

WESTERN PLANNING DIVISION

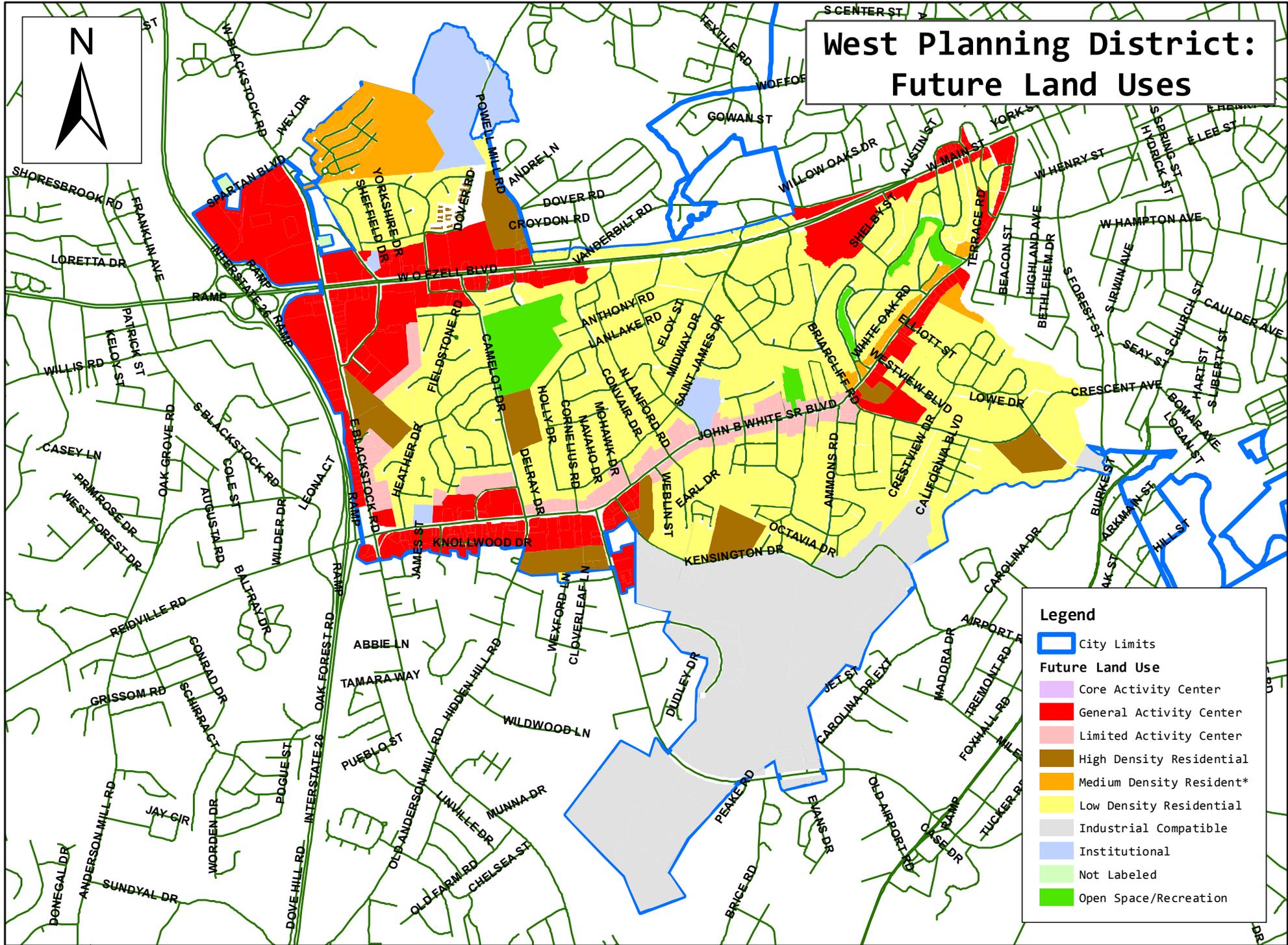
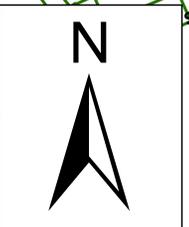
EXISTING LAND USE

The Western Planning Division displays two distinct characters, divided at the Williams Branch of Fairforest Creek. Development to the west of the creek is characterized by relatively new single family residential subdivisions, with large apartment complexes and strip commercial activities located along major transportation corridors. Westgate Mall, one of two regional shopping centers in Spartanburg, and the redeveloped Dorman Campus, with Wal-Mart and Home Depot as anchors, form the commercial core of the area with other neighborhood and community level shopping areas located at major street intersections along Ezell Boulevard, Blackstock Road, and John B. White, Sr. Boulevard.

Development to the east of Williams Branch is older. Similar to the western portion of the planning division, single family residential uses are dominant. However, residential areas display a more traditional neighborhood character, in contrast to the presence of newer subdivision developments in the western portion of the planning area. The primary commercial district in the eastern half of the planning division is along John B. White, Sr. Boulevard. Multi-family activities are concentrated in two apartment complexes operated by the Spartanburg Housing Authority as well as several small apartment communities.

As is consistent with the residential character of the area, there is an extremely limited presence of industrial activities within the Western Planning Division. The only major public use present is the Spartanburg Memorial Airport. Other public/civic activities include schools, a library, parks and churches. Approximately ten percent of the land is vacant; however, there are few large undeveloped tracts. Much of the vacant land is constrained by steep terrain along the banks of Fairforest Creek at the eastern edge of the planning area.

