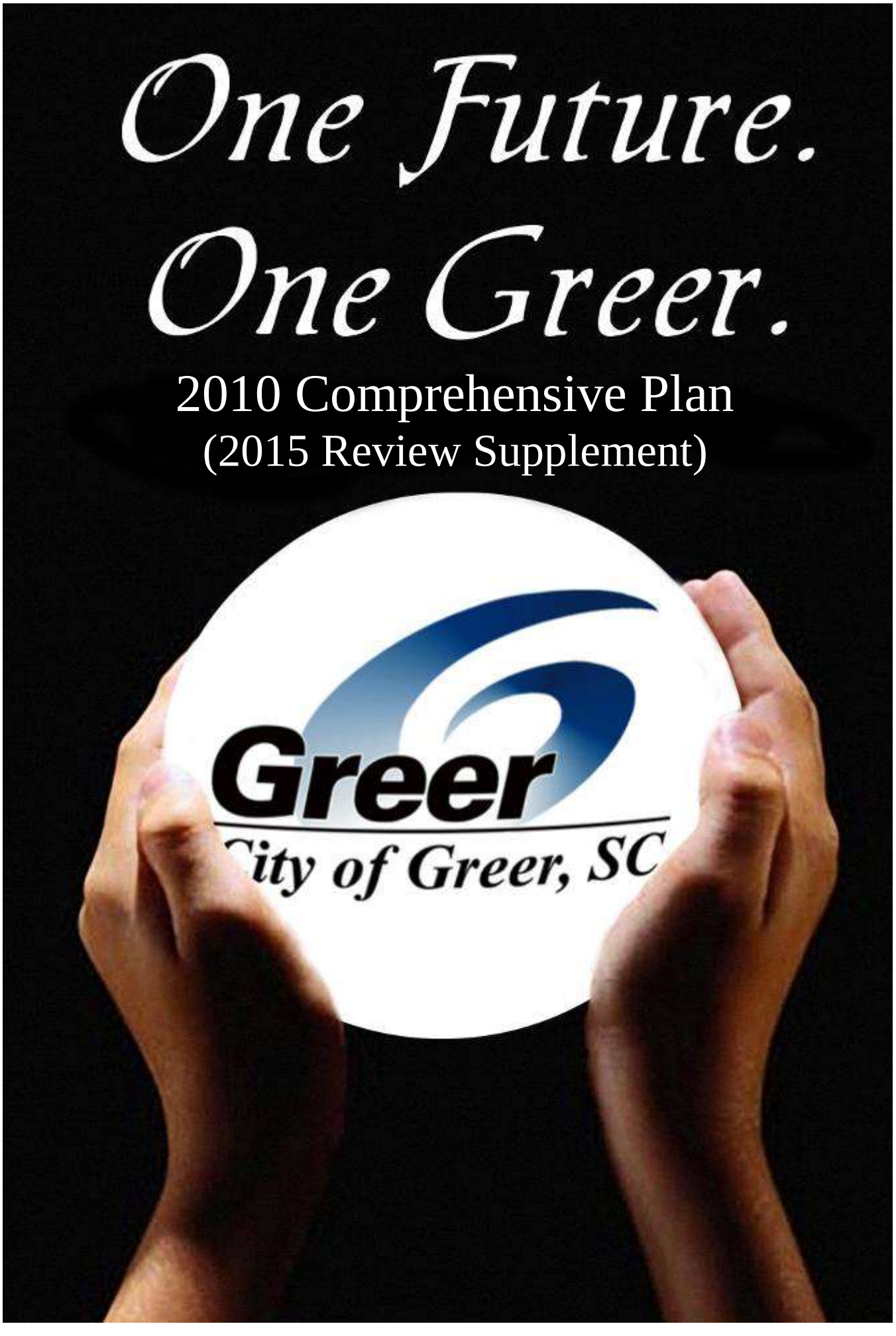
One Future. One Greer.

2010 Comprehensive Plan
(2015 Review Supplement)



Supplement: Table of Contents

Introduction **1**
Purpose and Requirements of the Comprehensive Plan Review 1

Supplement 1: Population **2**
Regional Context 2
Population Trends 3
Population Demographics 5
Forecast 9

Supplement 2: Economic Development **10**
Workforce Trends 10
Economic Development Strategies 12

Supplement 3: Housing **14**
Growth 14
Starts 15
Types 15
Age and Condition 16
Occupancy and Tenure 17
Cost and Value 18
Affordability 19

Supplement 4: Community Facilities **20**
Primary Education 20
Government Services 21
Health Services 25
Utilities 26

Supplement 5: Cultural Resources **28**
Unique Residential and Commercial Areas 28
Cultural Tourism 28

Section 6: Natural Resources **29**
Air Quality 29
Water Quality 30
Flood Plain and Flood Way Areas 30
Environmentally Concerned Sites 31

Section 7: Transportation **33**
Planning Studies 33
Transit Oriented Development 33
Highway and Transportation Plans 35
Greenville-Pickens Area Transportation Study (GPATS) 39
Greenways, Bicycle Paths, and Sidewalks 39
Rail Transportation 41
Public Transportation 43
Air Transportation 45

Section 8: Land Use **47**
Existing Land Use Inventory 47
Future Land Use Needs 49
Greer Community Master Plan 51

Section 9: Priority Investment **54**
Greer Community Master Plan 54
Identification of Funding Sources 67

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement: Introduction

Purpose and Requirements of the Comprehensive Plan



Under Section 6-29-510, paragraph E of South Carolina's Local Government Comprehensive Planning Enabling Act of 1994, jurisdictions that regulate land use under a written comprehensive plan must review that plan every five years and preform a complete update every ten years. This act does not identify any required specific actions that the jurisdiction must undertake to complete its five year review of the comprehensive plan. Therefore, based upon its judgement as to the best approach to take given the local situation the jurisdiction has the flexibility to address how the review is to be completed.

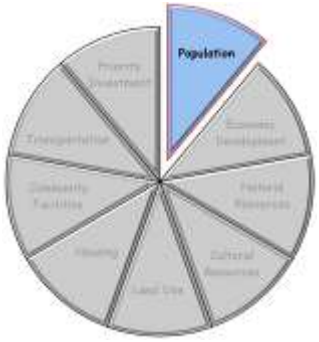
The five year review of the City of Greer Comprehensive Plan, "One Future, One Greer" adopted in 2010, focuses on updating the city's demographic information through ESRI's most recent Business Analyst reports, and identifies significant changes within each element of the plan. The changes identified by this review may be those such as physical improvements of community facilities, adopted plans since 2010, and actions that have been taken to implement the goals of each element within the 2010 Plan. The updated information in is review may serve as an enhanced guide for decision makers in managing the city's future growth and development.

The five year review is organized by each of the 2010 Comprehensive Plan's elements.

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

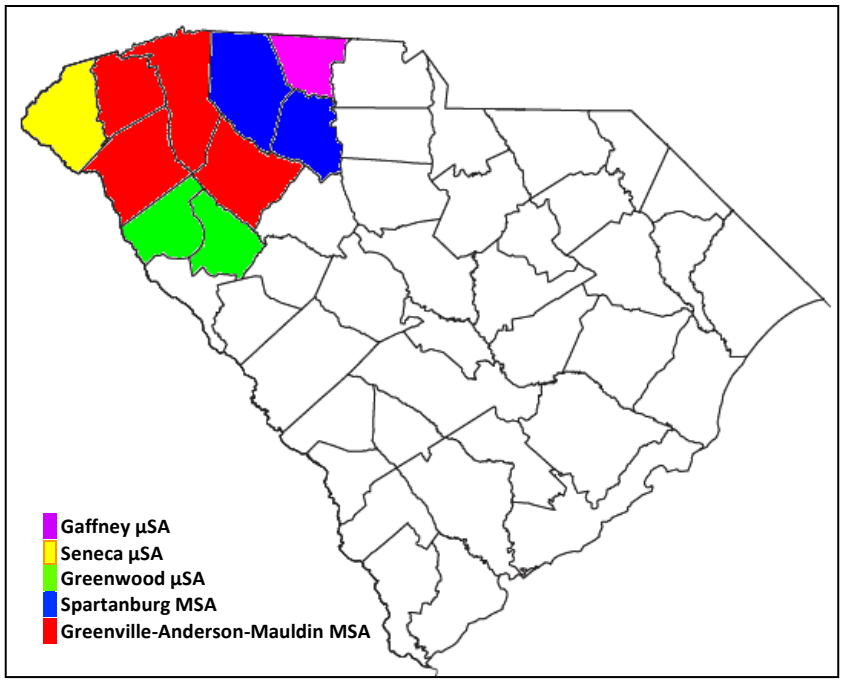
Supplement 1: Population



The Population Element considers the trends and projections of population demographics such as household size, educational attainment, and income characteristics. The updated information presented in this section has been compiled using data collected from ESRI's Community Profile reports, the U.S. Census Bureau's American Community Survey, and the City of Greer's Building and Developments Standards Department.

Regional Context

Supplement Figure 1-1
Core Based Statistical Areas of Upstate South Carolina

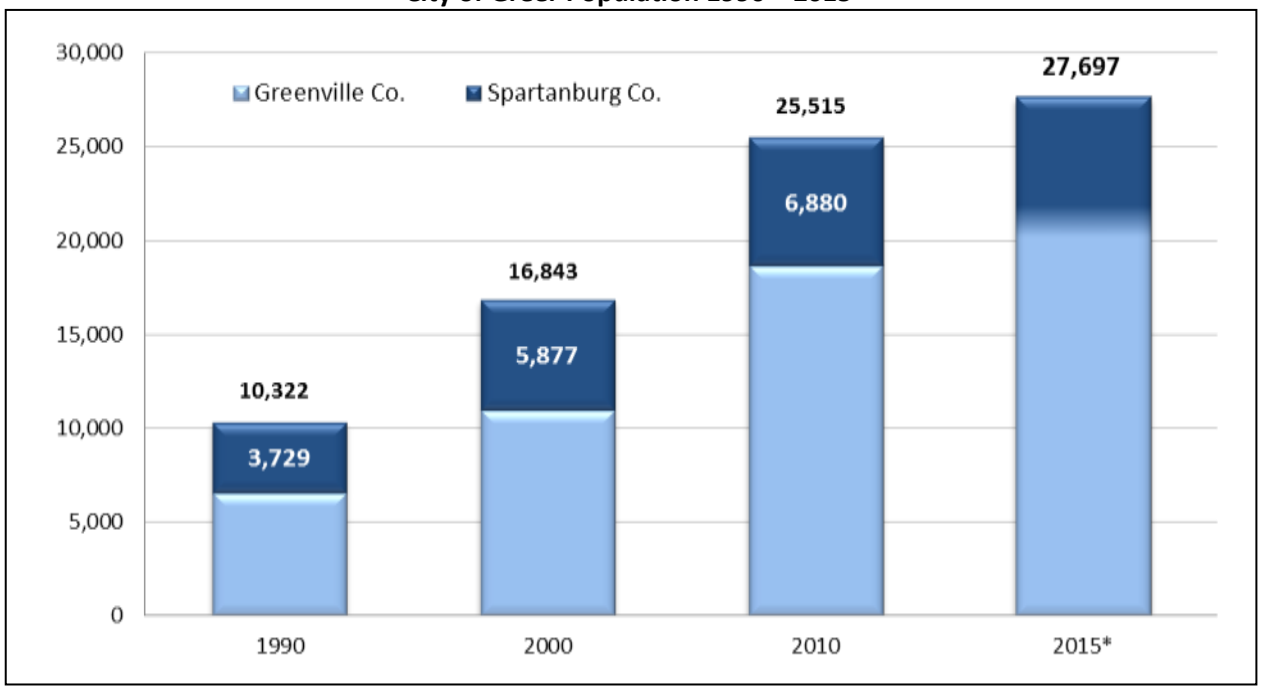


The City of Greer remains part of the Greenville-Spartanburg-Anderson Combined Statistical Area (CSA) but, as shown in Supplement Figure 1-1, the makeup has changed as a result of the 2010 US Census. The area now comprises 6,168 square miles with two Metropolitan Statistical Areas (the Greenville-Anderson-Mauldin MSA and the Spartanburg MSA) and three Micropolitan Statistical Areas (the Greenwood µSA, the Seneca µSA, and the Gaffney µSA) in ten Upstate counties of northwestern South Carolina.

Population Trends

Supplement Figure 1-2 shows the city's last three decennial population counts and the 2015 population estimate. While the 2010 population of 25,515 represented an unprecedented growth rate of 51% from 2000, the 2015 population estimate of 27,697 reflects a healthy growth rate of 8.6% since 2010 outpacing all other cities and counties in the Greenville-Spartanburg-Anderson CSA.

Supplement Figure 1-2
City of Greer Population 1990 – 2015



Estimate (2015 ESRI Community Profile) ***U.S. Census Bureau***

Supplement Tables 1-1 and 1-2 detail the population growth figures for the Greenville-Spartanburg-Anderson CSA by county and for those municipality's whose populations exceed 12,000. The Greenville-Spartanburg-Anderson CSA continues to experience healthy population growth since 2010. Overall, three counties are estimated to have had a slight decrease in population.

Supplement Table 1-1
Population Growth by County
Greenville-Spartanburg-Anderson CSA
1990 – 2015

	U.S. Census Data				1990 – 2000		2000 – 2010		2010 – 2014	
County	1990	2000	2010	2015*	% Change	per day	%Change	per day	%Change	per day
Greenville Co.	320,167	379,616	451,225	481,317	18.6%	16.3	18.9%	19.6	6.7%	16.5
Spartanburg Co.	226,800	253,791	284,307	294,141	11.9%	7.4	12.0%	8.4	3.5%	5.4
Anderson Co.	145,196	165,740	187,126	191,790	14.1%	5.6	12.9%	5.9	2.5%	2.6
Pickens Co.	93,894	110,757	119,224	120,753	18.0%	4.6	7.6%	2.3	1.3%	0.8
Oconee Co.	57,494	66,215	74,273	76,208	15.2%	2.4	12.2%	2.2	2.6%	1.1
Greenwood Co.	59,567	66,271	69,661	69,422	11.3%	1.8	5.1%	0.9	-0.3%	-0.1
Laurens Co.	58,092	69,567	66,537	66,445	19.8%	3.1	-4.4%	-0.8	-0.1%	-0.1
Cherokee Co.	44,506	52,537	55,342	56,327	18.0%	2.2	5.3%	0.8	1.8%	0.5
Union Co.	30,337	29,881	28,961	28,143	-1.5%	-0.1	-3.1%	-0.3	-2.8%	-0.4
Abbeville Co.	23,862	26,167	25,417	25,088	9.7%	0.6	-2.9%	-0.2	-1.3%	-0.2
CSA Total	**1,059,915**	**1,220,542**	**1,362,073**	**1,409,634**	**15.2%**	**44.0**	**11.6%**	**38.8**	**3.5%**	**26.0**

**Estimate (2015 ESRI Community Profile)*

U.S. Census Bureau

Supplement Table 1 – 2
Population Growth by Municipality
Greenville-Spartanburg-Anderson CSA
1990 – 2015

	U.S. Census Data				1990 - 2000		2000 - 2010		2010 – 2015*	
Municipality	1990	2000	2010	2015*	% Change	per day	% Change	per day	% Change	per day
Greenville	58,292	56,002	58,409	62,888	-3.9%	-0.6	4.3%	0.7	7.7%	2.5
Spartanburg	43,467	39,673	37,013	37,350	-8.7%	-1.0	-6.7%	-0.7	0.9%	0.2
Anderson	26,184	25,514	26,686	26,651	-2.6%	-0.2	4.6%	0.3	-0.1%	0.0
Greer	**10,322**	**16,843**	**25,515**	**27,697**	**63.2%**	**1.8**	**51.5%**	**2.4**	**8.6%**	**1.2**
Mauldin	11,587	15,224	22,889	24,159	31.4%	1.0	50.3%	2.1	5.5%	0.7
Greenwood	20,807	22,071	23,222	23,298	6.1%	0.3	5.2%	0.3	0.3%	0.0
Easley	15,195	17,754	19,993	20,120	16.8%	0.7	12.6%	0.6	0.6%	0.1
Simpsonville	11,708	14,352	18,238	19,332	22.6%	0.7	27.1%	1.1	6.0%	0.6
Gaffney	13,145	12,968	12,414	12,778	-1.3%	0.0	-4.3%	-0.2	2.9%	0.2
Clemson	11,096	11,939	13,905	14,592	7.6%	0.2	16.5%	0.5	4.9%	0.4

**Estimate (2015 ESRI Community Profile)*

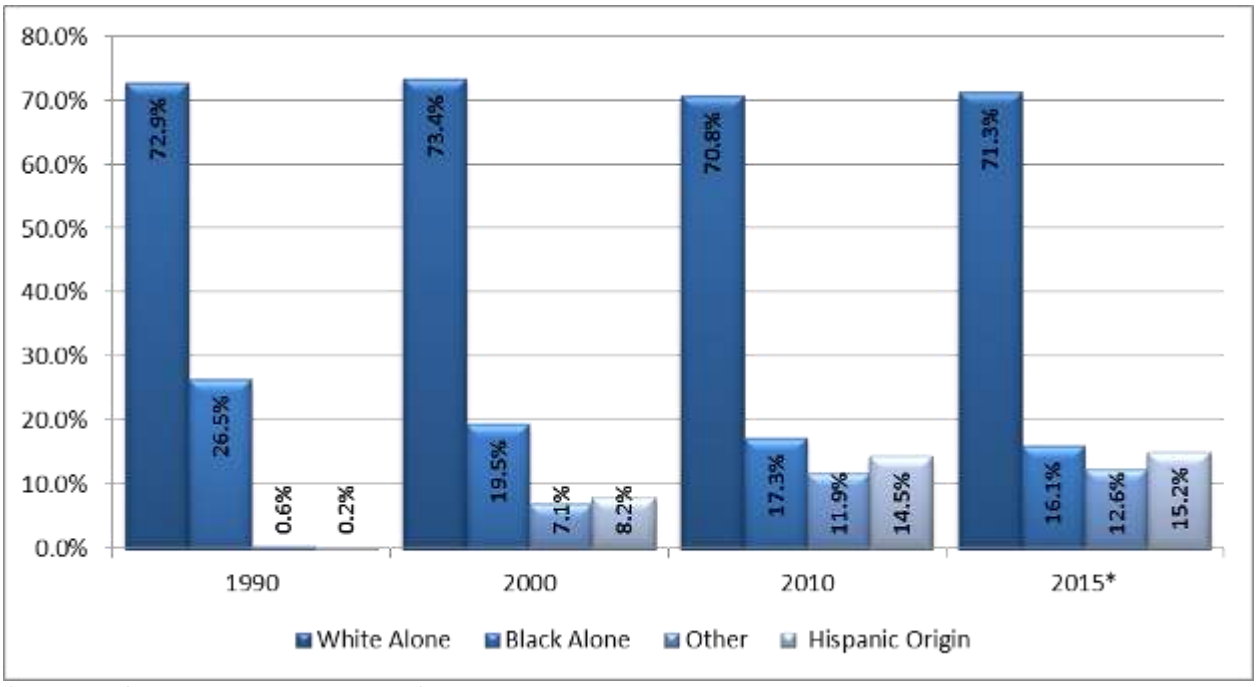
U.S. Census Bureau

Population Demographics

Race

Supplement Figure 1-3 shows the racial demographics for the city from 1960 to 2015. Since 2010, the estimated percent of the total population that identified themselves as White Alone increased slightly by 0.5% with a decrease of 1.2% for those who identified themselves as Black Alone. The estimated population that identified as of Hispanic Origin increased 0.7% and those that identified themselves as Asian, Native American, some other race, or of more than one race increased by 0.7%.

