Unit Developments	Also consider new zoning provisions to allow the development of small-scale (less than 3 acres), mixed-use infill projects that may not meet the minimum area requirements for planned development districts		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART IV. NATURAL RESOURCES Goal No. 6:	Actively seek opportunities to develop additional parks and open space	Dedicate funding to expand the greenway and park system to provide recreation and active transportation opportunities for more residents.		Spartanburg Area Active Living
2004 City Comp Plan	PART IV. NATURAL RESOURCES Goal No. 6:	Develop innovative strategies for securing open space	Dedicate funding to expand the greenway and park system to provide recreation and active transportation opportunities for more residents.		Spartanburg Area Active Living
2004 City Comp Plan	PART V. COMMUNITY FACILITIES Goal No. 10:	Promote alternatives to automobiles through the development of intermodal transportation resources	Consider new street design standards that accommodate all modes of transportation. Also, consider design measures that enhance safety for users of active modes of transportation modes. Refer to the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART V. COMMUNITY FACILITIES Goal No. 10:	Preserve existing abandoned rail corridors for intermodal transportation usage	Indeed!		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART V. COMMUNITY FACILITIES Goal No. 10:	Improve street landscaping	Include streetscape and street tree requirements in roadway design standards.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VI. HOUSING Goal No. 11:	Establish zoning districts which provide housing of various densities and lot sizes	Consider using density based zoning standards only and eliminating minimum lot standards so that mixture of housing sizes and types can be allowed in new developments.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VI. HOUSING Goal No. 11:	Strategic Plan for Housing: Develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities principally for low- and moderate-income persons.	Consider locational criteria for provision of affordable housing based on walking proximity to transit and needed services.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 13:	Coordinate land use planning with the provision of adequate transportation and\ infrastructure systems to support desired patterns of development	Coordinating land use and transportation is fundamental to developing active living environments. Consider new street design standards that relate to land use context.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 13:	Provide for appropriate transitioning or buffering between land uses of differing scales or intensity	Transitions can be provided through appropriate land uses and scale and design of sites and buildings. Buffering should be used as a means of last resort.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 13:	Promote an internal orientation of residential subdivisions	Subdivisions with internal orientation make for poor pedestrian environments. Develop standards for the orientation of subdivisions to various street types. For example, for minor arterials and lower, subdivisions should usually be required to orient to the street.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 13:	Explore the implementation of design overlay districts to promote quality urban design within critical development areas and major transportation corridors	Promoting quality urban design will help promote active living and should be appropriate for all areas of the city. Overlays for only certain areas is a start, but should not substitute for a comprehensive retooling of design standards for the entire city.		Spartanburg Area Active Living Assessment

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2004 City Comp Plan	PART VII. LAND USE Goal No. 13:	Strive to coordinate land use planning decisions in peripheral areas with Spartanburg County	Consider a joint City-County land use body as recommended in the County Comprehensive Plan.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 14:	Consider the feasibility of implementing design standards	Although design standards are critical for all areas of the city, they are especially necessary in places like the CBD, where pedestrians are a predominant user group.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	PART VII. LAND USE Goal No. 14:	Continue to provide incentives to use the upper floors of commercial buildings as residential units	Additional residents in downtown will only enhance the attractiveness of this walkable area.		Spartanburg Area Active Living
2004 City Comp Plan	PART VII. LAND USE Goal No. 14:	Complete streetscape enhancements in the central business district	Pedestrians move at 3mph, so the details of the streetscape are crucial.		Spartanburg Area Active Living
2004 City Comp Plan	Future Land Use Maps	General/Limited Activity Center designations: Intended for office and retail development serving neighborhood and regional needs.	The use of the term "center" for these land use designation is a misnomer since these areas are strips and not nodes or centers. One of the land use objectives in the Plan is to "avoid the expansion of haphazard strip development", yet the future land use maps seem to perpetuate strip development by lining many of the major roads with the "activity center" designations.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	Future Land Use Maps	Medium Density Residential: Intended for primarily single family, cluster home, and low intensity multi-family residential usage with a density of four to eight units per acre.	These types of residential uses and the proposed densities are appropriate for the interior of neighborhoods, but are not appropriate in most cases for fronting on major streets in an urban area. We recommend higher density residential land uses for arterials to maximize walkable access to destinations, services, and transit.		Spartanburg Area Active Living Assessment