West Planning District: Future Land Uses



Legend

-  City Limits
- Future Land Use**
-  Core Activity Center
-  General Activity Center
-  Limited Activity Center
-  High Density Residential
-  Medium Density Resident*
-  Low Density Residential
-  Industrial Compatible
-  Institutional
-  Not Labeled
-  Open Space/Recreation

0 2,000 4,000 8,000 Feet

Table LU2
Western Planning Division
Land Use Character

Percentage of Area by Major Land Use Category													
SF Res	Other Res	Office	Inst.	Comm.	Ind.	Rec./Open	Vacant	Total					
35	10	7	13	22	3	4	6	100					
Percentage of Area by Zoning Classification													
R-15	R-12	R-8SF	R-8	R-6	GID & LOD	LC	B-1	B-2	B-3	B-4	I-1	I-2	Total
24	25	0	3	9	3	3	11	0	6	0	16	0	100
Percentage of Area by Future Land Use Classification													
LDR	MDR	HDR	LAC	GAC	CAC	IC	Ind.	Inst.	OS/R	Total			
45	1	4	6	12	0	0	27	1	4	100			

Future Land Use Categories

LDR	Low Density Residential	CAC	Core Activity Center
MDR	Medium Density Residential	IC	Industrial Compatible
HDR	High Density Residential	Ind.	Industrial
LAC	Limited Activity Center	Inst.	Institutional
GAC	General Activity Center	OS/R	Open Space / Recreation

LAND USE ISSUES

Land use issues in the Western Planning Division result primarily from changes in traffic patterns. The significant population growth, which has occurred in this area over the past twenty years, combined with its location between the city center and two interstate highways, has led to substantial traffic increases. In response, the number of commercial activities has grown tremendously to serve the growing population, as well as to take advantage of high vehicle counts. The primary land use issues facing the planning division are to identify the most appropriate locations along major thoroughfares for commercial activities, as well as to establish definitive limits for commercial development.

W. O. EZELL BOULEVARD CORRIDOR

Existing Conditions

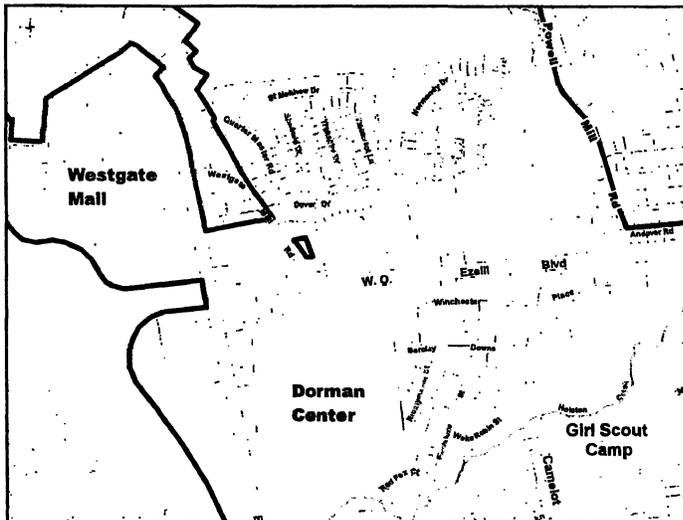
W.O. Ezell Boulevard is a four and seven lane divided highway serving as a primary entrance to the City from interstate highways 26 and 85. The western portion of the corridor, extending from the city limits to Powell Mill Road, is presently heavily commercialized. One of two regional shopping malls in Spartanburg along with the redeveloped Dorman Campus, where Wal-Mart and Home Depot have located, anchors the commercial development of this area. To the east of Powell Mill Road, the character of the corridor changes drastically. The road contains a grass and tree filled median and is lined by single family residential neighborhoods. Further to the east, at Tanglewylde Avenue, the road becomes West Main Street. The tree lined median ends and the dominant land use becomes commercial, extending into downtown.

Issues

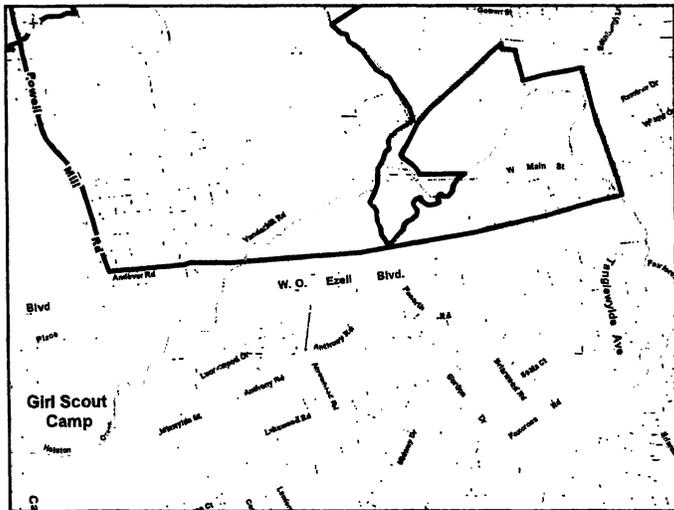
The western segment of the corridor is identified as a Critical Development Area. It is a primary gateway into the City for motorists from the west and south with over 100,000 vehicles per day passing through the area on Interstate 26, W.O. Ezell Boulevard, and Blackstock Road. This area has undergone a significant change since 1998 with Dorman High School moving and some existing businesses moving to new locations. These changes have intensified the commercial activities in eastern edge of this area.

The previous site of Dorman High School has been converted into a high commercial activity site with a number of strip malls and big box developments. The site itself is designated General Activity Center, with the exception of the eastern boundary adjacent to primarily residential properties, which is designated as a limited activity center. At the same time some businesses, including the K-Mart on E Blackstock Road, have moved from their existing locations leaving empty storefronts that offer redevelopment potential. Future development will significantly impact the economic characteristics, land use, and traffic patterns of Spartanburg.