Supplement Figure 1 – 3
City of Greer Population by Race
1990 – 2015



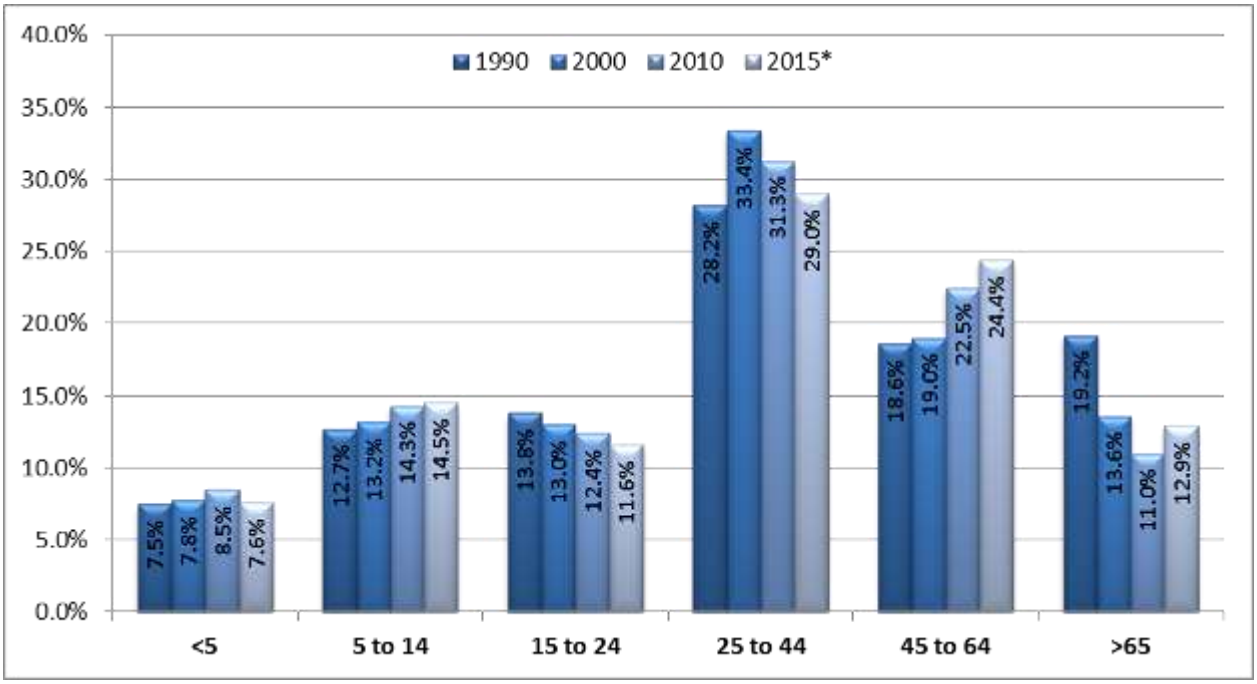
Estimated (2015 ESRI Community Profile) ***U.S. Census Bureau***

Age

Supplement Figure 1-4 shows the trends of city age demographics since 1990. The age groups saw varying changes since 2010. The 2015 estimates as a percent of the total population show decreases in the Under 5, 15 to 24, and 25 to 44 age groups of 0.9%, a 0.8%, and 2.3% respectively. Those in the 5 to 14, 45 to 64, and Over 65 age groups had increases of 0.2%,

2.9%, and 1.9% respectively. The impact is an estimated increase in the median age from 34.1 in 2010 to 35.9 in 2015.

Supplement Figure 1-4
Population by Age Group
2010 – 2015



Estimated (2015 ESRI Community Profile) ***U.S. Census Bureau***

Households

Supplement Table 1-3 shows the make-up of households by family-type. 2014 estimates show a slight 0.6% increase of 55 households since 2010. The focus of this is growth appears to have been centered on single-head, non-family households as reflected through an estimated 0.2% and 2.2% increase in these two types respectively and a corresponding 2.2% decrease in family households. This shift from the family household type is further reflective through an estimated 2.4% decrease in both married couple households and family households with related children under 18. Married couple and single-head households with related children also show estimated decreases of 1.6% and 0.9% respectively.

From 2010 to 2014 the estimated average household size increased from 2.52 to 2.63 persons and the average family household size increased from 3.08 to 3.27 persons. So while there are fewer family households overall those that are have slightly more children in them.

Supplement Table 1 – 3
Households by Family-type
1980 - 2014

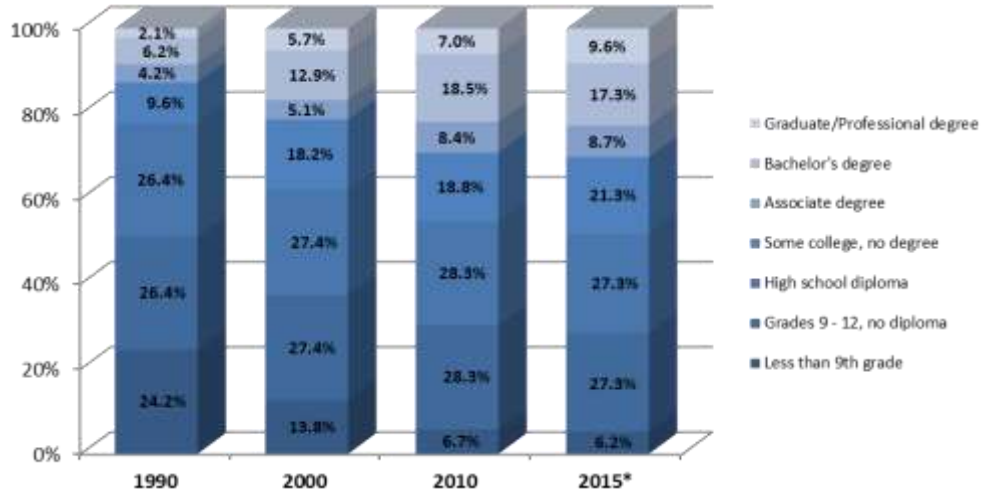
Type	1980	of Total	1990	of Total	2000	of Total	2010	of Total	2014*	of Total
Non-Family	**1,037**	**26.2%**	**1,394**	**33.1%**	**2,204**	**32.8%**	**3,327**	**33.2%**	**3,562**	**35.4%**
Family Households	**2,921**	**73.8%**	**2,818**	**66.9%**	**4,510**	**67.2%**	**6,685**	**66.8%**	**6,505**	**64.6%**
With related children under 18	*1,330*	*33.6%*	*1,375*	*32.6%*	*2,387*	*35.6%*	*3,387*	*33.8%*	*3,162*	*31.4%*
Married Couple	2,201	55.6%	1907	45.3%	3,159	47.1%	4,536	45.3%	4,319	42.9%
With related children under 18	*963*	*24.3%*	*809*	*19.2%*	*1,515*	*22.6%*	*2,168*	*21.7%*	*2,026*	*20.1%*
Single-head	720	18.2%	911	21.6%	1,351	20.1%	2,149	21.5%	2,186	21.7%
With related children under 18	*367*	*9.3%*	*566*	*13.4%*	*872*	*13.0%*	*1,219*	*12.2%*	*1,136*	*11.3%*
Total Households	**3,958**		**4,212**		**6,714**		**10,012**		**10,067**	

Estimated (2010-2014 American Community Survey) ***U.S. Census Bureau***

Education

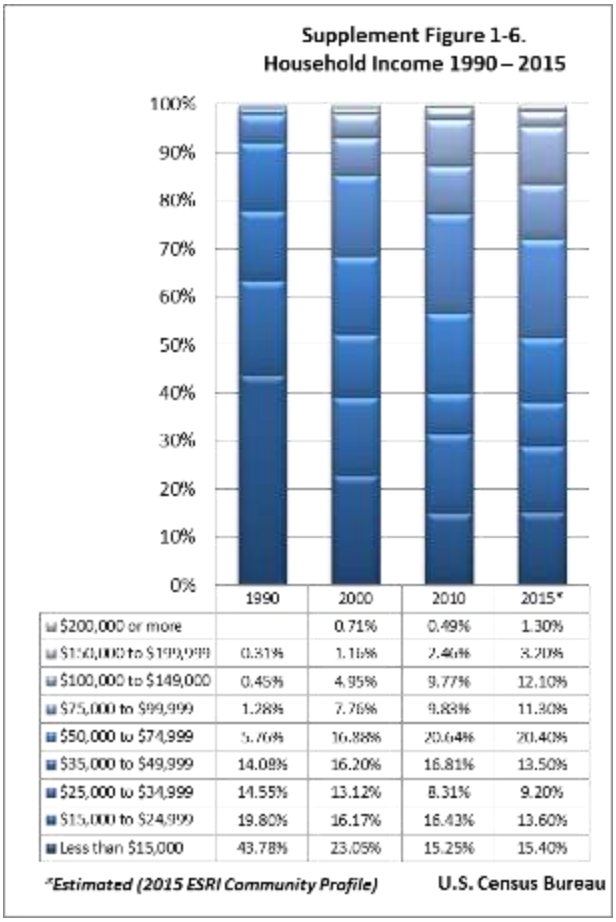
Supplement Figure 1-5 presents information on the educational attainment level of the population age 25 years and older and shows that the city's population is becoming more educated. Since 2010, the estimated percentage of those over the age of 25 without a high school diploma decreased by 3.5% and those with some college or higher increased by 4.2%.

Supplement Figure 1 – 5
Years of School Completed for Persons Age 25+
1990 – 2015



Estimate (2015 ESRI Community Profile) ***U.S. Census Bureau***

Income



Supplement Figure 1-6 compares household income distribution from 1990 to 2015 as a percent of total units. From 2000 to 2010 the median household income increased to $43,727 with the percentage of households making up to $50,000 increasing to 43.2% of total households. According to the ESRI Community Profile data the 2015 estimated median household income increased to $47,643 with 48.3% of households making $50,000 or more.

Supplement Table 1-4 details poverty status. In 2010, 14.6% of all individuals were living below the poverty level, increasing to an estimated 19.3% in 2014. In 2010, 14.1% of persons over the age of 18 were living in poverty increasing to an estimated 15.6% in 2014. In 2010, 13.6% of persons over 65 were living in poverty decreasing to an estimated 13.6% in 2014. 15.9% of persons living in poverty in 2010 had related children living with them under the age of 18 increasing to 30.5% in 2014. In 2010, 10.4% of all families were living in poverty increasing to an estimated 16% in 2014. 13.4% of all families had related children living with them in 2010 increasing to an estimated 24.4% in 2014.

Supplement Table 1 -4
Poverty Status
1990 – 2014

	1990	2000	2010	2014*
All Persons below poverty level	19.8%	15.8%	14.6%	19.3%
Age > 18	13.8%	14.2%	14.1%	15.6%
Age > 65	5.1%	15.1%	13.6%	17.5%
with related Children < 18	5.8%	19.5%	15.9%	30.5%
All Families below poverty level	15.1%	12.2%	10.4%	16.0%
with related children < 18	10.3%	18.4%	13.4%	24.4%

** Estimated (2010 - 2014 American Community Survey)* *U.S. Census Bureau*

Forecast

Since 2010 the city has continued to see large undeveloped parcels annexed into the city for residential development. A healthy economic environment along with an enhanced quality of life for the area provides a flexible and adaptive environment that appeal to persons of varying demographic groups. The City of Greer continues to utilize best management practices in land use planning and comprehensive economic development strategies to service the needs of both its existing and new population. Based on the current environment the population forecast assumptions remain unchanged but with revised population growth estimations.

The maximum build-out population provides the city with an idea of how many additional persons can be accommodated through available land for housing based on a specified density level. The 2010 build-out population was 37,954 additional persons above the Census 2010 population of 25,515. The city's current build-out population is 45,190 persons above the 2015 population estimate of 27,697, calculated from all Residential Communities designated by the Future Land Use Map (FLUM). Compared with the population projections detailed in Supplement Table 1-5, this current build-out estimate is more than adequate to meet population and housing needs over the next 10 to 20 years without taking into account future land annexations. Development activity trends should continue to be monitored.

Supplement Table 1-5
City of Greer Population
2000 – 2030

	Population
2000	16,843
2010	25,515
2015*	27,697
2020*	29,830
2030*	32,111

****Estimated (2015 ESRI Community Profile)***

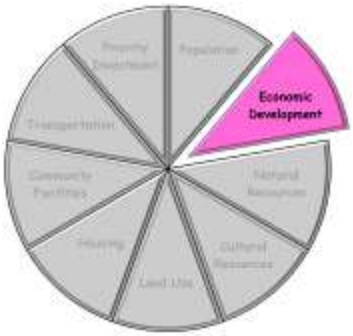
The population estimate for 2015 is based ESRI Community Profile data analysis. This data estimates there are approximately 11,923 housing units available in the city with a vacancy rate of 9.1% and a 2.54 persons per household. The profile projects an annual population growth rate of 1.49% from 2015 to 2020. It also estimates that by 2020 there will be 12,735 housing units with a vacancy rate of 8.5% while maintaining 2.54 persons per household. The resulting population projection for 2020 is 29,830 persons. At the same population growth rate the City of Greer's estimated 2030 population is 32,111.

Based on city staff's review of pending housing developments and the current rate at which the city is issuing final permits these projections would appear to be conservative and the ESRI estimations will be re-examined as part of the 2020 Comprehensive Plan Update.

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 2: Economic Development



The economic element should include all matters affecting the local economy. The impact of historical trends, an analysis of workforce demographics, and a review of current economic development strategies are just some of the relevant keys to a comprehensive economic base analysis. Tourism, manufacturing and revitalization efforts are possible characteristics that should be considered when relevant to development strategies and conditions.

Workforce Trends

Supplement Table 2-1
Labor Force Status
1990 - 2015

	1990	2000	2010	*2015
Total Persons 16 years and over	**8,115**	**12,768**	**18,763**	**21,247**
In labor force	4,760	8,295	12,683	13,382
Civilian labor force	4,750	8,259	12,666	13,382
Employed	4,442	7,761	11,756	12,485
Unemployed	308	498	910	896
Percent of civilian labor force	6.5%	6.0%	7.2%	6.7%
Armed Forces	10	36	17	
Not in labor force	3,355	4,473	6,080	7,865

U.S. Census Bureau
****Estimated (2016 ESRI Community Profile)***

Supplement Table 2-1 shows Labor Force Status from 1990 to 2015. As a percentage of total persons 16 years or older, those in the labor force increased from 65% in 2000 to 67.6% in 2010 with an estimated decrease to 63% in 2015. While the un-employment rate increased from 6% in 2000 to 7.2% in 2010 there is an estimated decrease to 6.7% in 2015. Those persons not in the labor force decreased from 35% in 2000 to 32.4% in 2010 with an estimated increase to 37% in 2015.

Supplement Table 2-2 shows Employment by Industry Type for Greer's employed population 16 years and older since 1990. With population growth, the demand for services increases. This is reflected in a continued growth trend in that sector since 2000. By 1990 Greer had started to recover manufacturing jobs which led all other employment categories. By 2000, service related

jobs had become the largest employment sector and has continued to remain so since with manufacturing second and wholesale and retail employment third.

Supplement Table 2-2
Employment by Industry Type
1990 – 2015

Employment Category	1990	2000	2010	*2015
Employed population (16 years and over)	4,442	7,761	11,756	**12,485**
Agriculture, forestry, fishing, hunting, mining	83	20	28	**87**
Construction	424	707	1,096	**1,099**
Manufacturing	1,428	1,754	2,312	**2,497**
Transportation, utilities, Information	216	714	573	**562**
Wholesale, retail Trade	1,006	1,350	2,182	**2,035**
Finance, insurance, real estate	268	447	613	**574**
Services**	947	2,617	4,783	**5,394**
Public Administration	70	152	169	**250**

U.S. Census Bureau
****Estimated (2016 ESRI Community Profile)***

***Professional, scientific, management, administrative, waste mgt., educational, health and social, arts, entertainment, recreation, accommodations, food, other*

This data does not reflect major employers in the area such as BMW Manufacturing Corporation, Mitsubishi Polyester Film, or Honeywell Engine Systems and Services which are not within incorporated Greer but provide approximately 9,200 jobs in the community. Supplement Table 2-3 provides details on the major employers for Greer.

Supplement Table 2-3
Major Employers in Greer

Company/Organization	# of Emp.	Major Product/Service	Type
BMW Manufacturing Corporation	8,000	Automobiles	Mfg
Michelin North America	4,000	Radial Truck Tires	Mfg
Mitsubishi Polyester Film LLC	662	Polyester Film	Mfg
Honeywell Engine Systems & Services	500	Parts for Gas Turbine Engines	Mfg
Greer Memorial Campus	500	Health Services	Non-Mfg
Lear Corporation	392	Automotive Seats	Mfg
City of Greer	203	Government	Non-Mfg
Creform Corporation	150	Modular Material Handling Systems	Mfg
Greer Commission of Public Works	125	Utility	Non-Mfg

Greer Development Corporation, 2015

Economic Development Strategies

The Partnership for Tomorrow continues to serve a vital role in Greer's economic development efforts by dedicating approximately 3 million in funds, through two new five year campaigns in 2008 and 2013, to support recruiting targeted new businesses compatible with existing business & industry, attracting new high-skilled workers, forging strong alliances among local, state, & federal government agencies, advocating for incentives to encourage urban infill and redevelopment, establishing Property Development Grant Program to aid existing building owners in modifying their building exteriors, expanding and enhancing services to existing business and industry, and advocating pro-business permitting regulations and practices.