2004 City Comp Plan	Future Land Use Maps	High Density Residential: Intended for multifamily and cluster home residential usage with a density of eight units per acre or greater.	This land use designation is more appropriate for areas along major roads and in mixed-use nodes. Unfortunately, most of the areas designated for higher density residential are located away from major streets and commercial areas.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART I. POPULATION ELEMENT	Goal: Create an "age Sensitive" environment [to] meet and accommodate changes in age and gender composition of county residents § Provide a diversity of housing alternatives in most neighborhoods to enable "aging in place" § Provide pedestrian and/or public transportation linkages to enable older persons to maintain their independence. § Adapt the environment to meet the changing needs of the elderly through building design, site design and land uses.	These recommendations will improve the active living environment for all citizens, not the least of which are the more than 30% of the population whose transportation options are limited due to age, disability, and/or income (according to the Comprehensive Plan, nearly 40% of the population was under 18 or over 85 in 1990).		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART II. HOUSING ELEMENT	Goal: Reduce Residential Sprawl The present pattern of relatively large lot development (_ to _ acre) is the result principally of the lack of sewer. Provide public sewer in a timely manner to reduce "leapfrog" development.	Zoning restrictions to restrict certain types of development to appropriate areas of the county would help with this issue as well.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART II. HOUSING ELEMENT	Goal: That every Spartanburg County family be able to afford a decent home in a suitable environment. Target housing development to meet low end housing demands	Reducing transportation expenses enables families to afford better housing. Develop locational policy for affordable housing to ensure that housing options are located in areas with walking access to services and/or frequent public transit. Also, the Comprehensive Plan cites a need for more residential choices and smaller units, so a variety of housing options should be encouraged and allowed through regulation and incentive. Smaller units can also lead to more compact arrangement of housing, which in turn can help promote active living.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART II. HOUSING ELEMENT	Goal: Protect and maintain existing supply of quality housing More protective housing and residential regulations – through tools such as land use controls/growth management regulations – are recommended for adoption.	Also consider context-based development standards, such as those offered by the Transect method.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART II. HOUSING ELEMENT	Goal: Provide a full range of housing alternatives in quality residential environs in response to changing market conditions and affordability demands. Enact new standards regarding: (1) Appearance and habitability requirements for mobile and manufactured homes, and (2) Life style enhancement requirements essential to maintenance of quality residential environs.	Consider additional design guidelines and application of the Transect to apply appropriate design standards to the land use context.		Spartanburg Area Active Living Assessment

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Spartanburg County Comprehensive Plan	PART II. HOUSING ELEMENT	Goal: Bring all substandard county roads proposed for housing development up to minimum county standards. No new subdivision in a designated urban area (to be delineated by the Comprehensive Plan). . .shall be approved or permitted where such subdivision will access or tie into an existing undersized street or road [that does] not meet the minimum pavement and rightof- way width requirements of the County's Subdivision Regulations.	The County's current roadway standards do not accommodate all roadway users and do not provide enough flexibility for different types of development. Consider context sensitive street design standards that provide minimum standards for roadway development, including accommodations for all roadway users (including bicyclists and pedestrians) and streetscape requirements.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. NATURAL RESOURCES	Future use and development of [forested lands] should be based on a policy: 1) That discourages, if not prohibits leap frog development, which prematurely preempts their resource contribution; 2) That preserves greenspace and perpetuates significant forest stands for future generations to enjoy; 3) That minimizes the destruction of forest lands through prudent infrastructure andland use planning.	Consider the coordination of land use regulations and provision of sewer in the undeveloped areas of the County to promote more compact, walkable areas. Consider context-based land use restrictions/standards such as those based on Transect model, which recognize the need to protect natural areas.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. NATURAL RESOURCES	§ Review the County's Subdivision Regulations in an effort to promote resource conservation and integration of natural resource areas and amenities into new subdivisions. § Establish a review procedure at the planning stage to mitigate conservation efforts where natural and historical resources are involved or threatened. § Pursue the use of conservation easements as a means of perpetual protection for certain unique and/or natural resources, including riparian buffer zones. § Maintain natural or comparable buffers in the riparian zones paralleling the County's rivers and creeks. § Investigate the use of financial incentives for developers and land owners who contribute to resource conservation.	Consider establishing open space requirements for new development, which could include or be linked to standards for protection of natural areas.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Develop a transportation system which balances the needs of users and modes of transportation	Consider development of county-wide bicycle and pedestrian master plans.---- Follow and utilize the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Develop a Surface Transportation System which will provide the highest level of service (LOS), considering fiscal and environmental constraints, with LOS Design Capacity of D for peak hour traffic; and one which will reduce cost and promote alternative travel modes.	The recommended projects under this goal refer only to roadway initiatives and do not mention including accommodations for active transportation modes (bicycling and walking).		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Preserve and enhance the Cherokee Foothills Scenic Highway Corridor (SC 11) Work with the Palmetto Trail team to create a bicycle pedestrian trail along the route.	Consider including such a trail in a bicycle and pedestrian master plan for the County. Follow and utilize the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Provide convenient, coordinated, accessible and affordable transit service under the administration of a single transit agency, controlled by a Joint Transit Commission appointed by city and county government.	Transit complements active living since all transit trips begin and end with a pedestrian or bicycle trip and since transit works best in areas that are walkable.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Interface the Transit System with other transportation modes including highways, airports, rail, intercity bus, school buses, and bikeway/trail systems.	Include linkages to transit in bicycle and pedestrian master planning efforts. Follow and utilize the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Promote the use of alternative transportation through educational, promotional and incentive programs.	Many promotional and educational programs have been and are being offered by local non-profits and local agencies.		Spartanburg Area Active Living