WO Ezell Blvd. Corridor - West



WO Ezell Blvd. Corridor - Central



Further east, the primary issue related to the W.O. Ezell Boulevard corridor concerns the portion of the road between Powell Mill Road and Tanglewylde Avenue. Because of commercial activities located at both ends of this area, and high traffic counts recorded for the road (approximately 25,000 vehicles per day), pressure for commercial development will be strong. While there is commercial potential for the corridor, it does serve the community well as a residential area. As a major entrance into the City, it creates an extremely attractive visual image of Spartanburg. The area is characterized by large lots, well maintained homes with generous setbacks, rolling terrain and thick landscape vegetation. The terrain would

hinder commercial development, as costs associated with the cut and fill of slopes would be significant. Residences along this corridor generally face away from the street, limiting the number of driveways along Ezell Boulevard. Most of the lots in the area are screened from the road by a thick vegetative buffer. Homes are well maintained, suggesting that residents have a commitment to the community and have confidence in its future. In fact, along heavily traveled roads, it is often a haphazard commercial transition that produces a decline in residential quality.

If commercial activities expand further east along this corridor, to preserve the remaining residential neighborhoods, it is critical to enact policies that would prevent impacts of commercial activities from overflowing into the residential areas. Strict architectural controls or the creation of some type of planned unit development to require larger lots, quality design, adequate driveway spacing, and uniform landscaping would be appropriate. If a commercial transition is recommended, specified cutoff points should be designated.

WO Ezell Blvd. Corridor - East

1999 Future Land Use Designation

The 1999 Plan established a General Activity Center at the intersection of W.O. Ezell Boulevard and Camelot Drive with the exception of the rear portion of the Dorman High School Campus. This area was designated a Limited Activity Center to separate the high impact of the commercial area from adjoining low density residential uses. To the north of Ezell Boulevard, the GAC extends eastward to Powell Mill Road. On the south side of Ezell Boulevard, the GAC extends to Vanderbilt Road. The corridor is shown as Low Density Residential between these points and Tangelwyld Avenue. At that intersection, the classification of the corridor changes to GAC through the eastern edge of the planning area.



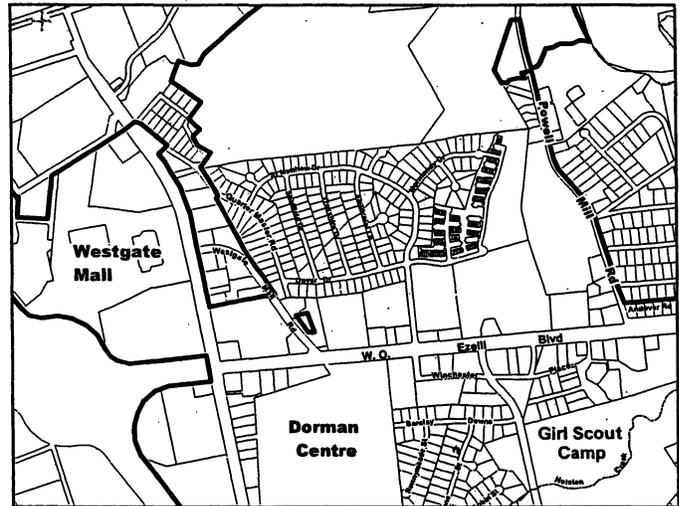
Recommendation

Preserve the W.O. Ezell Boulevard corridor as it is currently utilized. Designate the portion of the corridor to the west of Powell Mill Road on the north and Vanderbilt Road on the south as General Activity Center. Designate the southern and eastern boundaries of the Dorman Center as a Limited Activity Center to buffer the high impact of the commercial area from adjoining low density residential uses. Designate the portion to the east, extending to Tangelwyld Avenue as Low Density Residential. At that intersection, the classification of the corridor should be designated as General Activity Center through the eastern edge of the planning area. There is little evidence to suggest that the existing residential usage will decline in quality. Several of the main arteries entering Spartanburg contain unattractive commercial development and the City should take full advantage of the positive image this corridor creates. This is consistent with the recommendation in the 1999 Future Land Use Plan.

WADSWORTH HILLS NEIGHBORHOOD TO THE EAST OF WESTGATE MALL

Existing Conditions

The portion of the Wadsworth Hills neighborhood to the east of Westgate Mall, in the vicinity of Westgate Mall Drive, is surrounded by intense commercial activities both within the City as well as in adjacent areas of unincorporated Spartanburg County. In addition to the mall, commercial activities along W. O. Ezell Boulevard, Westgate Mall Road and Quartermaster Road impact this area. These operations and associated traffic and congestion impact the residential quality of the neighborhood producing pressure for commercial development.



Wadsworth Hills Neighborhood

Issues

The primary issue is to determine if the General Activity Center including Westgate Mall and Ezell Boulevard should be extended into any portion of the Wadsworth Hills neighborhood, which would indicate receptiveness for commercial transition. If a change is to be made, it is important to establish a cutoff point so that inhabitants in the remaining residential area could have a sense of stability in the future of their neighborhood.

Because of the high traffic volume in the area and the surrounding commercial land uses, the City may receive requests to rezone portions of the neighborhood for commercial usage. Several factors support the preservation of Wadsworth Hills as a Low Density Residential area. With only a few exceptions, homes are well maintained, suggesting commitment and confidence in the continued viability of the neighborhood on the part of residents. Homes backing up to Westgate Mall Road are buffered by vegetation. Lots in the neighborhood are small, which would require the acquisition of several parcels to make a commercial development feasible. A change in the land use designation would create a patchwork transition with residential and commercial activities interspersed. Moving the line dividing the General Activity Center and Low Density Residential area would not eliminate the incompatible adjoining land use problem, but would only move it. Also, many properties in the area are covered by deed restrictions prohibiting non-residential activities. By applying a land use category that is inconsistent with these covenants, the City may set the neighborhood up for conflict and legal battles.