The Greer Development Corporation (GDC) continues in its vital economic development role by focusing on retaining Greer's businesses and industries; recruiting new businesses and industries to the Greer community consistent with industrial and commercial target industry lists; developing new industrial and commercial product to meet the needs of business relocations, start-ups, and expansions; marketing the Greer community to decision makers and consumers; and coordinating the recruitment activities for historic downtown Greer.

In addition, the city continues to participate annually in contributing development projects and strategies that support the Appalachian Regional Commission's Comprehensive Economic Development Strategy (CEDS) for Greenville County. The current planning period is for 2013 through 2017.

These partnerships and efforts continue to provide the basis for economic development strategies for the city in regards to providing an educated population and workforce; development of a local public transportation network; promotion and development of the downtown area; meeting infrastructure needs, and competing in the global economy;.

For example, a December 2014 Economic Impact Study, "*BMW's Impact in South Carolina: Two Decades of Economic Development*", performed by the Darla Moore School of Business at the University of South Carolina identified BMW's total economic impact to include 30,777 jobs, $1,772,657,287 in Labor Income, $2,807,493,477 Value Added, and $16,634,341,520 in Economic Output.

In this time, Greer has claimed more than its fair share of BMW's growth. Since 2010 companies like Astra Logistics / CFX, Baier & Michels, Q2 Management, A&E Engineering, the South Carolina Inland Port, Centurion, AL Solutions, Lumbee Enterprises, Ruhlamat, IEWC, Intech, Berrang, Swafford Transportation, and Minghua have announced projects totaling more

than $134 million in new capital investment and more than 840 new jobs related to the automotive industry in the Greer Community.

Supplement Table 2-4 details business development in 2015 and typifies the success the city has had since in attracting economic growth to the community.

Supplement Table 2-4
2015 Economic Activity in the Greer Area

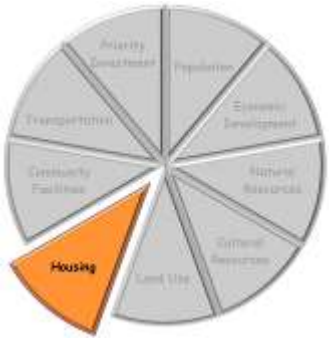
Name	Type	Investment	Jobs
Mitsubishi Polyester Film	Manufacturing	$100,000,000	0
Marley Lilly	Distribution	$10,000,000	69
API	Manufacturing	$8,000,000	15
ARAN Packaging	Manufacturing	$6,000,000	80
Iljin Global	Manufacturing	$4,000,000	20
H&E Equipment	Service /Retail	$3,300,000	5
Precorp	Manufacturing	$3,000,000	42
Berrang	Distribution	$3,000,000	20
Swafford Transportation	Distribution	$2,500,000	2
IEWC	Manufacturing	$1,000,000	12
Galleries of Brian Brigham	Specialty Retail	$850,000	5
Baier & Michels	Distribution	$250,000	20
Blue Ridge Brewing	Restaurant	$250,000	10
Chocolate Toad	Restaurant/bakery	$20,000	2
Carolina Vine & Branch	Retail	$15,000	2
Little Me Academy at O'Neal Vilage	Service/Retail	$10,000	2
Carolina Treasures	Retail	$10,000	1
Intech Automotive	Professional Service	$10,000	3
Greer Opry House	Entertainment Venue	$10,000	2
Havran & Stokes	Professional Service	$2,000	2
Salutem Organic Massage	Personal Service	$1,000	1

Greer Development Corporation

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 3: Housing

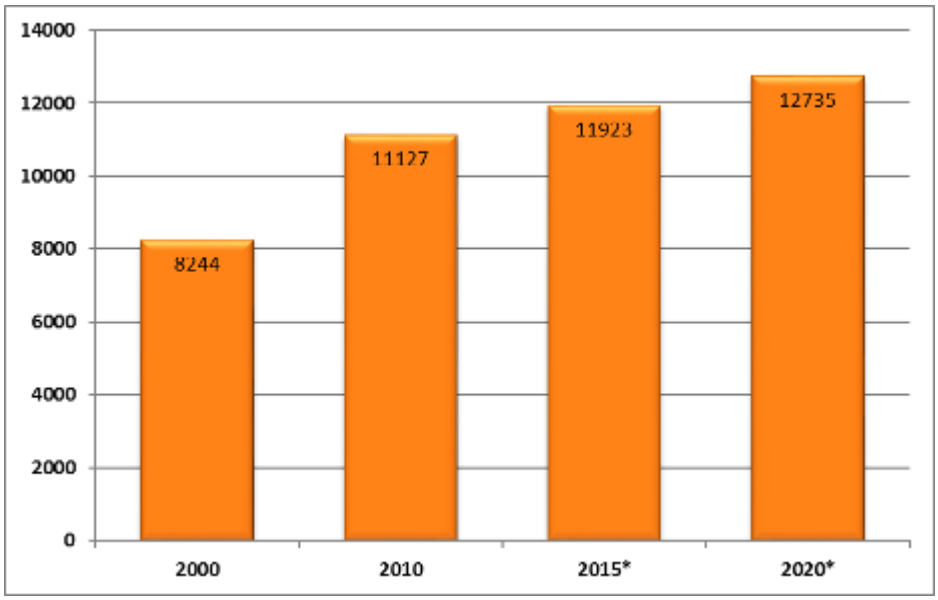


Housing addresses a basic human need through the provision of shelter and is the fundamental building block of our neighborhoods and community. The housing element of the comprehensive plan serves to identify the existing conditions of residential structures, identify the character of existing neighborhoods, evaluate the current need for additional housing types, and project the housing needs of the future population.

Growth

As shown in Supplement Figure 3-1, to meet the increases in population, housing units increased by 35% from 2000 to 2010 with an estimated 7.2% increase from 2010 to 2015. Housing stock is projected to increase another 6.8% by 2020

Supplement Figure 3-1
Number of Housing Units, 2000 – 2020

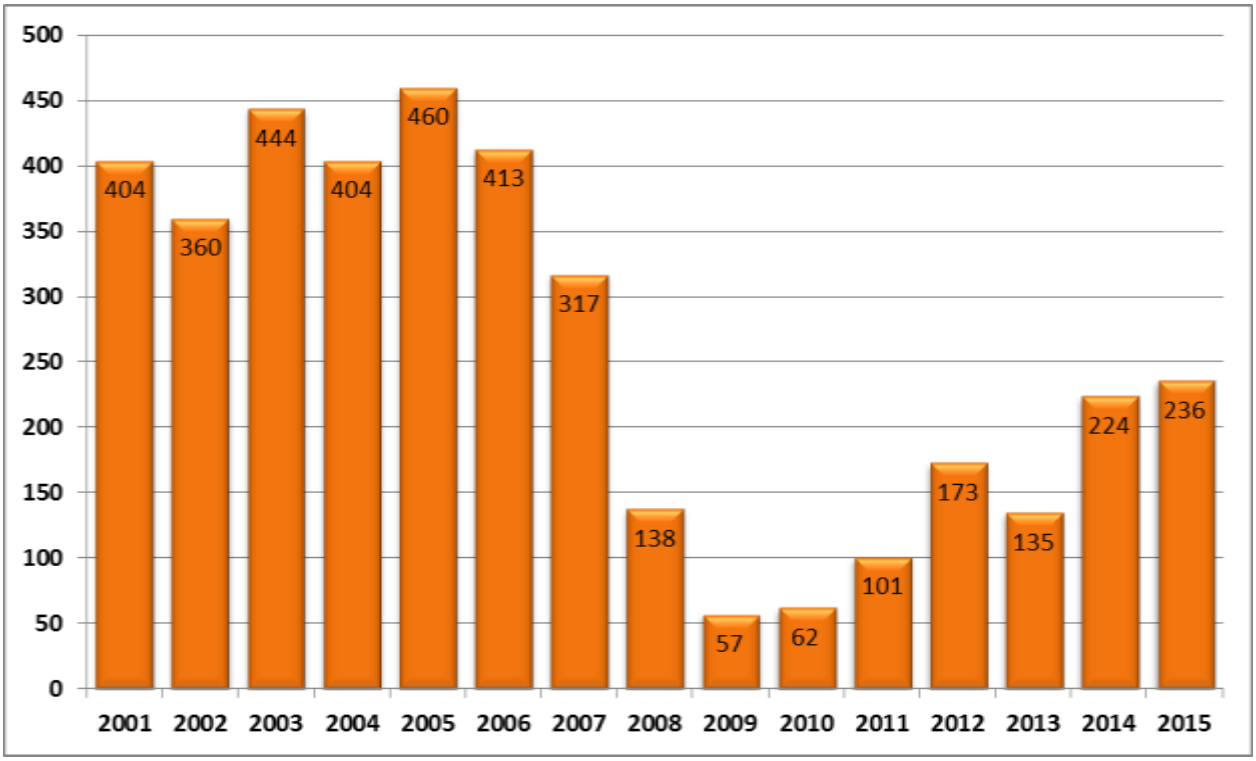


Estimated (2015 ESRI Community Profile)

Starts

An examination of residential housing starts, identified through building permits issued since 2001, provides additional information on housing growth trends in recent years. As shown in Supplement Figure 3-2, housing starts for single-family construction remained steady from 2001 until the economic downturn in 2008, with a low of 57 starts in 2009 and a peak of 460 starts in 2005. Since the 2008 downturn housing starts have steadily increased on average from 2009 through 2015.

Supplement Figure 3-2
Housing Starts, 2001 – 2015

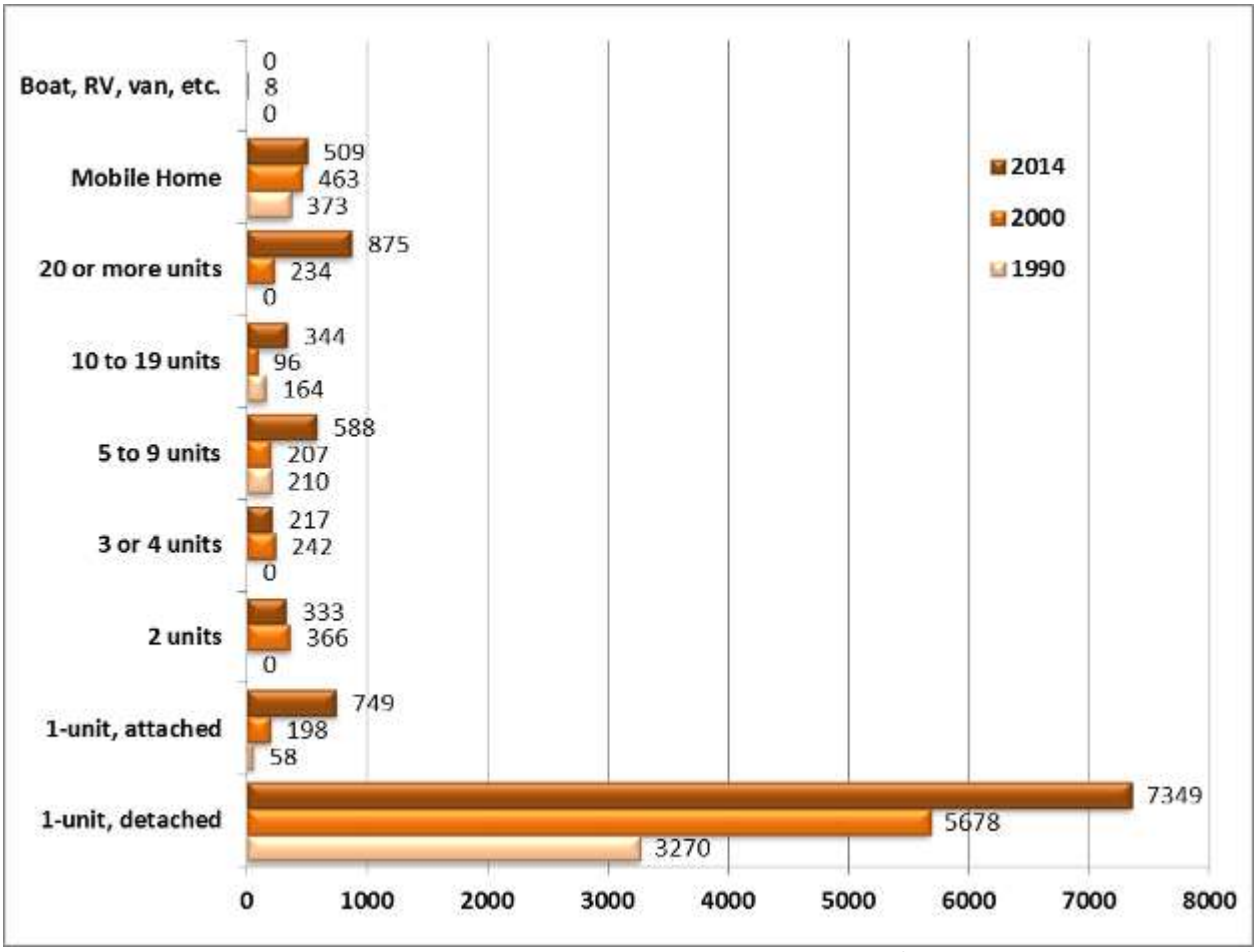


City of Greer

Types

As shown in Supplement Figure 3-3, Greer offers a diverse housing market in terms of housing types. Single-family (1-unit, detached) units are detached from other houses, with open space on all four sides. Single-family (1-unit, attached) units, such as townhomes, share sidewall(s) but do not share the units top or bottom wall. Multi-family 2 units, such as duplexes, share a single side. Multi-family 3+ units mainly constitute apartment homes.

Supplement Figure 3-3
Units in Structure 1990, 2000, & 2014

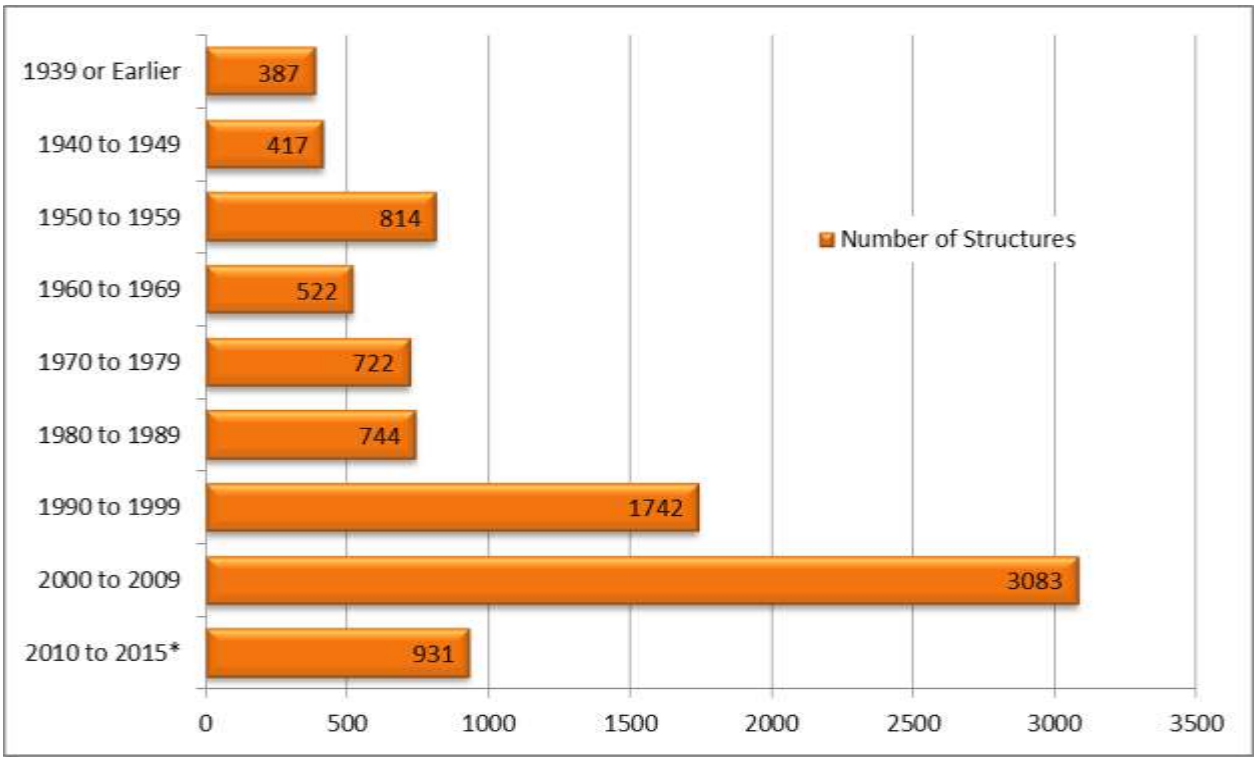


Estimated (2014 American Community Survey)

Age and Condition

As shown in Supplement Figure 3-4, more than 32.9% of Greer's housing stock (3,083 units) were built between 2000 and 2009, and 61.5% were constructed since 1990. The number of new units constructed over the past twenty years has had a significant impact on the median age of housing units. According to ESRI's Housing Summary report, 1994 is the median year that a structure was built in Greer.

Supplement Figure 3-4
Year Structure Built



Estimated (2015 ESRI Community Profile)

Occupancy and Tenure

In 2015, as compared to the South Carolina, the City of Greer has a slightly lower percentage of owner-occupied housing and a conversely higher percentage of renter-occupied housing. Also compared to the state, the City of Greer has a lower housing vacancy rate. The city's average household size was 2.54 compared with the state's 2.48.

Supplement Table 3-1
2015 Occupancy Rates by Housing Type
City of Greer to South Carolina Comparison

Type	City of Greer	South Carolina
Owner-Occupied Housing Units	55.5%	56.2%
Renter-Occupied Housing Units	34.4%	27.8%
Vacant Housing Units	9.1%	16.1%

Estimated (2015 ESRI Community Profile)

As shown in Supplement Table 3-2, the majority (68.3%) of owner-occupied household owners in the City of Greer are between the ages of 25 and 59, whereas the majority (61.7%) within the State of South Carolina is between the ages of 45 and 74. The majority (70.9%) of renter-occupied household owners in the City of Greer and a majority (75.8%) in the State of South Carolina are between the ages of 15 and 54.