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Develop pedestrian pathways connecting Converse College, Wofford College, and + USCS along Pine Street/I-585.	Recommended as part of the Palmetto Trail. Follow and utilize the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Develop bicycle/pedestrian path to connect Duncan Park to the Cottonwood Trail.	Also recommended in the Long Range Enhancement Master Plan. Follow and utilize the Spartanburg County Bicycle and Pedestrian Master Plan		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Develop a geographically equitable countywide system of parks, recreation facilities and programs to meet the diverse needs of county residents and visitors. + Goal: Increase the park-to-population ratios in each of the four [County] Planning Areas	Consider active mode accessibility in development of parks and park locations. Develop recommended minimum standards for distance of parks from residential development in urbanizing areas.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART IV. COMMUNITY FACILITIES	Goal: Ameliorate the impact of proposed new schools in new environmental settings and provide in a timely manner (concurrently) necessary support infrastructure. All affected agencies and community service providers should be involved, including the County Planning Comission and staff.	Maximize walk/bike access to school sites in site design and location. Consider developing school location policy that promotes school development in walkable locales.		Spartanburg Area Active Living Assessment

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Spartanburg County Comprehensive Plan	PART VII. LAND USE ELEMENT	Goal: Maintain a balanced environment providing for both rural and urban lifestyles. [Direct] growth and development in such a manner as to preserve and perpetuate both rural and urban environs, neighborhoods and natural resource areas.	Consider application of the Transect model of land use classification.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART VII. LAND USE ELEMENT	Goal: Enhance the outcome of development and promote land use compatibility. Unless properly screened and mitigated, the development process could compromise prevailing lifestyles and environs.	Screening puts uses further apart and therefore makes them less accessible to pedestrians. There are better design measures than screening to ensure land use compatibility, including standards for scale and design of buildings and placement of parking. Screening should be used as a measure of last resort or only in certain prescribed conditions.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART VII. LAND USE ELEMENT	Convenient, accessible, and attractive retail and business nodes and complexes	Consider zoning designations to promote nodes versus "strips" of development. Nodes are more accessible for pedestrians and cyclists than strips, which are primarily auto-oriented.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART VII. LAND USE ELEMENT	An arrangement of land uses that optimizes investments in existing infrastructure and minimizes investments in new and expanded infrastructure.	Consider zoning and other tools to direct growth to appropriate locations.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Planning Areas One and Four (Northern and Southern Spartanburg County)	Establish an effective urban containment policy. . .and [confine] the extension of infrastructure to the designated urban growth area.	This recommendation, if implemented, will help to promote more compact development in areas that have the potential to be walkable.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Planning Areas One and Four (Northern and Southern Spartanburg County)	Amend the county's subdivision regulations to promote cluster housing development in rural areas. § Establish maximum lot size (1/4 acre) for subdivisions of a certain size. . .and allocate up to 80 percent of cluster subdivisions to open, agricultural or wooded use. § Establish design criteria for interartina cluster subdivisions into rural setting.	These recommendation have been accomplished in that conservation subdivision regulations have been added to the County's Unified Land Management Ordinance.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Planning Areas One and Four (Northern and Southern Spartanburg County)	Goal: Accommodate projected growth while conserving the rural and scenic character of the area Promote cluster subdivisions with design features incorporating site amenities and resources, such as open space, greenways, wildlife corridors, wetland preserves, peach orchards, etc.	This recommendation has also been accomplished in that conservation subdivision regulations have been added to the County's Unified Land Management Ordinance.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Planning Areas Two and Three (Central Spartanburg County)	Goal: Provide a framework for land utilization and development, to ensure an orderly, efficient, equitable, and compatible arrangement of the county's physical resources. Coordinate proposed development with the provision of adequate transportation, infrastructure systems, and required services in support of such activity.	This objective implies linking proposed development with infrastructure provision, which can promote more development in areas with existing infrastructure capacity – areas that may already be walkable or can be made more walkable through further infill.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Planning Areas Two and Three (Central Spartanburg County)	Goal: Contain and accommodate most projected new development within areas Three and Four § Implement containment policies relative to utility extension. § Discourage urban sprawl development in designated rural areas on the map.	Such actions would help to promote development in appropriate areas, where more compact, walkable urban development can occur.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Existing Residential Areas:	§ Encourage continued residential infill of such areas § Encourage the maintenance and/or revitalization of established subdivisions and neighborhoods.	Infill of already developed areas makes the provision of goods and services in a walkable area more likely. See comments above.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Ensure orderly and cohesive design and development of such areas through timely provision of infrastructure incentives.	This objective seems to contradict previous goals and objectives relating to limiting future infrastructure provision for new residential development.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Encourage backing residential subdivisions along arterial streets	This depends on the size, design, and volume of the arterial. Minor arterials may be appropriate for fronting single family development. Major arterials may be appropriate for fronting multifamily development. Development that is perpendicular to the arterial may also be an option. Rear facing development should be a last resort, allowed under prescribed conditions.		Spartanburg Area Active Living Assessment