1999 Future Land Use Designation

The 1999 plan establishes Westgate Mall Road as the division between the General Activity Center, associated with Westgate Mall, and the Low Density Residential area to the east.

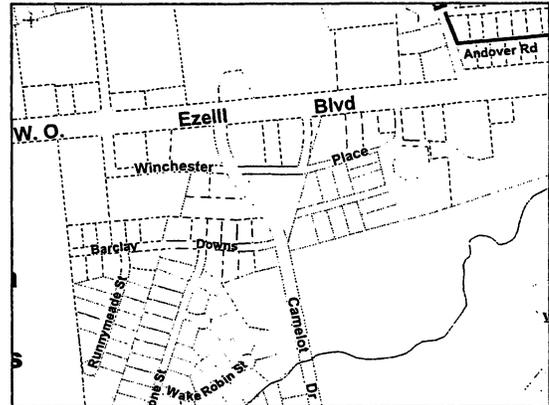
Recommendation

Retain Westgate Mall as the division between a General Activity Center to the west and Low Density Residential to the east. Do not allow commercial intrusion in the Wadsworth Hills neighborhood. The Low Density Residential designation should extend southward from the city limits to lots fronting on Dover Drive. Parcels to the south are included within the General Activity Center aligning W. O. Ezell Boulevard. This recommendation represents no change from the 1999 Future Land Use designation.

WINCHESTER PLACE IN THE AREA OF W.O. EZELL BOULEVARD AND CAMELOT RD

Existing Conditions

Commercial development along Ezell Boulevard exhibits a fairly steady depth extending back from the road. In the vicinity of Winchester Place, some large vacant tracts offer potential for the extension of commercial activities further south to the commercial center at the corner of Blackstock Road and Ezell Boulevard. Although the inclusion of this area in a General Activity Center associated with Ezell Boulevard would increase development options, any extension of commercial activities should be considered carefully. The vacant area offers a transition between existing residences and commercial land uses. The City has established a precedence of denying further commercial intrusion in response to previous zoning requests, which was well supported by the community. The vacant parcels appear to have reasonable marketability for residential usage if designed correctly.



Winchester Place

Issues

The question associated with this area is whether to extend the General Activity Center associated with W. O. Ezell Boulevard into a vacant area to the south along Winchester Place. Conversely, designating the vacant tracts as Low Density Residential would provide greater transition and buffering for adjoining residential neighborhoods.

1999 Future Land Use Designation

The 1999 plan establishes General Activity Center one parcel south of Winchester Place along its entire length. The border dividing commercial and residential zoning districts is the northern boundary of the Camelot Subdivision. The 1999 plan designates the area to the south as Low Density Residential.

Recommendations

Retain the border for General Activity Center one parcel south of Winchester Place along its entire length. The boundary of the Camelot Subdivision will remain as the northern boundary for Low Density Residential in this area. The border provides reasonable economic use of the vacant parcels and should maintain the stability of the residential area to the south. This recommendation represents no change from the 1999 Future Land Use designation.

PARK HILLS NORTH NEIGHBORHOOD

Existing Conditions

Park Hills North is one of Spartanburg's oldest suburban neighborhoods. The area is characterized by rolling hills with steep banks rising from Fairforest Creek. Homes are generally large, situated on large lots and possess unique architectural character. In recent years the neighborhood has been impacted by its proximity to the Ezell Boulevard - John B. White, Sr. Boulevard intersection. Also, a number of dwellings, especially in the vicinity of High Point Road and Terrace Road, have been converted into

JOHN B. WHITE BOULEVARD CORRIDOR

For purposes of analysis, the John B. White Boulevard corridor is divided into three segments; the eastern section, extending from the road's intersection with W. O. Ezell Boulevard to Briarcliff Road; the central portion, between Briarcliff Road and Earl Drive; and the western component, between Earl Drive and the western City limits, near Interstate Highway 26. The eastern section of the corridor is characterized by older development, with commercial activities dominant extending southward to Fairforest Creek. Residential uses dominate to the west and south of the creek. The central and western sections have experienced significant re-development in recent years. Older homes have been replaced by office and commercial business uses.

JOHN B. WHITE BOULEVARD CORRIDOR - EASTERN SECTION

Existing Conditions

In the eastern portion of the corridor, the major issue concerns remaining residential dwellings. A low to medium density residential area fronts on the western side of John B. White Boulevard. Commercial activities are located across the street, as well as to the north of the subject area, between Fairforest Creek and Crescent Circle. The average daily traffic volume on John B. White, Sr. Boulevard is 18,000 vehicles. The high traffic volume, related congestion, and nearby commercial activities decrease the attractiveness and residential quality of neighborhoods in the area.



John B. White Blvd. Corridor - East

Issues

Several characteristics of the neighborhood suggest that its greatest potential for future viability is as a residential area. Lots are buffered from the road by deep setbacks and steep terrain. Despite the high traffic volume and close proximity of commercial activities, the neighborhood has remained fairly stable. Lot sizes are relatively small, which would require the assimilation of numerous parcels and demolition of structures to facilitate commercial development. Typically, in an area of this character, the resultant small lot development on a parcel-by-parcel basis prevents substantial investment and the development of a quality image. The utilization of landscaping or other design features are also limited. The commercial conversion would pose additional traffic safety issues. Also, the terrain, which helps to buffer homes from the street, would prove to be a hindrance for commercial development.