Supplement Table 3-2
Householder Age by Occupancy Type
City of Greer to South Carolina Comparison

	Owner Occupied		Renter Occupied	
Age	**City of Greer**	**South Carolina**	**City of Greer**	**South Carolina**
15 to 24	0.4%	0.9%	9.6%	11.5%
25 to 34	15.3%	9.4%	28.4%	26.4%
35 to 44	23.1%	15.8%	15.6%	20.0%
45 to 54	19.7%	20.8%	17.3%	17.9%
55 to 59	10.2%	11.3%	8.0%	7.1%
60 to 64	8.2%	11.7%	6.4%	5.6%
65 to 74	13.2%	17.9%	7.4%	6.4%
75 to 84	6.4%	9.4%	4.0%	3.3%
85 and over	3.5%	2.9%	3.3%	1.8%

Estimated (2014 American Community Survey)

Cost and Value

As shown in Supplement Table 3-3, the median value for owner-occupied housing in the City of Greer is slightly greater than that of the median value for South Carolina. Median monthly rental rates value for renter-occupied housing in the City of Greer is slightly lower than that of South Carolina.

Supplement Table 3-3
2015 Median Housing Costs and Values by Occupancy Type
City of Greer to South Carolina Comparison

	Median Cost and Value	
Type	**Greer**	**South Carolina**
Owner-Occupied	$161,838	$161,647
Renter-Occupied*	$751/month	$784/month

Estimated (2015 ESRI Community Profile)

Affordability

Affordability is a key factor in the housing market. The cost of housing must be compatible with household incomes if a community is to meet future housing needs. It is universally accepted that a housing unit is considered affordable if it costs no more than 30% of the occupant's income.

American Community Survey (ACS) 2014 Census data reveals that within the City of Greer the median homeowner costs (for persons with a mortgage) are within 20.0% and 24.9% of household income in the county – well within the definition of affordable housing and along the same scope as the statewide percentage. Median rental housing costs are also within the affordable range for Greer residents. It is estimated that in 2014, monthly median gross rent did not exceed 30% of household income in the city for 55.3% of renters– high when compared to the state at 47.2%.

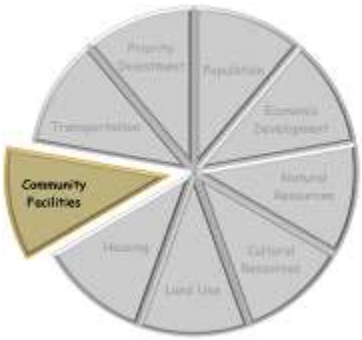
ACS 2014 data also shows that of homeowners in the City of Greer (who own their own home), 29.8% pay mortgages that total 30% or more of their household income – slightly lower than the state percentage of 31.6%. Nearly half of renter households in Greer (44.7%) pay rent that exceeds 30% of their household income. This is very similar to the percentage statewide, where 52.8% of renter households pay rent that exceeds 30% of household income.

An even greater concern is that in 2014 gross rent for nearly 36% of renter households in Greer equals 35% or more of their household income. While those percentages are in line with the 44% of renters statewide paying more than 35% of their household income for rent, it is of concern that a significant number of households are severely cost burdened by their housing costs.

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 4: Community Facilities



The community facilities element includes many activities essential to the growth, development or redevelopment of the community. Preparation of this element should include involvement of special purpose district boards, and other governmental and quasi-governmental entities such as the library board, historic preservation society and public utilities board. This element reviews the existing situation with regard to community facilities, and formulate any goals and objectives that may be needed to insure that adequate community facilities are available.

Primary Education

The school district updates its Long Range Facilities Plan and Capital Improvement Program annually to plan for projected students and program changes.

Supplement Table 4-1
City of Greer School Capacity and Enrollment

School	Grades Served	Program Capacity	Enrollment (2009-2010)	Enrollment (2014-2015)
Dunbar Child Dev. Center	K4	200	145	175
Abner Creek Elementary	K5- 5th	602	320	547
Chandler Creek Elementary	K5- 5th	874	831	**992**
Crestview Elementary	K5- 5th	788	734	641
Woodland Elementary	K5- 5th	1054	**1086**	**1078**
Greer Middle	6th – 8th	1022	939	958
Riverside Middle	6th – 8th	1035	983	**1129**
Greer High	9th – 12th	1795	1330	1173
Riverside High	9th – 12th	1647	1589	**1653**

School District of Greenville County

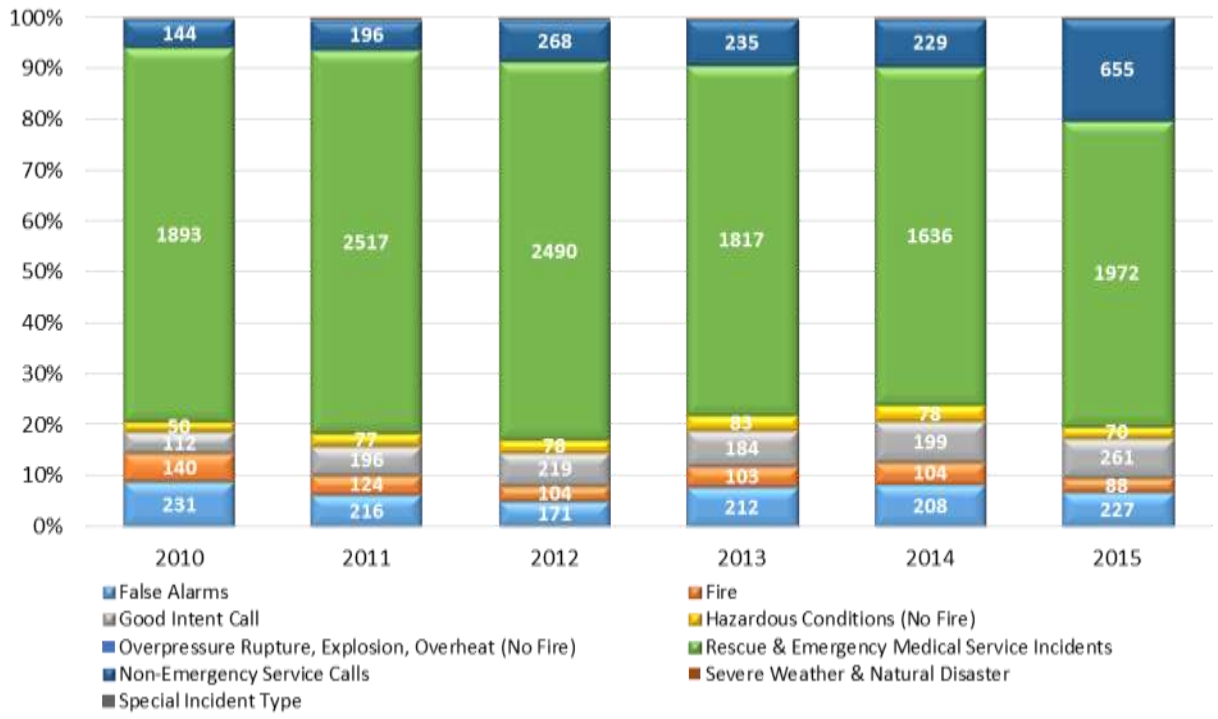
The J. Harley Bonds Career Center serves Blue Ridge, Eastside, Greer, Riverside, and Wade Hampton High Schools. Expansion has allowed for the half-day capacity to increase from 350 in 2010 to 552 in 2015 however current total enrollment has decreased from 465 to 326 during that same time.

Government Services

Fire Protection and Emergency Medical

Calls for fire services are managed through the city's enhanced E911 system and, as shown in Supplement Figure 4-1, have continued to increase since 2010. Sixty percent of the call volume for the department in 2015 was rescue and emergency medical calls, making nearby fire stations the difference between life and death.

Supplement Figure 4-1
City of Greer Calls for Fire Services
2008 - 2015



City of Greer

Law Enforcement

The City of Greer Police Department continues to work to meet the demands of providing a safe community for residents and visitors. To improve community relations and provide more insight on policing service the department began a Citizen Police Academy that is conducted twice a year. In 2015, the department added a summer Youth Citizens Academy as well. The department has also

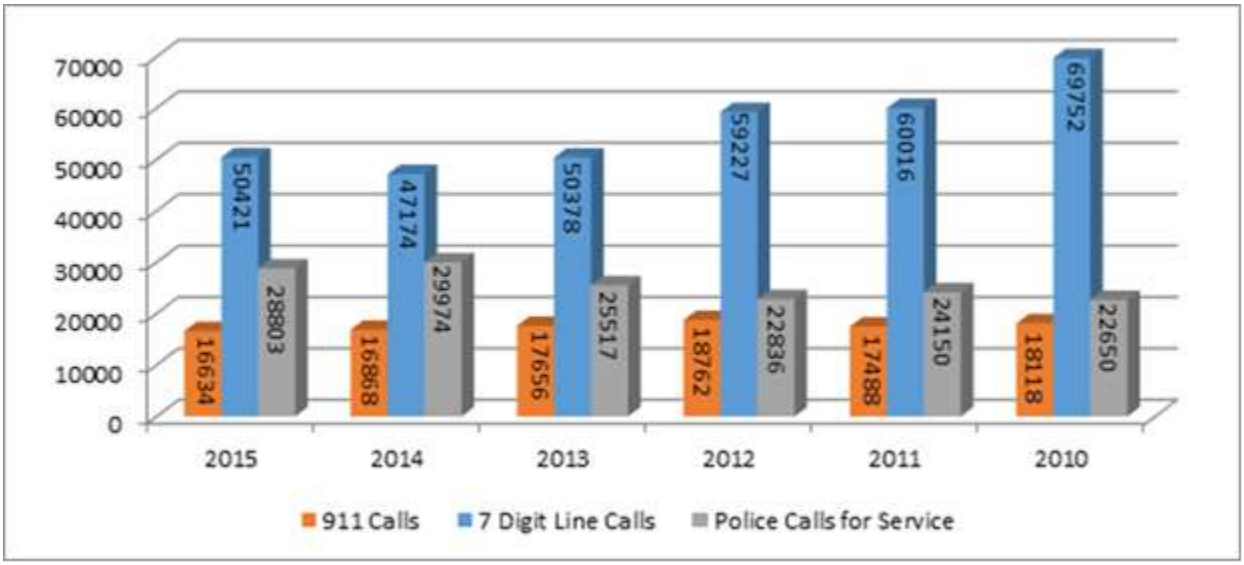
implement a very successful over the counter prescription drug program that allows residents to safely dispose of unused and expired household medications safely. In 2015, the K-9 unit was re-instituted to provide more effective search and seizure procedures.



The department is in the planning process of updating the radio communication system. Options that are being explored are: subscribing to a proposed County-provided system, subscribing to an existing state maintained system, or replacing with a new stand-alone system. This project will require significant capital expenditures to accomplish.

Like calls for fire services, calls for police services have continued to increase over time in response to commercial and residential development that has increased the number of businesses, residents, and visitors to the city. Supplement Figure 4-2 shows the number of police calls for services from 2010 to 2015.

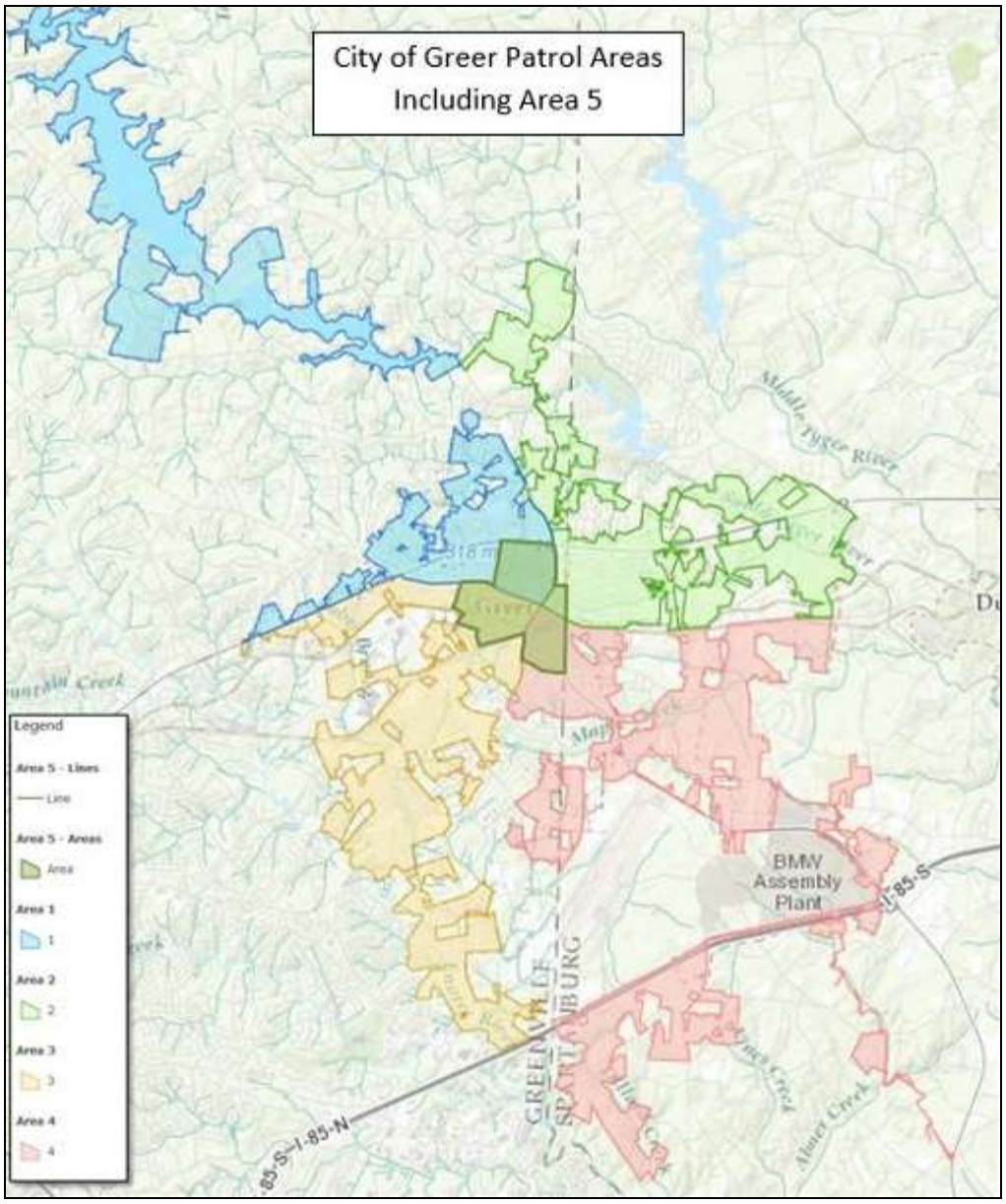
Supplement Figure 4-2
Calls of Police Services
2010 – 2015



City of Greer

In 2015, the department completed a review of the field services provided by the Patrol Division in the four geographic beat areas. The findings of the review led to a recommendation to increase the number of sworn officers over the next three to five years to support a new patrol area focused on the core of the city as shown in Supplement Figure 4-3.

Supplement Figure 4-3
City of Greer Proposed Five Patrol Areas



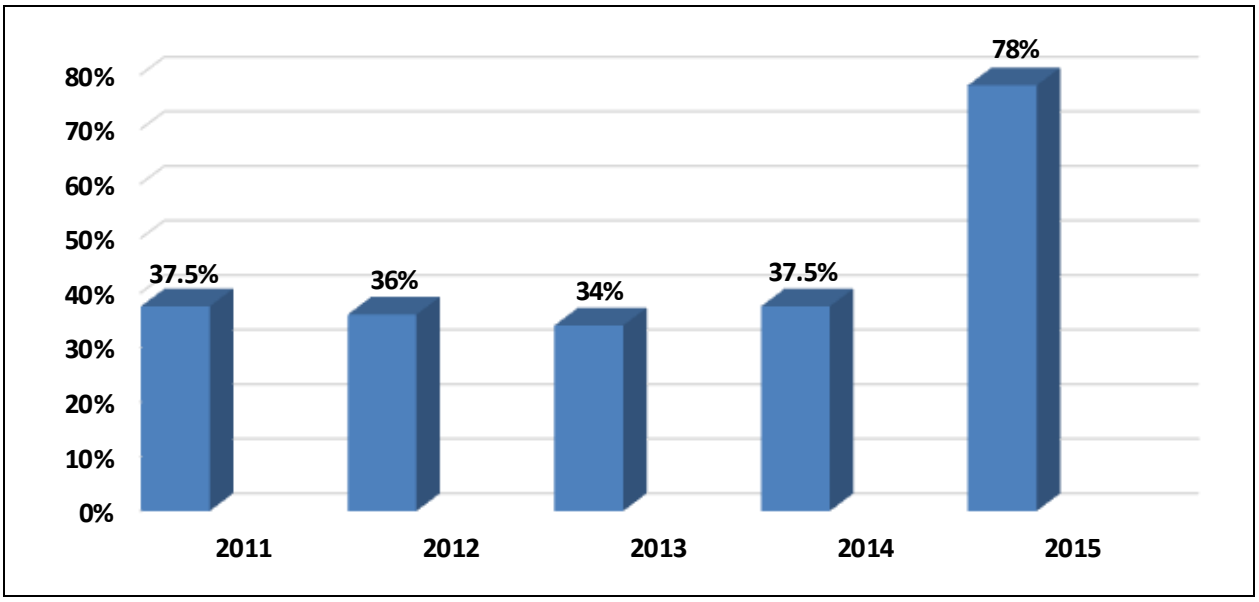
City of Greer

Municipal Court

In 2008, approximately 11,453 cases were processed through the court. By 2015, that had decreased to 9,434. In response to increases in criminal domestic violations (CDV) cases, court staff worked to implement a new CDV Court that would designate a dedicated prosecutor for

all domestic related cases and allow all bench trials, pre-trials, jury trials and bond violation hearings to be handled more efficiently resulting, as shown in Supplement Figure 4-2, an increase conviction rate for these cases.

Supplement Figure 4-2
Municipal Court CDV Conviction Rates
2001 – 2015



City of Greer

Parks and Recreation

The City of Greer Parks and Recreation Department continues to maintain, improve, and expand a number of community and neighborhood parks, events complexes, community festivals, cultural arts and events, and sports and recreational programs.



The former Horace McKown Jr. Center was renovated in 2012 and re-opened as the *Cannon Centre*, to provide meeting and events space in support of the *Events Center at Greer City Hall* while also serving as the current home to the Greer Cultural Arts Council and performances by the Greer Children's Theatre. With a deck that spans the entire southern exterior of the building overlooking the serene gazebo and pond this 5,600 square feet of multipurpose space features new office space, classroom space, dressing rooms for events/productions, and state of the art audio-visual equipment.

Century Park and Kid's Planet: In 2015, a grant was awarded through the Land and Water Conservation Fund to tear down existing, and construct new concessions, restroom and press box facilities. The project will also feature enhanced grading for storm water runoff prevention, and field lighting upgrades. Construction will conclude in 2016.



Veteran's Park: In 2015, brick pavers were installed and the grounds and gazebo were given a facelift. This memorial features monuments with plaques dedicated to the men and women who made the ultimate sacrifice while serving the United States. The site includes retired military vehicles on static display, a fountain, and a gazebo.