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Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Discourage strip residential development and control curb cuts along [arterial] streets	Consider policies and programs for access management. Develop land use regulations, in conjunction with land use policies, to promote residential development at appropriate locations.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Provide opportunities for an appropriate mix of dwelling types, sites, and prices in order to meet current housing needs of the county	Consider incentives or requirements to mix housing types/sizes in developments of a certain size. Base development requirements on density versus lot size to encourage a range of housing types.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Encourage the maintenance and/or revitalization of established neighborhoods and communities.	Provide development incentives for infill development. Invest in infrastructure upgrades – adding/repairing sidewalk, planting street trees, for example – in established neighborhoods. Consider grants or low interest loans for rehab programs.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Encourage the development of and map an expanded arterial street system, with super blocks, as a means of supplementing the existing arterial system, minimizing traffic congestion on these highways, and facilitating vehicular movement.	In general, more connected roadway network will benefit active modes of transport. However, superblocks are a barrier to active transportation and should be divided with a connected network of collector and local streets to diffuse motorized traffic and to provide alternate means of access for active modes.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Developing Residential Areas:	Consider for adoption growth incentives strategies that address and coordinate: quantity of development; type of development; location of development; timing or rate of growth; density or intensity of development; quality of development; and land practices and development impacting the county's reservoir watershed areas.	We concur with these objectives. They will be hard to achieve, however, without zoning at a minimum, coupled with more precise land use designations regarding density and type of development in these areas.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Industrial/Business Areas:	Encourage the development of industrial and office parks	These single-use land designations, especially office parks, are not supportive of active living because they artificially separate the places where people live, work, and shop and typically require people to get in their car to go from one use type to another. Office development should be integrated into mixed-use areas, like town centers or other nodes where compatible residential, commercial, and civic uses can also be provided within walking or biking distance of each other.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Transitional Areas:	Employ buffers and/or site design techniques to promote compatibility between potentially incompatible uses.	Screening puts uses further apart and therefore makes them less accessible to pedestrians. Screening should be used as a measure of last resort or only in certain prescribed conditions.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Rural and Rural Residential Areas:	Encourage cluster development in addition to large lot development with open space/agricultural set-asides in conjunction with such developments.	Cluster subdivision provisions have been added to the County ULMO. Consider more definitive recommendations on where such developments should go in relation to existing/planned development and infrastructure and open space.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies Commercial Nodes:	Encourage the concentration of commercial activity in selected nodes convenient to population concentrations	Consider zoning designations to promote nodes versus "strips" of development. Nodes are more accessible for pedestrians and cyclists than strips, which are primarily auto-oriented.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies High/Low Intensity Use Corridors:	Accommodate in an orderly manner the highest and best use of property fronting on and/or accessible to such designated streets and roads.	This objective promotes strip development, which is autooriented and inefficient. These proposed corridors run the length and width of the county. Highest and best uses should be promoted in established nodes where they are the most accessible to population density and to existing infrastructure. Etc. etc.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	Spartanburg County Land Use Map: Recommended Strategies High/Low Intensity Use Corridors:	Enact corridor development policies that: minimize the impact of traffic movement and the carrying capacity of such corridors; promote safety; address appearance and alignment of buildings; make landscaping an integral part of all future development; promote street tree plantings and the greening of corridors; and, address signage and the proliferation thereof	Consider design guidelines and access management policies for development along these corridors.		Spartanburg Area Active Living Assessment
Spartanburg County Comprehensive Plan	PART VIII. ORGANIZATION	Create a Futures (Joint Planning) Commission with jurisdiction throughout Spartanburg County, Responsible for Long Range Comprehensive Planning.	Currently, the SPATS is the only regional planning organization. A complementary organization dedicated to land use decision making would certainly contribute to coordinated planning that would be more active living-friendly.		Spartanburg Area Active Living Assessment