A number of factors are present, however, that support a commercial or limited activity designation for future land use. Many of these types of uses currently exist across the street and to the north of the subject area. John B. White, Sr. Boulevard is a major five lane artery. The grade differentiation and front setbacks of homes in the vicinity of Crescent Avenue are not as great as for areas to the north. The marketability of homes may be limited by their frontage on the major street. If property owners do not perceive investment potential in their properties, they will be reluctant to maintain them, resulting in an overall decline of the neighborhood.

Since the 1999 plan, an amendment was made to allow limited office activities along the corridor through zoning changes. These changes are meant to maintain the future potential for residential viability and to preserve the residential designation of the area. In particular, the change came in the designation of a portion of the western side of John B. White Boulevard as Limited Office Zoning District while the eastern border is mostly designated neighborhood shopping district.

1999 Future Land Use Designation

To the north of Daniel Morgan Avenue, the 1999 plan designates the John B. White, Sr. Boulevard corridor as a General Activity Center. To the south of Daniel Morgan Avenue, the western portion of the corridor is designated as Medium Density Residential, except for the area to the north of the intersection of John B. White, Sr. Boulevard and Terrace Road, which is designated as a General Activity Center. The western portion of the corridor is established as Low Density Residential from Marlboro Road to just south of High Point Road. To the south, the area is designated as Medium Density Residential, extending to Briarcliff Road.

Recommendation

Although the western portion of the corridor, from just south of High Point Road to Briarcliff Road, is designated as Medium Density Residential, it is acknowledged that this area is in a state of transition. There is intense commercial activity present across John B. White, Sr. Boulevard, as well as to the north and south of the issue area. Also, the traffic volume on White, Sr. Boulevard is high for a residential neighborhood, and some properties are in a state of decline. Therefore, as office development is presented and is designed in a manner that enhances the area, minimizes congestion and traffic safety issues, and protects nearby residential properties, it should continue to be considered. In addition, office development on sites containing approximately one (1) acre and having approximately 200 feet of frontage will be considered. The lot size and street frontage dimension may be reduced below the above standard, provided that:

1. The City requirements for bufferyards, landscaping, parking, and vehicular access can be met; and
2. The proposed rezoning represents the consolidation of at least two (2) lots.

When a rezoning is requested that will result in less than 200 feet of street frontage, staff shall provide an analysis to the Planning Commission and City Council as to whether City requirements can be met.

For the eastern portion of the corridor, the area is established as a General Activity Center from West Main Street to Crescent Avenue, except that portion of the corridor from Crescent Road to just north of Elliott Street which is Low Density Residential, and High Density Residential areas between Westview Boulevard and Crescent Avenue. The consideration of office developments between High Point Road and Briarcliff Road are the only departure from the recommendation set out in the 1999 Future Land Use Plan.

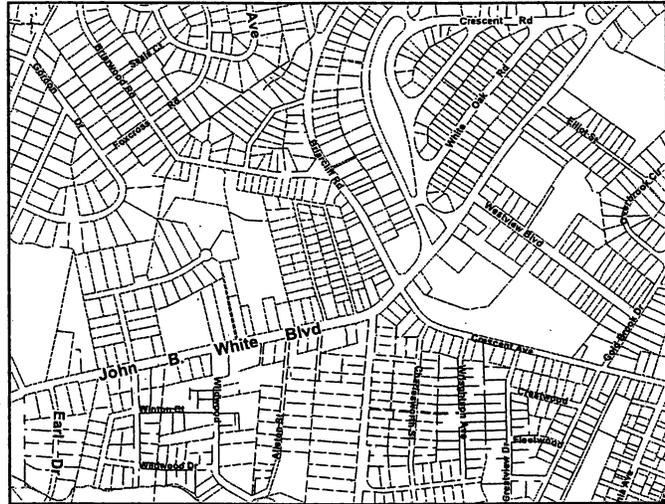
JOHN B. WHITE BOULEVARD - CENTRAL SECTION

Existing Conditions

This segment of John B. White, Sr. Boulevard contains less dense development and a lower volume of traffic than do the other portions. The dominant land use is low density residential, though some offices, a school and several churches are also present. Although to less of an extent than in the western portion of the corridor, this area has experienced a residential-to-office transition over the past several years. As the area continues to grow, policy makers will continue to be faced with requests for non-residential zoning designations.

Issues

Through zoning decisions over the past several years, the City has shown a willingness to allow zoning for office, institutional, and civic uses, in this corridor but has not been receptive to more intense general commercial activities. Although dwellings in the area are well maintained, future viability for residential development is somewhat threatened by the high speed, high volume nature of the road, the existence of more intense land uses to both the north and the south, and the presence of several other non-residential activities.



John B. White Blvd. Corridor - Central

Although this portion of the corridor does not exhibit strong potential to remain residential, it does not possess a general commercial character either. Many of the non-residential uses present are churches and schools. Most of the businesses are small office complexes. Traffic volume in this section of the corridor is lower than in the eastern and western portions of the road. Development is newer and of a higher quality than the eastern sections of the road. As the area continues to develop it is important to maintain these qualities. The existence of relatively large lots enhances a residential to office/civic transition by allowing for greater landscaping and buffering, as well as for more effective site design.

1999 Future Land Use Designation

The 1999 plan established this portion of the John B. White Boulevard corridor as a Limited Activity Center.

Recommendation

Establish this portion of the John B. White Boulevard corridor as a Limited Activity Center. This continues the City's successful practice of accommodating professional office and other low intensity commercial and civic uses, while preserving the relatively non-congested character of the area and limiting impacts on nearby residential neighborhoods. On balance, allowing the remaining single family homes to become other uses will produce a desirable outcome. The implementation of design standards to ensure quality development is critical to maintaining the economic success of the area. This recommendation represents no change from the 1999 Future Land Use Plan.