Greer City Stadium: This facility underwent renovations to the field, retaining wall and seating in 2015. With seating capacity for approximately 3,000 spectators, it is home to youth football, youth cheer, and youth soccer programs.

City Auditorium: The renovations of this facility are scheduled to be completed in the spring of 2016. This building will represent the edge of the arts district, as proposed in the Greer Community Master. Phase I will provide artist studios, while phase II will feature music and dance classrooms, and offices. The buildings occupancy can hold 299 people.



Health Services

Hospitals



The city has seen both medical campuses expand since 2010 with the Greer Memorial Hospital adding the Cancer Institute and Spartanburg Regional Healthcare System adding the Gibbs Cancer Center with plans to adding a seven story facility to the campus, as well as an enclosed expansion bridge to connect the seven story facility to the main hospital building.

Assisted Living/Skilled Nursing Facilities

The two newest assisted living/skilled nursing facilities are Thrive Greer and Chandler Creek Apartments. Opening in 2009, the *Chandler Creek Apartments* located at intersection of Village Drive and Chandler Road, have 36 independent living apartments that are restricted to the elderly and will provide various activity programs, transportation, meals, and medical services. Opening in late 2015, *Thrive Greer* offers 64 assisted living units and 25 memory care units.

Utilities

Since 1913, the Greer Commission of Public Works (CPW) has played a vital role in the growth of the community by providing an "all-in-one" source for utility needs in the Greater Greer area, providing the area with quality water, sewer, electrical services, and natural gas

Water Supply Treatment and Distribution

As of early 2016, Greer CPW has 18,500 water customers who use an average of 7.6 million gallons of water daily. With its current capacity of 24 MGD and expansion capability on the existing site, Greer CPW will be able to meet the growth of its water service area for the next 20 to 25 years. Greer CPW has raw water capacity of 49 million gallons per day from Lakes Robinson and Cunningham, which should meet the raw water needs for the next 30 plus years. Looking beyond that time span, Greer CPW acknowledges that Lake Robinson's storage capacity can be expanded by one billion gallons, which should meet its peak water requirement for an additional 10 years.

Greer CPW has a robust water distribution network anchored by 5.75 million gallons of elevated storage and 8 million gallons of storage at the water treatment plant.

Sewage and Wastewater Treatment

Currently, the plant Maple Creek Wastewater Treatment Plant is permitted to treat five million gallons daily (MGD) and presently treats an average daily flow of 2.3 MGD. The facility has the land available to expand to 10 MGD. In 2016, Greer CPW will construct a second sludge dewatering press to improve operational efficiency and prepare for future expansion to serve industrial and residential build-out within the service territory.

With the combination of the Greer CPW Maple Creek facility and the ReWa Pelham facility, Greer CPW should be able to meet the demand for sewer service, stemming from new development, for the next 15 to 20 years.

Natural Gas

The Greer Commission of Public Works also provides natural gas to more than 22,000 customers over a 460 square mile service territory including in the Greater Greer area. The southern transmission line is an eight-inch high-pressure gas line from the Williams Pipeline Co. gas pipeline south of Greer in the Crescent area of Spartanburg County. The northern gas transmission line consists of 25 miles of 12-inch high-pressure natural gas pipeline from the City of Landrum to Greer. Today, Greer CPW has the capacity to deliver 59,000 mcf to its customers daily. The current peak demand is roughly 33,000 mcf in a 24-hour period. Current capacity is expected to meet future natural gas demands for the next 15 to 20 years growing at its current rate.

In 2015, Greer CPW commenced a project to uprate its gas transmission pipeline system operating pressure from 450 psi to 500 psi. Once completed, the increased operating pressure will increase capacity by roughly 10% or 6,000 mcf per day.

Electricity

In 2015, Greer CPW completed construction on its fifth electric substation, the East Greer Substation, located on Victor Hill Road east of J Verne Smith Parkway. The new East Greer Substation along with several tie points with Laurens Electric Cooperative south of I-85 supports strong growth on the southern end of its service territory. A robust electric distribution network along with proactive preventative maintenance and vegetation management programs has contributed to industry-leading reliability.

Greer CPW purchases all of its power through Piedmont Municipal Power Agency (PMPA). Greer CPW is one of ten member cities within PMPA, which collectively owns 25 percent of the Unit #2 reactor at the Catawba Nuclear Power Plant. In addition to its ownership interest in the Catawba Nuclear Power Plant, PMPA has a supplemental power arrangement through Santee Cooper. Through this association and its projects, Greer CPW is expected to meet the power of the community well into the future. Over 90% of the power purchased by Greer CPW is carbon free, supplied by nuclear and hydro-electric sources.

Future Utility Plans/Projects

Greer CPW continuously plans for the future in concert with the City of Greer. Utility planning is done in concert with local, regional, and state economic development efforts and in some cases through collaboration with neighboring utility providers. In addition to planning for future growth, Greer CPW constantly works on improving/upgrading existing infrastructure to provide reliable, top-notch service to all of its customers.

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 5: Cultural Resources



The cultural resources element includes features or facilities relating to the cultural aspects of the community. It serves to identify the existing cultural resources of the communities, establish the character and uniqueness of historic areas, and project the cultural needs of the future population.

Unique Residential and Commercial Areas

In the spring of 2016 a $50,000 grant was awarded by South Carolina Department of Archives and History, State Historic Preservation Office. Funding from this grant will be used to achieve some of the goals and objectives written in the 2010 Comprehensive Plan that are associated with preserving, developing, and marketing historic communities within the City of Greer.

The first step for achieving these goals and objectives will use this funding to conduct surveys on historical significance of structures and sights within the Arlington, Cunningham, Davenport, Greentown, Mountain View Heights, Needmore, and Trade Street neighborhoods surrounding the downtown area. The second step, which requires additional funding, will use that data gathered through the surveys to develop historic districts that require maintenance and preservation of historic sites within those designated areas.

The Apalache Mill was added to the National Register of Historic Places by the National Park Service in 2015. Planning and funding have begun for Greer Station to address infrastructure needs and preservation of buildings that make the downtown area an appealing destination with its unique character and charm.

Cultural Tourism and the Arts

Since 2010 the city has added the International Festival and a Farmers Market in recognition of the Greer community's current cultural diversity and agricultural past. In addition, efforts began in 2015 to renovate the City Auditorium into a cultural arts center that provides a place for artist to work, a permanent art gallery, arts programming and classes, as well as a venues for performing arts. The city has also funded a public art program to commission works or arts to be placed throughout the community.

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 6: Natural Resources



The natural resources element includes information related to the natural environment of the area. Information on flood plain and flood way areas, mineral deposits and air quality are possible characteristics that should be considered.

Air Quality

In 2015, the EPA lowered the National Ambient Air Quality Standards (NAAQS) for eight-hour average ground-level ozone levels required for attainment status from 0.075ppm to 0.070ppm. Supplement Table 6-1 depicts ground-level ozone measurements since 2010 at the seven State and Local Air Monitoring Sites (SLAMS) in the Greenville-Spartanburg-Anderson CSA. Since 2012, the 8-hour annual averages have been below the required EPA standard for attainment designation.

Supplement Table 6-1
SLAMS Ground Level Ozone Measurements 2010 - 2015
8-hour annual average(ppm)

County (Monitoring Site)	2010	2011	2012	2013	2014	2015
Anderson (Big Creek)	0.072	**0.076**	0.071	0.068	0.062	0.060
Cherokee (Cowpens)	0.072	0.070	0.070	0.066	0.065	0.063
Greenville (Hillcrest)	0.069	0.068	0.070	0.067	0.065	0.064
Greenville (Famoda Farms)	0.070	0.066	0.063	0.063	0.061	0.062
Oconee (Long Creek)	0.069	0.061	0.064		0.060	0.059
Pickens (Clemson)	0.072	0.075	0.068	0.067	0.063	0.062
Spartanburg (N Spartanburg FD)	**0.076**	**0.081**	0.070	0.072	0.066	0.066

Exceeded Standard in Effect ***SC DEHC, Bureau of Air Quality***

Water Quality

Supplement Table 6-2
General Interest Constituents

Parameter	2014 avg. (ppm)
Alkalinity	14.33
Ammonia	1.0
Hardness	18.03
Potassium	0.31
pH	7.48 SU
Phosphate	0.16
Sodium	9.3

Greer CPW

The most recent study monitored the period of January 1 to December 31, 2015 as shown in Supplement Table 6-2. As a service to Greer CPW customers, they provide the public a copy of this annual report to accurately portray the results of testing performed by the State of South Carolina and by their own certified laboratory professionals. The report in its entirety can be found through the following link: http://www.greercpw.com/files/files/2015waterreport.pdf.

Flood Plain and Flood Way Areas

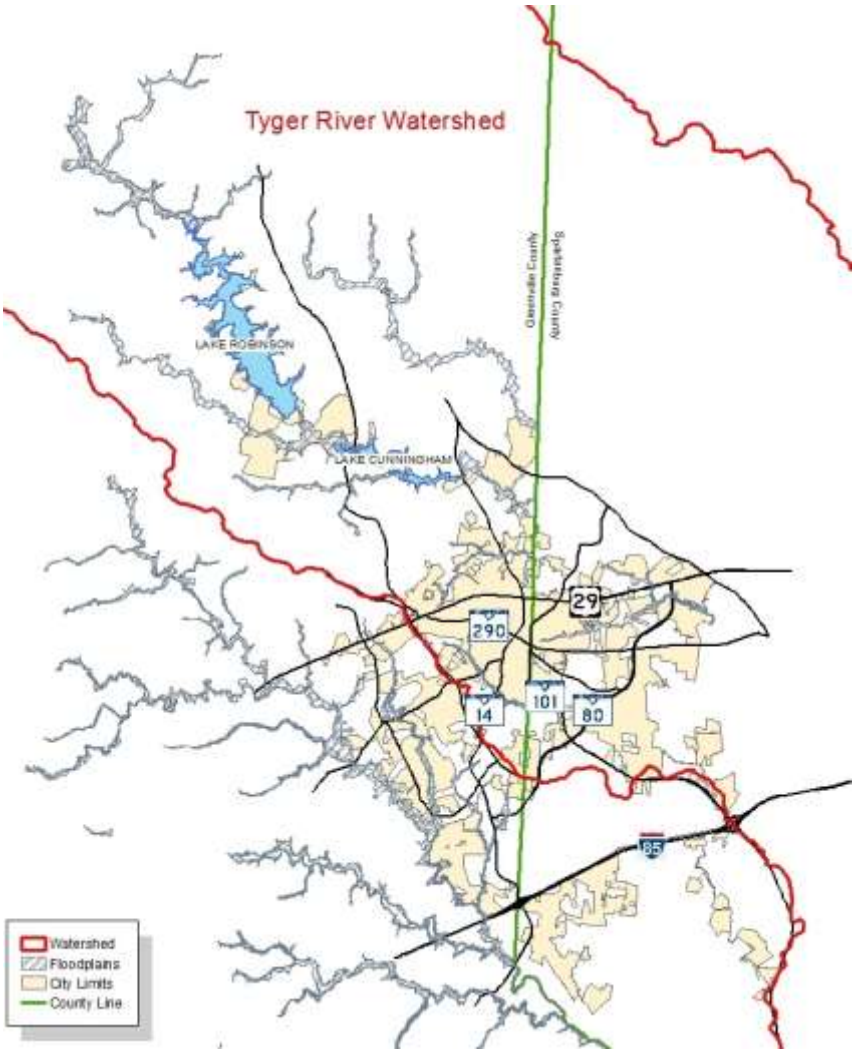
The Special Flood Hazard Areas (SFHAs) of the City of Greer are subject to periodic inundation which results in loss of life, property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures of flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.

The City of Greer manages flood risk through the National Flood Insurance Program (NFIP) by incorporating NFIP requirements into our zoning ordinances, land development regulations. We have also adopted City Ordinances for Flood Damage Prevention.

In an attempt to maintain these Special Flood Hazard Areas, FEMA, State and local jurisdictions update the Flood Insurance Rate Maps (FIRM) on a periodically basic the FIRMs are updated. In Greenville County Flood Insurance Study was updated August 18, 2014 and Spartanburg County January 6, 2011.

FEMA began on November 5, 2015 a Risk MAP process of the Tyger Watershed shown in Supplement Figure 6-1 that provides high quality flood maps and information, tools to better assess the risk from flooding and planning and outreach support to communities to help them take action to reduce (or mitigate) flood risk. Each Risk MAP flood risk project is tailored to the needs of each community and may involve different products and services. For more detailed information regarding goals and long term visions of Risk MAP go to www.fema.gov.

Supplement Figure 6-1
Risk MAP Project – Tyger Watershed

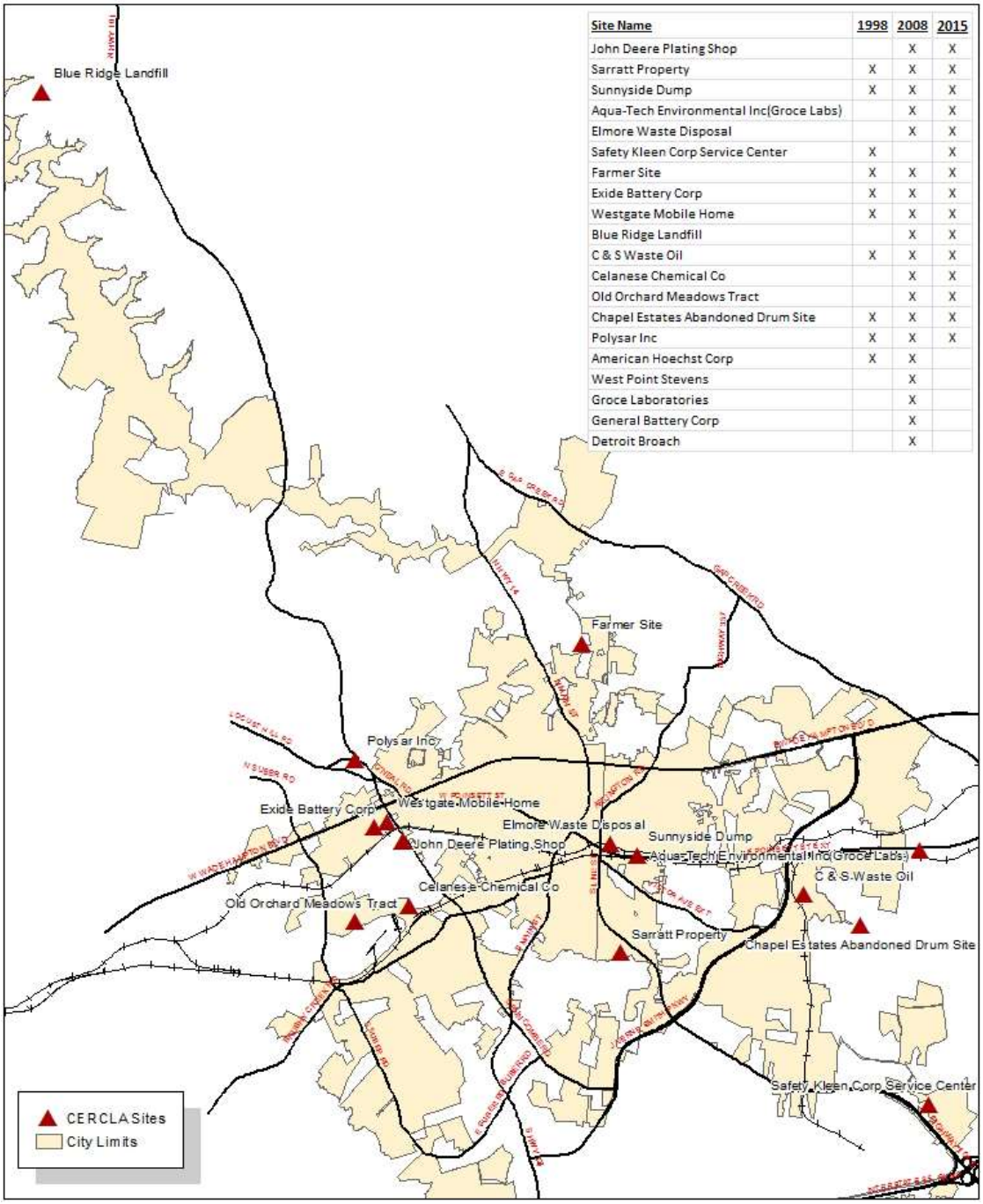


City of Greer

Environmentally Concerned Sites

The list of sites shown in Supplement Figure 6-2 has been identified as current, previous, or potential Superfund Sites. Just because a site is mentioned does not necessarily mean that the property is contaminated. Each site has undergone an environmental evaluation and its status can change. Also, it should be noted that as testing standards change so too will the number of identified sites.

Supplement Figure 6-2
Environmentally Concerned Sites



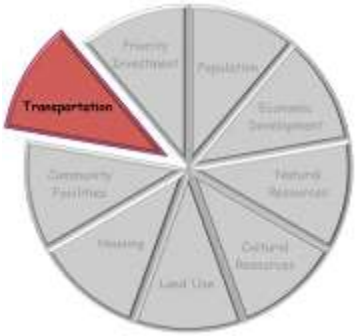
Site Name	1998	2008	2015
John Deere Plating Shop		X	X
Sarratt Property	X	X	X
Sunnyside Dump	X	X	X
Aqua-Tech Environmental Inc(Groce Labs)		X	X
Elmore Waste Disposal		X	X
Safety Kleen Corp Service Center	X		X
Farmer Site	X	X	X
Exide Battery Corp	X	X	X
Westgate Mobile Home	X	X	X
Blue Ridge Landfill		X	X
C & S Waste Oil	X	X	X
Celanese Chemical Co		X	X
Old Orchard Meadows Tract		X	X
Chapel Estates Abandoned Drum Site	X	X	X
Polysar Inc	X	X	X
American Hoechst Corp	X	X	
West Point Stevens		X	
Groce Laboratories		X	
General Battery Corp		X	
Detroit Broach		X	

City of Greer

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 7: Transportation



The Transportation element considers transportation network facilities. This element must be developed in coordination with the Land Use element to insure transportation efficiency for existing and planned development. It covers the existing and future transportation facilities for vehicles, rail/freight, transit, bicyclists and pedestrians.

Planning Studies

Since 2010 there have been a number of new and revised studies that are related to transportation needs in the area.