JOHN B. WHITE BOULEVARD - WESTERN SECTION

Existing Conditions

The western section of the John B. White corridor, between Earl Drive and the city limits, is characterized by mixed land uses and a patchwork zoning pattern. Residential and office/institutional land uses are located to the north and more general commercial type activities are located to the south. This is one of the most heavily traveled sections of road in the City, with an average traffic count of over 28,000 vehicles per day. Heavy truck traffic utilizes this portion as a linkage to Interstate Highway 26. In determining the most appropriate future land use designation for this segment, two issues are of greatest

importance, what to do with the few remaining residential dwellings and whether to uphold a current City practice of limiting uses on the north side of the thoroughfare to office and institutional activities. An exception to this pattern is already present at the intersection of John B. White Boulevard and Camelot Road, where a strip commercial shopping center is located.

Issues

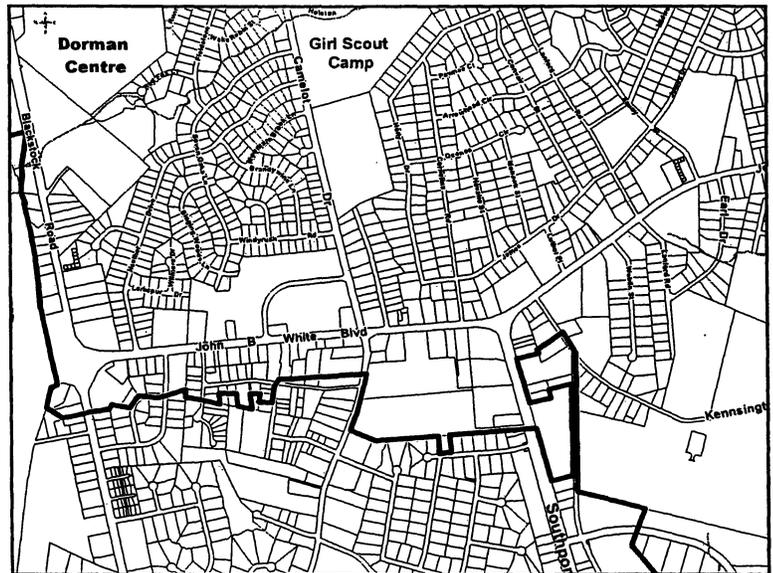
Activity in the corridor is of such intensity that it would be unreasonable to prohibit the conversion of the remaining residential units into a use that is more consistent with high traffic counts and surrounding commercial and office development. The City's practice of allowing office and institutional land uses to the north of the roadway, while allowing more intense commercial activities to the south, appears to work. City Council has already made the decision to allow commercial development along this stretch of John B White Blvd as long as it includes parcel assemblage. Viable development is permitted within the corridor.

Neighboring residential activities to the north are buffered by office facilities, which generate much less traffic and evening activity than do commercial operations. Also, office development serves as an effective transition between land uses. Residential neighborhoods are located further off the corridor to the south than to the north; therefore general commercial development does not produce undue impacts. A shopping center on the north side of the corridor at Camelot Road generates the highest traffic volume in the area. It is important to determine whether this type of use should be limited to the intersection, or whether it should be used to establish a precedent for allowing more intense activities on at least a portion of the north side of the corridor.

1999 Future Land Use Designations

To the north of John B. White Boulevard, the 1999 Future Land Use Plan designates the corridor as General Activity Center while the area just north of Camelot Court is designated as a Limited Activity Center. For this portion of the corridor, the Limited Office District (LOD) zoning district is preferred over the Limited Commercial (LC) classification. To the south of John B. White, Sr. Boulevard, the plan designates the portion of the corridor to the east of Weblin Street as a Limited Activity Center. The apartment complex between Weblin Street and Kensington Drive is designated as a High Density Residential Area. To the immediate east and west of Kensington Drive, the plan calls for General Activity Center development.

John B. White Blvd. Corridor – West



Recommendation

To the north of John B. White Boulevard, Camelot Drive is used as the transition point between Limited Activity Center to the east and General Activity Center to the west. Review of development in the LAC area must ensure that it is compatible with the adjoining residential neighborhood. For this portion of the

corridor, the Limited Office District (LOD) zoning is preferred over the Limited Commercial (LC) classification. To the west of Camelot Drive, classify the corridor as a General Activity Center, with a Limited Activity Center transition area to the north.

To the south of John B. White Boulevard, designate the portion to the east of Weblin Street as Limited Activity Center. Review of development in the LAC area must ensure that it is compatible with the adjoining residential neighborhood. For this portion of the corridor, the Limited Office District (LOD) zoning is preferred over the Limited Commercial (LC) classification. Retain the existing apartments in the vicinity of Weblin Street and Kensington Drive as High Density Residential. Classify the area to the west of Kensington Drive as a General Activity Center. This recommendation represents no change from the 1999 Future Land Use Plan.

EAST BLACKSTOCK ROAD CORRIDOR BETWEEN W. O. EZELL BOULEVARD AND JOHN B. WHITE, SR. BOULEVARD

Existing Conditions

Blackstock Road is a major connector between Ezell Boulevard and John B. White, Sr. Boulevard, with an average traffic volume of over 17,000 vehicles per day. The area to the west of Blackstock Road borders Interstate Highway 26. It contains a mixture of Commercial and Limited Office zoning classifications and land uses, as well as some vacant parcels. The area to the east of Blackstock Road has primarily Office and Institutional activities. A large regional shopping center has recently been developed in the eastern section of the corridor on a site previously occupied by Dorman High School. Established single family subdivisions and an apartment complex are situated to the rear of the corridor.

Issues

A clear focus is needed for the corridor to guide policy makers in reviewing future zoning requests. A fair amount of vacant land exists in the western portion of the corridor. Some vacant areas are also present to the east, as well as a few residential units on parcels which may have re-development potential. Because the western part of the corridor backs up to the interstate, there is no need to protect adjoining uses. There is a concern to the east, however, where the corridor abuts residential subdivisions.

The development of a furniture store on the eastern side of Blackstock Road, south of Burton Street required a rezoning from LC to B-1 despite its inclusion in a Limited Activity Center. This presents an issue of whether a more intense land use designation should be considered for the area on the eastern side of Blackstock Road south of the old Dorman High School site. The area has significant development potential along a major corridor on the west side of town. It also abuts an established residential area that should be protected. Although the furniture store was allowed, it does not have the intensity of use that is typically associated with retail commercial operations. Since the 1999 plan, the issues were resolved and the property remained designated as a Limited Activity Center.

1999 Future Land Use Designation

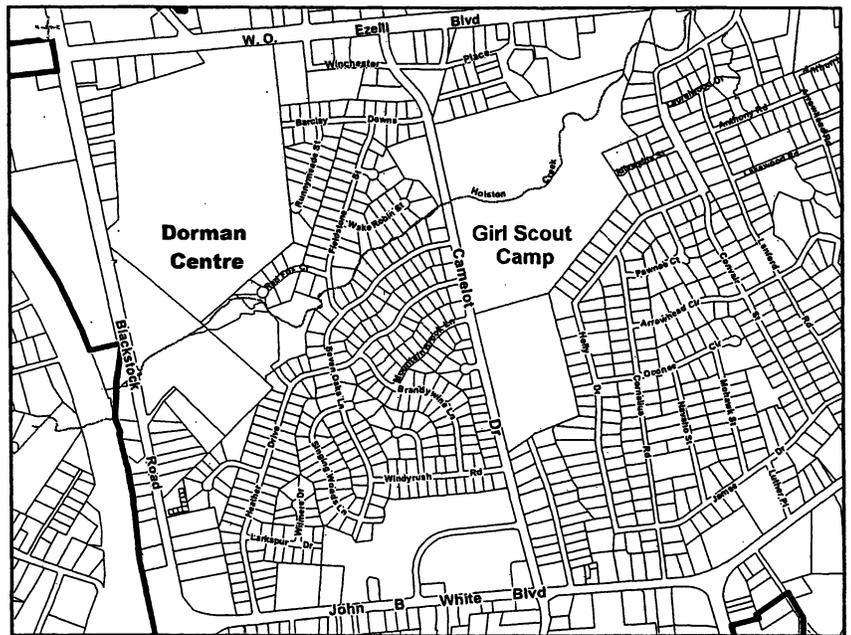
The 1999 plan shows the area between Blackstock Road and Interstate Highway 26 as a General Activity Center. To the east of Blackstock Road, the plan designates the area at the intersection with W.O. Ezell Boulevard as a General Activity Center. Adjacent to that area, two existing apartment complexes are designated High Density Residential. South of the apartment complexes Blackstock Road is designated as Limited Activity Center.

East Blackstock Rd Corridor & Camelot Rd Corridor

Recommendation

Retain the General Activity Center between Blackstock Road and Interstate Highway 26. This will allow the vacant parcels to be developed at the same intensity as the existing shopping center on the northern edge of the issue area, which appears appropriate for an area between a major roadway and interstate highway. To the east of Blackstock Road, the plan designates the area at the intersection with W.O. Ezell Boulevard as a General Activity Center. A High Density Residential area exists in the location of two existing apartment complexes. Extending further to the south is a Limited Activity Center which borders the GAC located at John B.

White, Sr. Boulevard. This designation will allow uses consistent with the high traffic volume of the road and with the commercial activities across the street, while providing an effective transition for homes and apartments to the rear of the activity center. This recommendation represents no change to the 1999 Future Land Use Plan.



CAMELOT ROAD CORRIDOR

Existing Conditions

Camelot Road is a four lane thoroughfare connecting Ezell Boulevard and John B. White, Sr. Boulevard. Commercial development is limited to the intersections of those arterials. The dominant land use in the corridor is single family residential, though an apartment complex and large, relatively open, parcel used as a Girl Scout camp are also present. A change in grade shields the apartment complex from other land uses. Neighborhoods along the corridor, including those homes with direct frontage on the road, are stable and well maintained. Although there has been no interest in commercial development in the area, that the road is four lanes, with an average daily traffic volume of over 11,000 vehicles, suggests that the City may receive requests for rezoning in the future, most likely for the parcels adjacent to existing commercial development.

The Girl Scout camp, located in the northeast corner of the corridor, is of particular interest. It is a large relatively clear parcel in an urban area. Currently, there is a proposal to expand the conference facility on the site. The parcel is designated as a Critical Development Area because of its significant size and location in a stable single family area.

Issues

The issues facing this area are to determine whether any portion of the residential area of the corridor should be designated for some other usage, and to determine what types of development would be appropriate if the Girl Scouts expanded their use of the site.

The protection of stable residential neighborhoods is a primary goal of the plan. As noted in the Existing Conditions section, Spartanburg has not been successful at attracting middle income households over the past several years. Between 1990 and 2000, the population of the City has declined while the county has grown by 12%. More specifically, the growth in the county has been in single family and mid to upper income households, meaning that the City is becoming increasingly the place of residence of lower income families and apartment dwellers. While the accommodation of these groups is seen as a responsibility of the City, the Plan lists the attraction and retention of a wide spectrum of household types as desirable.