Greer Community Master Plan
Greer Downtown Walking & Bicycling Master Plan
Upstate Forever Highway 29 Corridor Study
Piedmont Health Foundation Mobility in Greenville County
SCDOT Corridor Analysis of Interstate 85 (Spartanburg and Greenville Counties)
SCDOT Strategic Corridor Plan - 2014 Update
GPATS Long Range Transportation Plan – November 2013 Update
Greenlink Transportation Development Plan
US High Speed Rail Network Phasing Plan

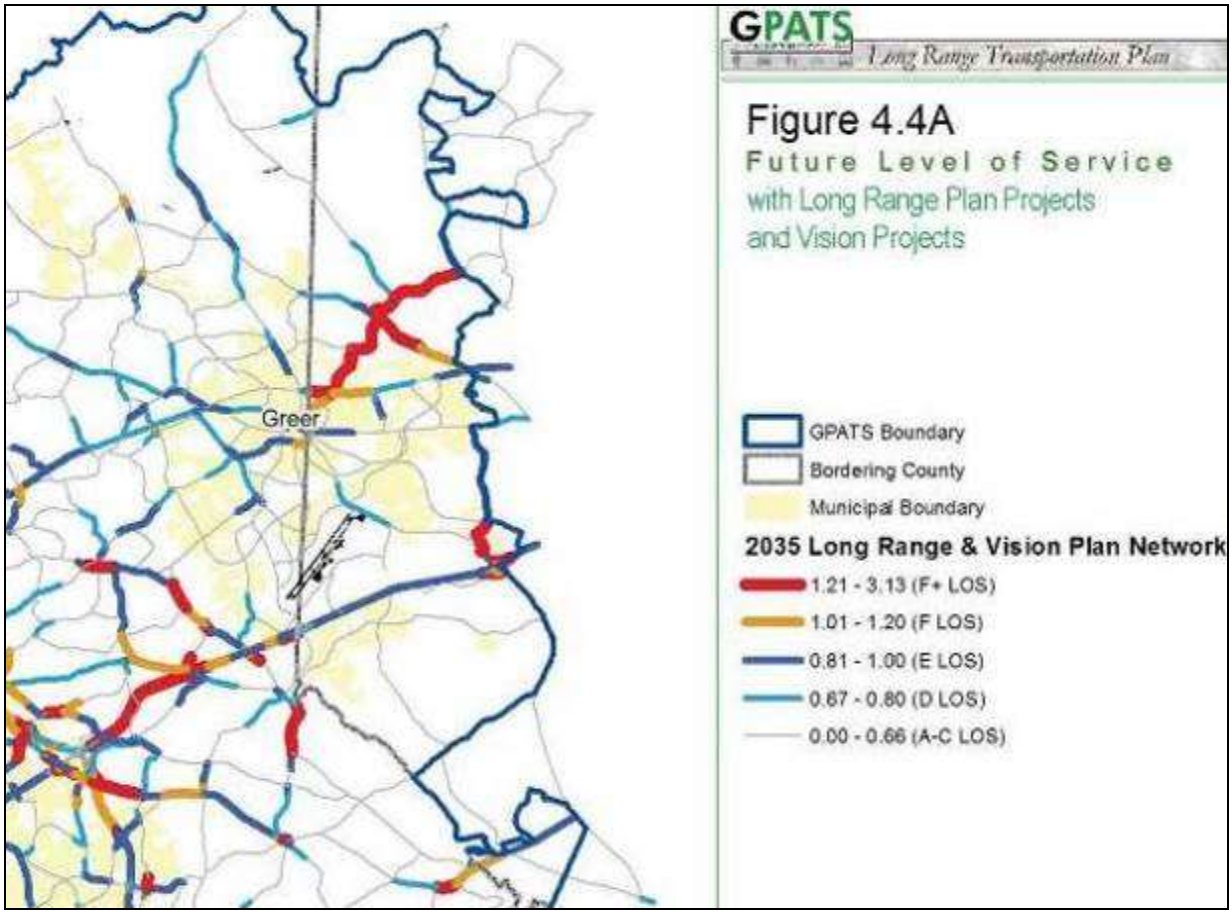
Transit Oriented Development Study

In 2012 the city attain a grant from the U.S. EPA's Building Blocks for Sustainability Program to study the issue of transit oriented development in the Greer community with a focus on Highway 29/Wade Hampton Boulevard corridor. Recommendations in the completed study provided a basis for the framework established in the Greer Community Master Plan for transportation related planning needs for the next several years. Completion of the Greer Downtown Walking and Bicycling Master Plan followed. The thrust of planning from these efforts revolve around creating connectivity that will support a broader and diversified

transportation network throughout the community. As part of this review, these plans are attached as addendums to the city's comprehensive plan and will be integrated more completely in the 2020 update.

Staff continuously monitors impacts to the transportation network from ongoing development. As development occurs along adjacent roadways, traffic increases resulting in more conflict points, greater potential for crashes, and overall deterioration of Level of Service (LOS) where the volume of vehicles is greater than a roadway's designed capacity. Supplement Figure 7-1, from the GPATS Long Range Transportation Plan updated in 2013, depicts the future Level of Service for the transportation network. In general terms, the Level of Service is much like a grading scale from A to F. In most urban environments a Level of Service of C or D is considered acceptable for traffic conditions during the peak travel times (morning and afternoon commutes).

Supplement Figure 7-1
Future Level of Service Map



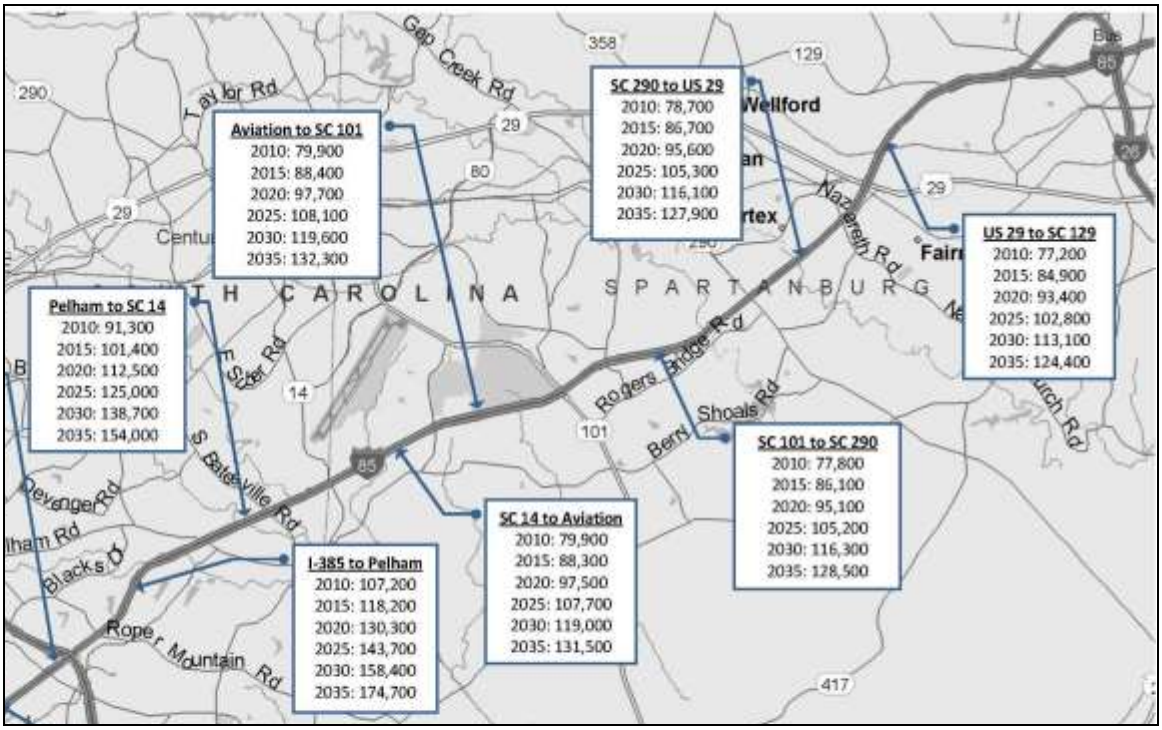
Greenville-Pickens Area Transportation Study

Highway and Transportation Plans

Greenville County is one of the most urbanized areas of the state and the largest in South Carolina The city's population increased from 25,515 in the 2010 U.S. Census to an estimated 27,697 in the 2015 ESRI Community Profile. The projected annual rate of growth over the next five years is 1.5% with 46,988 people living within a 10-minute drive Greer's downtown area. As a result of this population growth, and being located along the I-85 corridor between Greenville and Spartanburg, the city will continue to see increased traffic on its surrounding roadways.

To address traffic capacity concerns, SCDOT completed a Corridor Analysis of Interstate 85 in 2012 to identify solutions for improving and maintaining the efficiency of I-85 using a systematic approach to identify current and future traffic needs and provides a wide array of potential solutions, many outside of the traditional approach of adding more lanes to the interstate. The study includes analysis of key transportation corridors in and around Greer. Supplement Figure 7-2 shows the estimated increase in Average Annual Daily Traffic (AADT) on I-85 from 2010 to 2035 in five year increments.

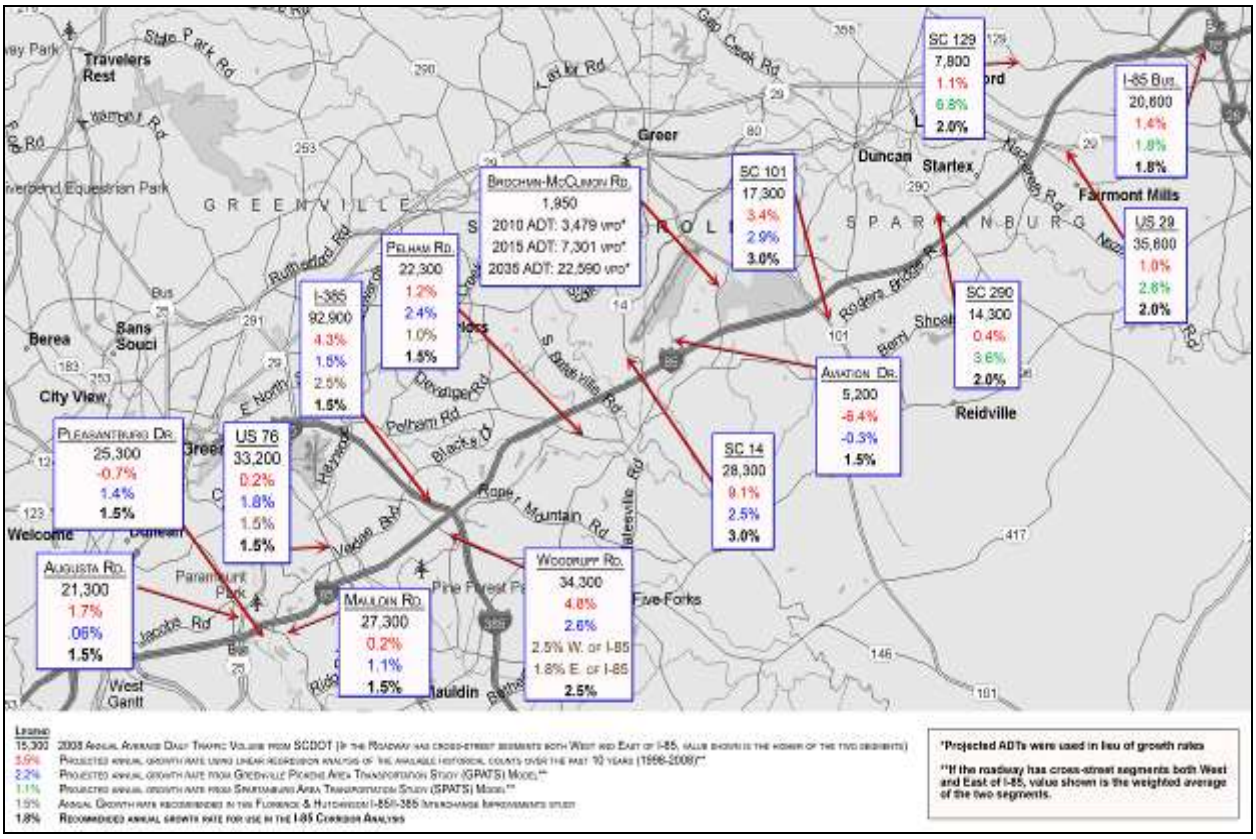
Supplement Figure 7-2
Projected Average Annual Daily Traffic on I-85
2010 – 2035



SCDOT Corridor Analysis of Interstate 85: Greenville and Spartanburg Counties

Supplement Figure 7-3 provides projected annual AADT growth rates for side streets along the I-85 corridor.

Supplement Figure 7-3
Projected Average Annual Daily Traffic on side streets along I-85
2010 – 2035



SCDOT Corridor Analysis of Interstate 85: Greenville and Spartanburg Counties

The study goes on to evaluate the suitability and benefit of a number of strategies for relieving congestion by reducing travel demand, shifting travel to modes of transportation other than the private automobile, and improving traffic operations; all in an effort to eliminate or delay the need and expense of constructing additional highway lanes.

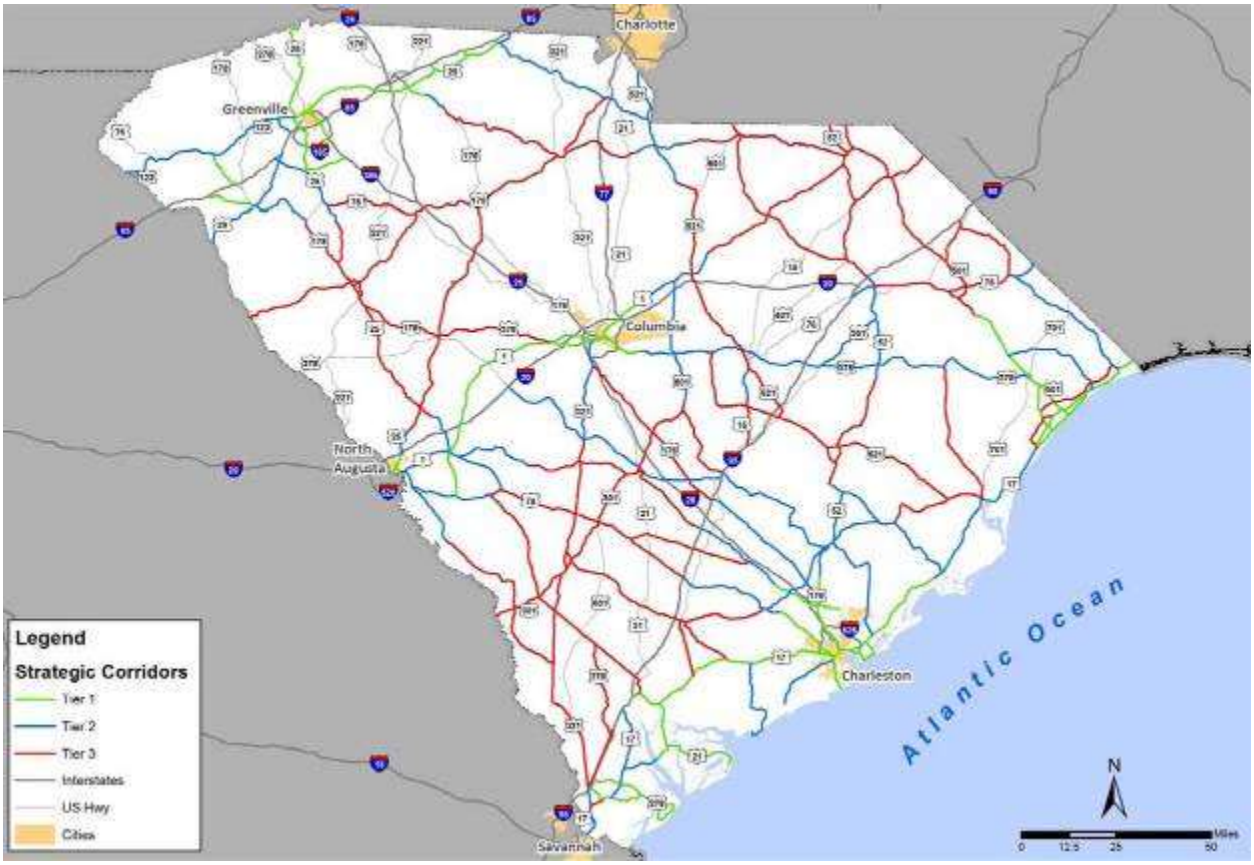
The resulting "cafeteria" list of potential projects provides the tools needed for transportation agencies and transportation providers to make decisions on how to best improve I-85 between Greenville and Spartanburg while making the best use of limited funds. The study recommends local governments and transportation planning agencies partner with SCDOT to implement

many of the strategies in both the short term and over the next 20 years to reduce congestion, minimize the need for additional lanes and improved quality of life.

SCDOT also updated their statewide Strategic Corridor Plan in 2014. The purpose of the plan is to provide a connected, continuous network that serves the traveling public and movement of freight by developing a focused strategic system which will provide the needed connectivity to allow South Carolina to maintain and enhance its economic vitality.

The Interstate 85 corridor (from the Georgia state line to Cherokee County at the North Carolina border) carries about 100,000 vehicles each day (Annual Average Daily Traffic/AADT), of which 28 to 30 percent is truck traffic. The global nature of our economy relies on efficient intermodal connectivity, and in South Carolina, trucks are estimated to move about 80 percent of total freight. Supplement Figure 7-4 includes the major routes along the I-85 Corridor in the Upstate region.

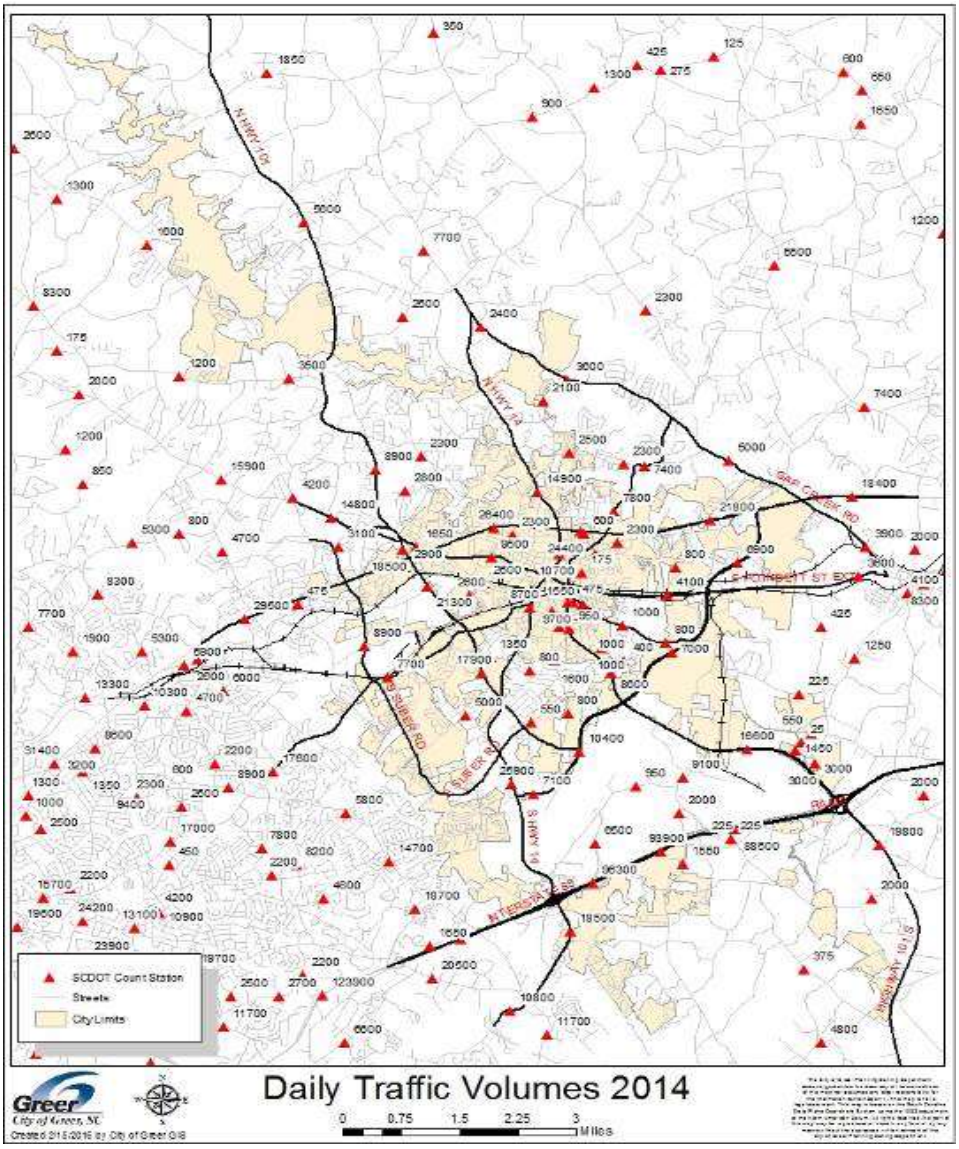
Supplement Figure 7-4
South Carolina Strategic Corridors



South Carolina Department of Transportation (SCDOT)

Other major routes serving Greer include SC 14, SC 290, SC 101 and SC 357. Supplement Figure 7-5 shows traffic volumes along these roadways.

Supplement Figure 7-5
Transportation Map and Daily Traffic Volumes



Greenville-Pickens Area Transportation Study

Greenville-Pickens Area Transportation Study

The Greenville-Pickens Area Transportation Study (GPATS) is the Metropolitan Planning Organization (MPO) for this region of the Upstate and provides transportation planning, project development, and grant assistance to the municipalities in the urbanized area. GPATS update the Long Range Transportation Plan (LRTP) in 2013 to address projects through 2035. The updated plan can be found at GPATS Long Range Transportation Plan (November 2013 Update).

The Highway 290 Area Plan Project began in 2015 and is slated to be completed in 2017. Since 2010, new potential road projects have been identified in the 2035 LRTP.

Roadway Projects

- Bennett's Bridge Rd. – 5 lanes from Woodruff Rd. to Brockman-McClimon Rd.
- S. Buncombe Rd. - 3 lanes from Old Highway 14 to County Line
- St. Mark Rd. – improved 2 lanes from Wade Hampton Blvd. to Hwy 290
- Milford Church Rd. – 3 lanes from SC 290 to SC 101
- Gibbs Shoals Road – 3 lanes from Batesville Rd. to SC 14

In 2012 the Transportation Enhancement program was reformed by the Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation and rebranded as the Transportation Alternatives Program (TAP). This rebranding altered the eligible activities to focus the funding toward the construction of bicycle and pedestrian facilities. Eligible Activities under the SCDOT-defined TAP include pedestrian and bicycle facilities (including non-motorized paths), streetscape improvements, and the Safe Routes to School Program. The City of Greer was able to complete the Suber Rd. Sidewalks project under the new TAP in 2013.

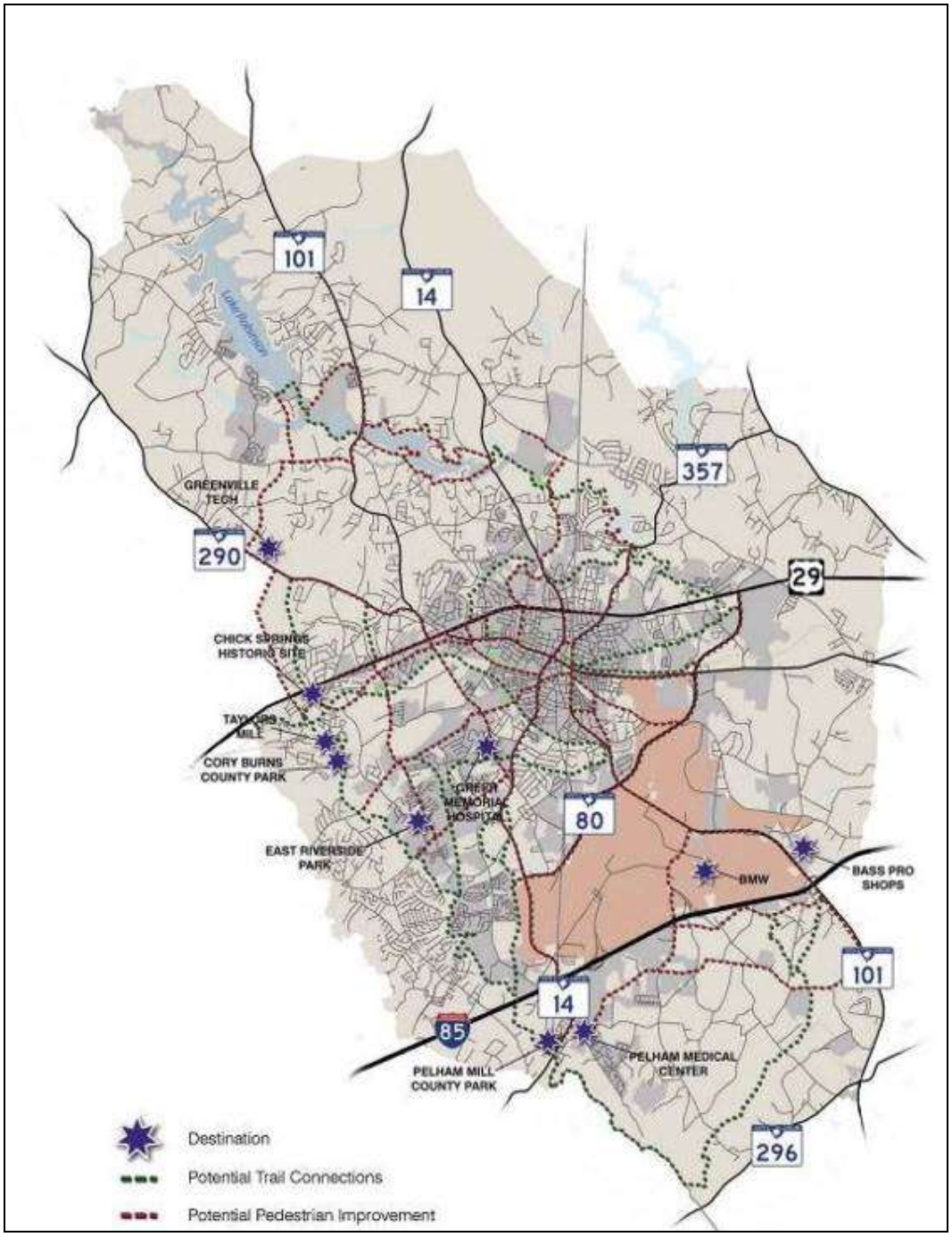
The Unified Planning Work Program (UPWP) identifies and funds the transportation planning activities being conducted by GPATS. In 2014 the city secured $25,000 to conduct the Highway 101 Corridor Feasibility Study.

Greenways, Bicycle Paths and Sidewalks

Through the work on the Greer Community Master Plan in 2015, our community indicated their desire to live an active lifestyle reinforced through the provision of quality spaces to gather, recreate and enjoy the outdoors. This synergy between our residents and a natural built, inter-connected environment will attract future investment and continued development. The Greer Community Master Plan envisions an interconnected system of parks, open space, trails, and recreation facilities, as shown in Supplement Figure 7-6.

Supplement Figure 7-6

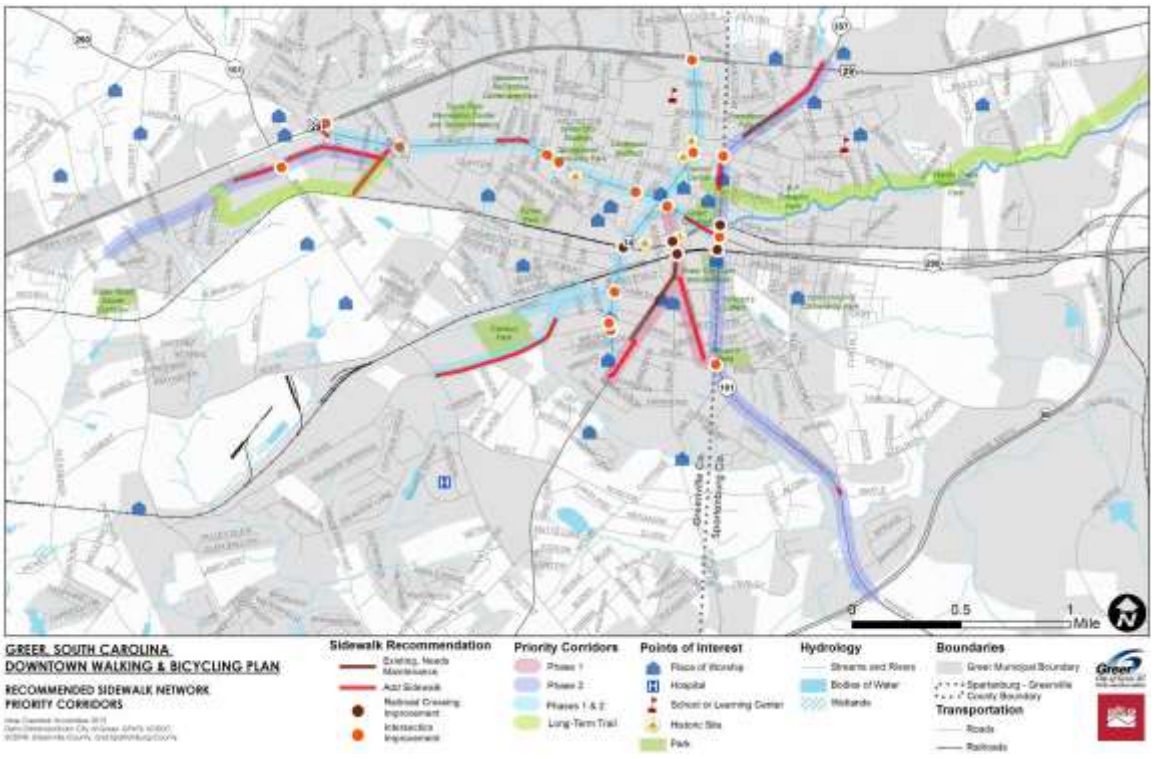
Interconnectedness Framework Plan



Greer Community Master Plan

In 2015 the City of Greer commissioned Alta Planning and Design to prepare a Downtown Walking and Bicycling Master Plan. This master plan was designed to get community input on how to address and promote connectivity in the Greer community by increasing access to bike lanes, bike trails, and sidewalks. Supplement Figure 7-7 is map of the plans recommendations for sidewalk addition and improvement locations.

Supplement Figure 7-7
Sidewalk Network Priority Corridors



Greer Downtown Walking and Bicycling Plan

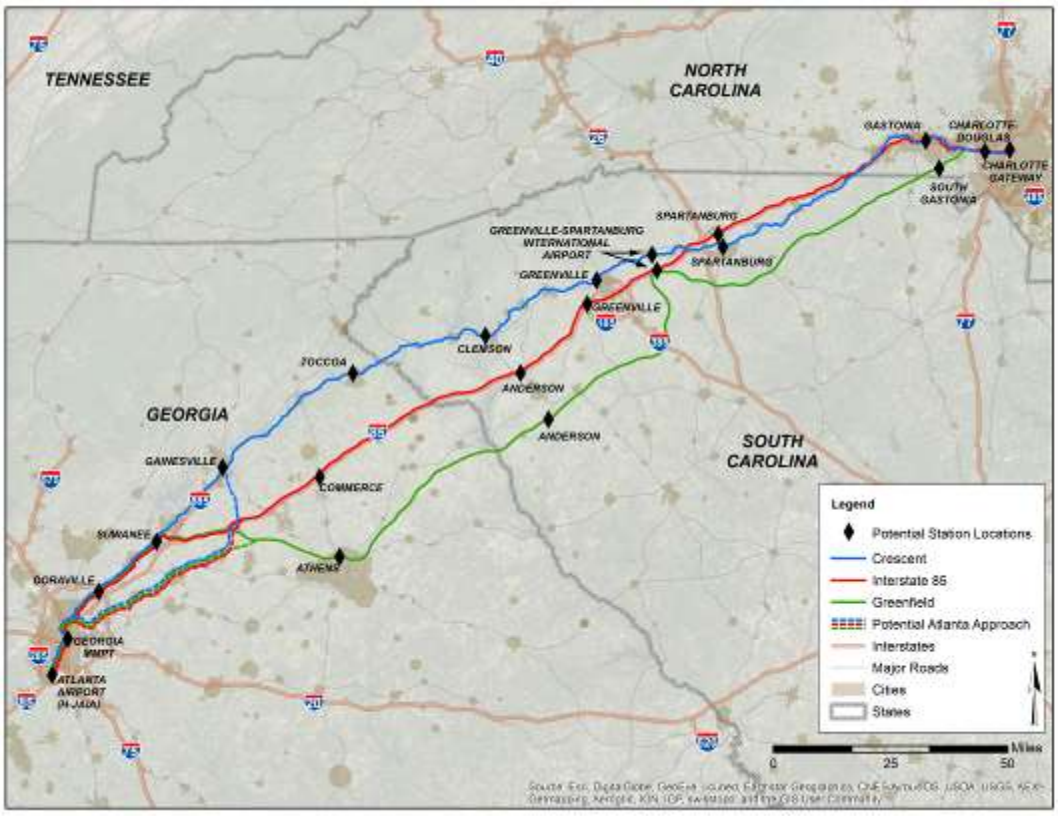
Rail Transportation

High-Speed Rail

The Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP) is an extension of the Southeast High-Speed Rail Corridor (SEHSR), which is under development from Charlotte to Washington, D.C. The extension from Charlotte, would travel southeast through portions of South Carolina and into Atlanta. The exact termini of route alternatives will address connectivity to proposed and existing passenger rail stations, airports and other regional transportation services along the corridor. Currently, all three proposed routes travel through

the City of Greer with the Crescent line (which follows the current Norfolk Southern line) having a station location near downtown Greer as shown in Supplement Figure 7-8.

Supplement Figure 7-8
Proposed High-Speed Rail Corridors

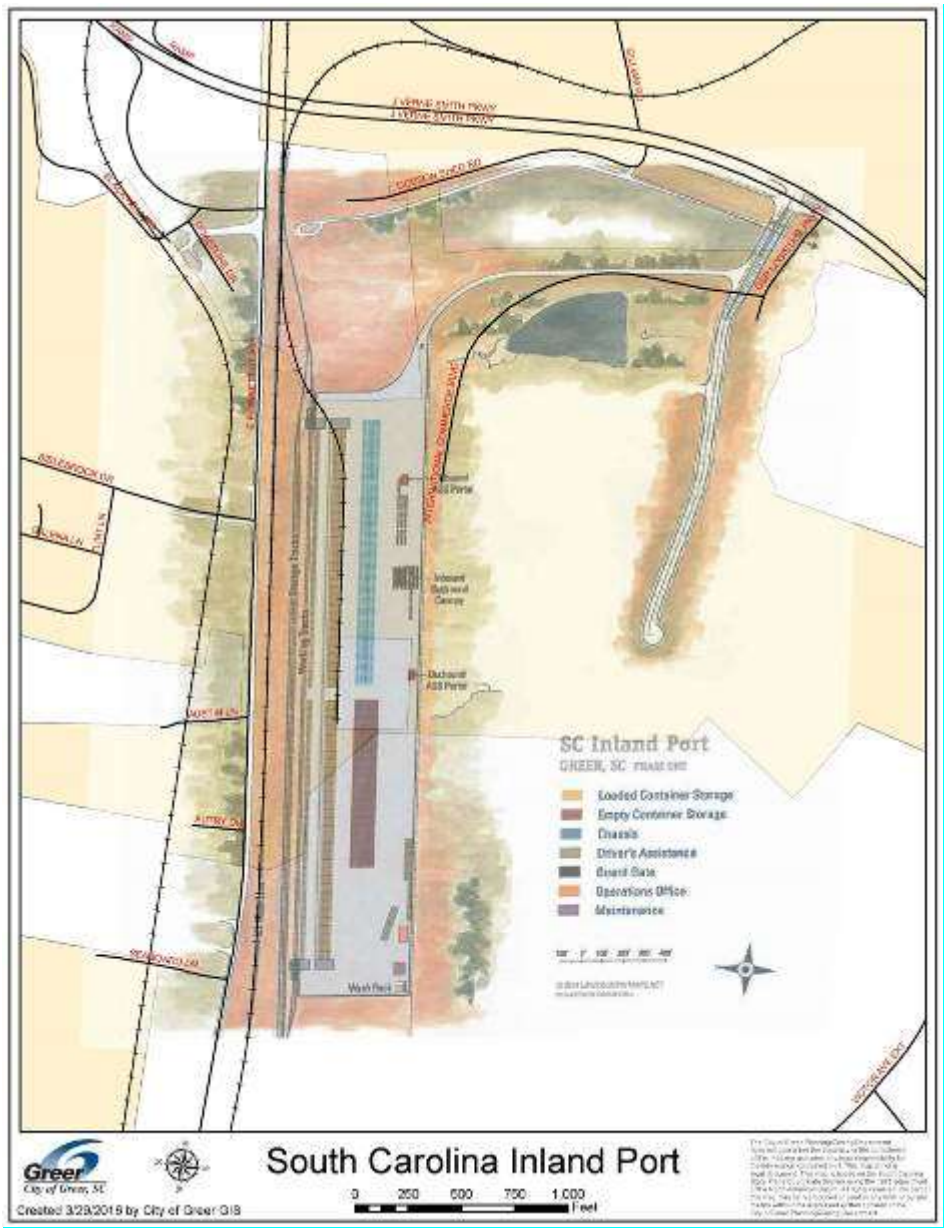


Atlanta to Charlotte Passenger Rail Corridor Investment Plan

Inland Port

The South Carolina Inland Port opened in October 2013, extending the Port of Charleston's reach 212 miles inland to Greer, S.C., and providing shippers with access to more than 95 million consumers within a one-day drive. The inland port boosts efficiency for international freight movements between the Port of Charleston and companies located across the Southeast while creating additional economic investment in the area around Greer. Supplement Figure 7-11 shows the current site layout. In 2014 the Inland Port processed 58,000 containers and the South Carolina Port Authority believes that the site can handle 120,000 containers annually. The Port Authority expects to expand by 2017 growing the facility to 70 of the site's total 100 acres and doubling its capacity.