The Camelot Road area contains middle class households. Because there are no commercial activities away from Ezell Boulevard or John B. White, Sr. Boulevard, the residential activities remain viable. The nearby neighborhoods contain homes that are well maintained and provide continued stability to the entire residential area. Classifying the corridor as Low Density Residential would support the homeowners' commitment to their neighborhood. In addition, the topography of the area is excellent for this type of development.

The Girl Scout Camp should continue to be designated as Open Space which is consistent with the current use. Should the Girl Scouts seek to expand their activities on site, development should be limited to uses that are complimentary to the Girl Scouts operation. At the time of the 2004 revisions, the Girl Scout Board considered a proposal to place a Conference Center on the site. The Center would serve Girl Scout Conferences. In addition, the camp would be rented out for various activities such as retreats, team building exercises, and other group activities. The Girl Scouts would also like to have their offices on the property.

1999 Future Land Use Designation

The 1999 plan classifies the intersections of Camelot Drive with W.O. Ezell Boulevard and John B. White, Sr. Boulevard as General Activity Centers. In between, it designates an existing Girl Scout camp as Open Space / Recreation and existing apartment complexes as High Density Residential. The plan shows the remainder of the corridor as Low Density Residential.

Recommendation

Classify the corridor as Low Density Residential with the end points included in the Ezell Boulevard and John B White Boulevard activity centers respectively. The Girl Scout Camp should continue to be designated as Open Space which is consistent with the current use. Should the Girl Scouts seek to expand their activities on site, development should be limited to uses that are complimentary to the Girl Scouts operation. Any development on the site should preserve the natural setting and open space on the site and limit any impact on the neighboring residential district. This recommendation is consistent with the 1999 Future Land Use Plan although it no longer gives consideration to the Girl Scout Camp property as a residential development.

AIRPORT - KENSINGTON DRIVE AREA

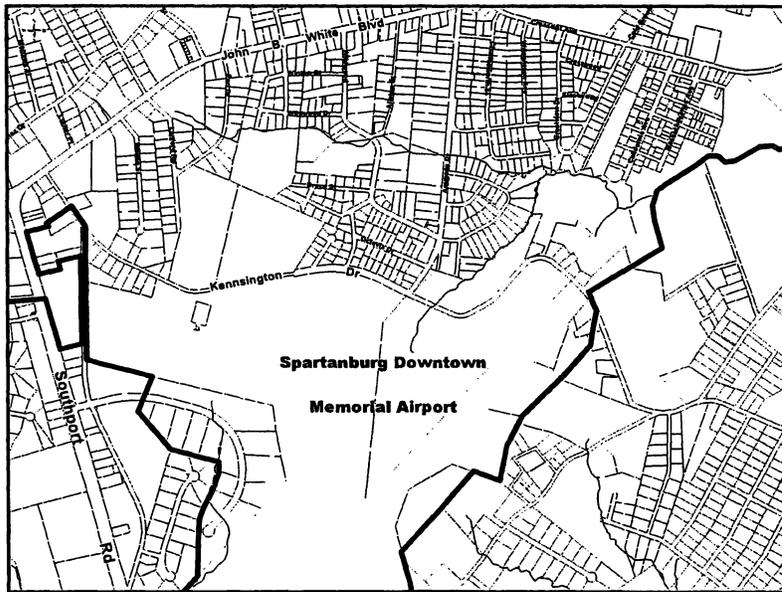
Existing Conditions

The airport area presents a number of future land use possibilities, as several different types of activities are present. Areas immediately outside the City contain industrial development. However, the land to the north of the airport in the City is predominantly residential in nature, with some vacant parcels located adjacent to the residential neighborhoods. A large vacant tract is across Kensington Drive from the airport. This tract is bounded to the north and west by Williams Branch Creek and one of its tributaries. An existing apartment complex is to the north of the tract and another complex exists to the south. Stable residential neighborhoods are to the east and southeast. Commercial activities are located further to the north, approaching John B. White, Sr. Boulevard.

Airports are generally viewed as supportive of industrial activities, while residential uses are less compatible because of noise and safety concerns. The Spartanburg Airport, however, receives relatively light traffic and few jets, which generate the greatest noise impacts.

Issues

Kensington Drive Area



In determining the most appropriate future land use designation for the area, two levels of analysis are required. In a general sense, a vision for the airport area should be developed. Single family, multi-family and industrial development could all be supported by the road system and existing activities. A more specific review is needed for the Kensington Drive area.

Although the land use plan is intended to serve as a general policy guide, because the vacant tracts in this area are large and could significantly impact the character of the surrounding neighborhoods, they are of special importance.

1999 Future Land Use Designation

The 1999 Future Land Use Plan classifies the airport and areas to the south, along Southport Road, as Industrial Compatible. To the north of Kensington Drive, land use designations are for Low Density and High Density Residential development.

Recommendation

The Kensington Drive area, to the north of the airport, is designated Low Density Residential with two exceptions. These exceptions are a large parcel northeast of the airport that is separated by Williams Branch Creek and a high density apartment complex to the northwest of the airport. However, a mixed use development of varying residential densities would provide a buffer between single family residential uses. Higher density uses could also work well if planned correctly, and should be supported. The concept would satisfy the various interests present. An important point to the success of the concept is the prevention of traffic accessing the multi-family area through a single family neighborhood on Lanford Street.

The area to the west and south of the airport, along Southport Drive, is identified as appropriate for an Industrial Compatible or Industrial designation, which would allow the extension of similar uses to those that are already present. Convenient access to the regional highway system and nearness to the airport would foster this type of development. Also, there are few homes in the area which would be impacted. The large parcel northeast of the airport, along Kensington Drive, is also designated as Industrial Compatible. A creek separates existing residential neighborhoods from this undeveloped parcel and separates road access from the residential areas to the north and west. This represents no change from the 1999 Future Land Use Plan.