Supplement Figure 7-11
Inland Port Site Layout



SC Port Authority and City of Greer

Public Transportation

The city remains unserved by a public transit service. However, since 2010 efforts have been underway to partner with Greenlink, operated by the Greenville Transit Authority (GTA) and the City of Greenville, to expand its bus service throughout Greenville County including the City of

Greer. Since 2014, the City of Greer has supported GTA's pursuit of grants to fund service expansion by pledging to provide a location for a fixed route, main line terminal stop in the downtown area as well as planning coordination. Supplement Figure 7-9 shows the concept map for an expanded Greenlink transit system.

Supplement Figure 7-9
Greenlink TIGER VIII Grant Transit Plan Concept Map



http://www.ridegreenlink.com

Air Transportation

In 2011, the Greenville-Spartanburg International Airport successfully recruited Southwest Airlines providing the public with new options for travel. The airport also began the $125 million Terminal Improvement Program called WINGSPAN to increase capacity, improve efficiency, incorporate safety process, integrate sustainable practices, and impact the economic landscape. In 2013, the GSP360 Master Plan resulted from the Greenville-Spartanburg International Airport Land Use Planning and Development Study. This plan serve as a guide for carefully planned and responsibly executed development around the airport through a sustainable and environmentally sensitive approach that will serve the needs of the Upstate while providing a wide variety of opportunities for companies and corporations from across the region and around the globe. Supplement Figure 7-10 shows available properties for development.

Supplement Figure 7-10
GSP360 Master Plan Available Properties Map



http://gsp360beyondtherunway.com/

From 2010 to 2014, as shown in Supplement Tables 7-1 and 7-2, passenger traffic has averaged approximately 1.7 million passengers and cargo freight tonnage has averaged approximately 28,000 tons annually.

Supplement Table 7-1
Total Passengers 2010 - 2014

Year	Enplaned	Deplaned	Total	Inc/Dec %
2014	955,565	941,699	1,897,264	1.6%
2013	937,767	929,059	1,827,066	-1.6%
2012	954,617	946,415	1,901,032	6.37%
2011	896,496	890,665	1,787,161	37.29%
2010	658,744	643,000	1,301,744	3.25%

Greenville-Spartanburg International Airport

Supplement Table 7-2
Total Air Cargo 2005-2014

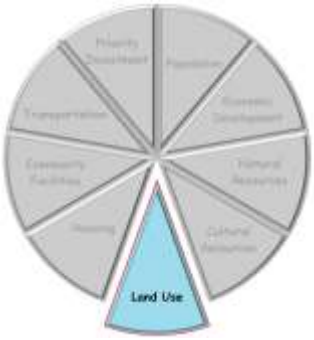
Year	Mail	Freight	Express	Total	Inc/Dec %
2014	0	30,654	59	30,713	5.3%
2013	4	29,095	67	29,166	1.39%
2012	1	28,708	57	28,766	3.72%
2011	0	27,687	45	27,733	12.43%
2010	0	24,587	80	24,668	24.61%

(Shown in Tons) ***Greenville-Spartanburg International Airport***

Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 8: Land Use



The land use element deals with the development characteristics of the land. This element is influenced by all previously described plan elements. The findings, projections and conclusions from each of the previous six elements will influence the amount of land needed for various uses.

Existing Land Use Inventory

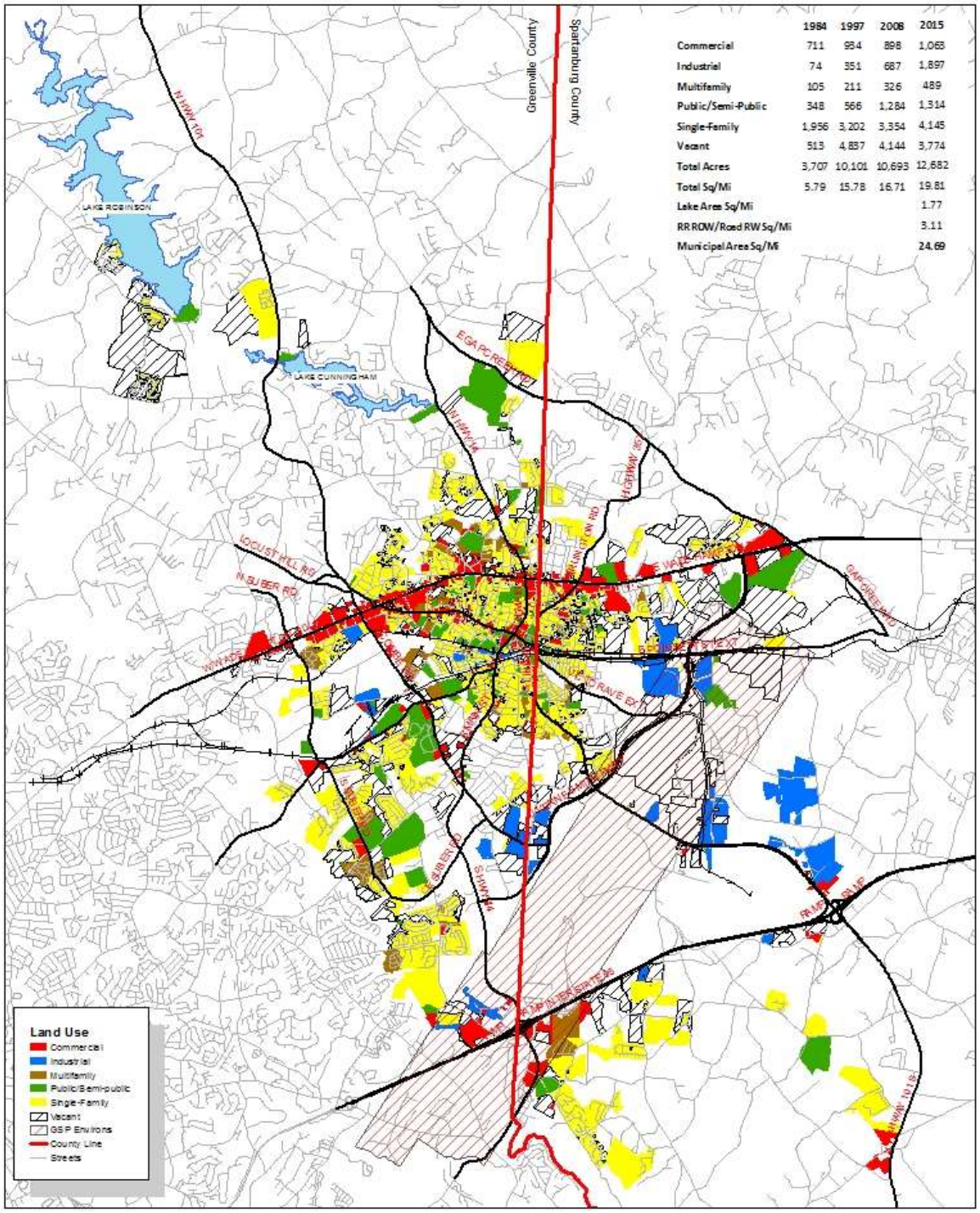
Supplement Table 8-1 details the historical acreage by land use type to show how the city has grown and changed in terms of land use development over the years. The Existing Land Use Map, shown in Supplement Figure 8-1, has been maintained digitally since 2008. The data and map are current as February 2016.

Supplement Table 8-1
Existing Land Use (In Acres)

Land Use Category	1984	1997	2008	2015
Commercial	**711**	**934**	**898**	**1,063**
Industrial	74	351	687	1,897
Multifamily	105	211	326	489
Public/Semi-Public	348	566	1,284	1,314
Single-Family	1,956	3,202	3,354	4,145
Vacant	513	4,837	4,144	3,774
Total Acres	3,707	10,101	10,693	12,682
Total Sq/Mi	5.79	15.78	16.71	19.81
Lake Area Sq/Mi				1.77
RR ROW/Road RW Sq/Mi				3.11
Municipal Area Sq/Mi				**24.69**

City of Greer, Greenville County Planning Commission

Supplement Figure 8-1
Existing Land Use Map



	1984	1997	2008	2015
Commercial	711	984	898	1,068
Industrial	74	351	687	1,897
Multifamily	105	211	326	489
Public/Semi-Public	348	566	1,284	1,314
Single-Family	1,956	3,202	3,354	4,145
Vacant	513	4,837	4,144	3,774
Total Acres	3,707	10,101	10,693	12,682
Total Sq/Mi	5.79	15.78	16.71	19.81
Lake Area Sq/Mi				1.77
RR ROW/Road RW Sq/Mi				3.11
Municipal Area Sq/Mi				24.69

City of Greer

Future Land Use Needs

Supplement Table 8-2 identifies the land use guidelines for four land use categories and compares these standards based on the City of Greer's 2010 U.S. Census population of 25,515 as well as the current estimated population of 27,697 and the projected 2020 population of 29,830 from the 2015 ESRI Community Profile. These comparisons are based on an average R-12 Single Family Residential density and indicate that all land use categories currently have sufficient land to cover existing and future needs.

Supplement Table 8-2
Future Land Use Needs (Acres)

Land Use Category	Standards*	Existing Acres 2015	Needed Acres 2015	Needed Acres 2020
Single-Family	125	4,145	3,462	3,729
Multifamily	5	489	138	149
Commercial	34	1,063	942	1,014
Industrial	12	1,897	332	358

Acres per 1,000 persons **Planning Design Criteria** by Dechiara and Koppleman

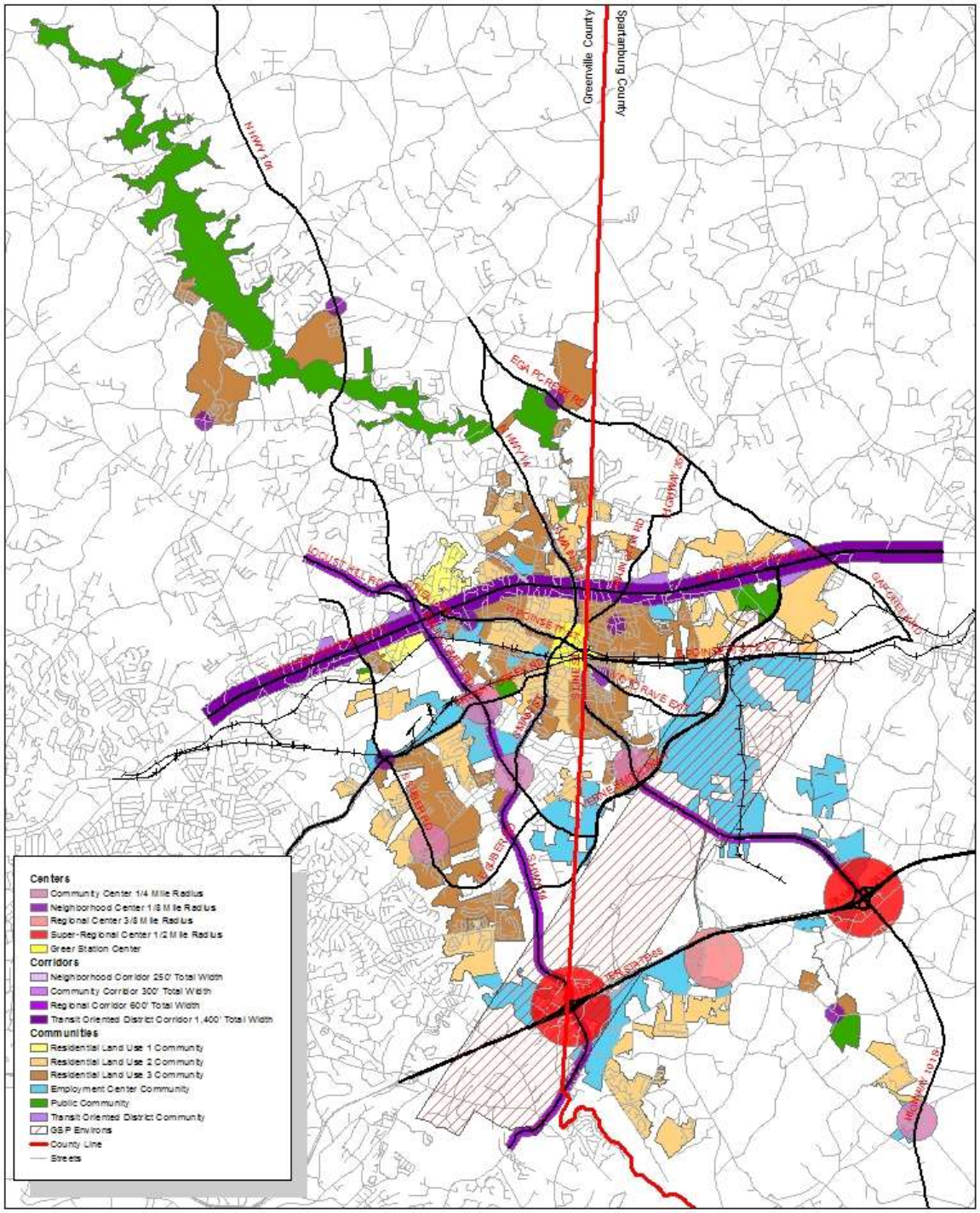
The Future Land Use Map, shown in Supplement Figure 8-2, is a general graphic representation indicating a future development pattern advocated by the various land use goals, issues, visioning process, and development potential of areas in the Greer Community.

In the past, the city's comprehensive plans have contained future land use maps that identify the potential land use for the study area which typically includes a larger area than the city limits using land use categories such as low density residential, medium to high density residential, commercial, office, service, industry, and institutional uses (schools, parks, etc.).

In the 2010 Comprehensive Plan update, to identify the future development patterns in the community, the city implemented the *Communities*, *Centers* and *Corridors* development strategy that emphasizes the purpose and function of an area in the city no matter size or location as opposed to specific land uses. If the purpose of an area is understood, then a potential number of different land uses can be used to help define or achieve the area's purpose and its relationship to its surroundings.

As zoning is established for each developed parcel, the Existing Land Use Map is updated to reflect the final land use designation. In looking toward the 2020 Comprehensive Plan update, this approach to future land use development will be integrated with the preferred growth strategy identified in the Greer Community Master Plan.

Supplement Figure 8-2
Future Land Use Map



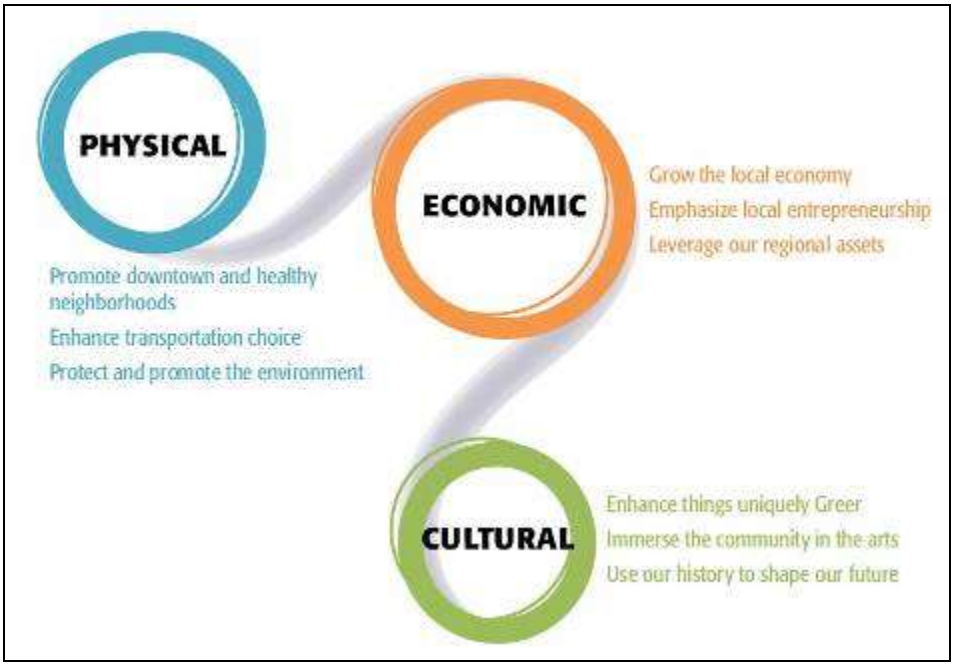
City of Greer

Greer Community Master Plan

In 2012, the Partnership for Tomorrow commissioned the Greer Community Master Plan as the next step toward fulfilling their mission of providing the City of Greer and surrounding areas with the resources necessary to address a variety of issues that will benefit our community and make Greer a better place to live, work, and invest.

In this plan, a set of Community Initiatives, shown in Supplement Figure 8-3, were identified through extensive community input and review to serve as the guiding principles in developing a preferred growth strategy.

Supplement Figure 8-3
Community Initiatives



Greer Community Master Plan

Next, eleven Community Types (Rural Living, Waterfront Living, Suburban Living, Traditional Neighborhood, Downtown, Neighborhood Center, Suburban Center, Regional Center, Employment Center, Manufacturing & Logistics Center) were defined that represent the different land use types and development patterns regarding the look and feel of a place that sets it apart from other areas.

Community Types have their own unique setting and visual qualities and can easily be thought to be similar to the current Land Use Plans concept of Communities, Centers, and Corridors.

However, rather than focusing exclusively on land use categories, the community-types provide a more descriptive way to convey the technical (density, floor area ratios, land use mixtures, parking, block structure, etc.) and visual (appearance, mixtures of uses, design, structures, etc.) characteristics found in the Existing Land Use Plan. The community types are the unit of analysis for the growth scenario. They are not intended to be completely synonymous with the zoning ordinance or to replace the language in the land use plan. Supplement Figure 8-4 details the Neighborhood Center community type to demonstrate this concept.

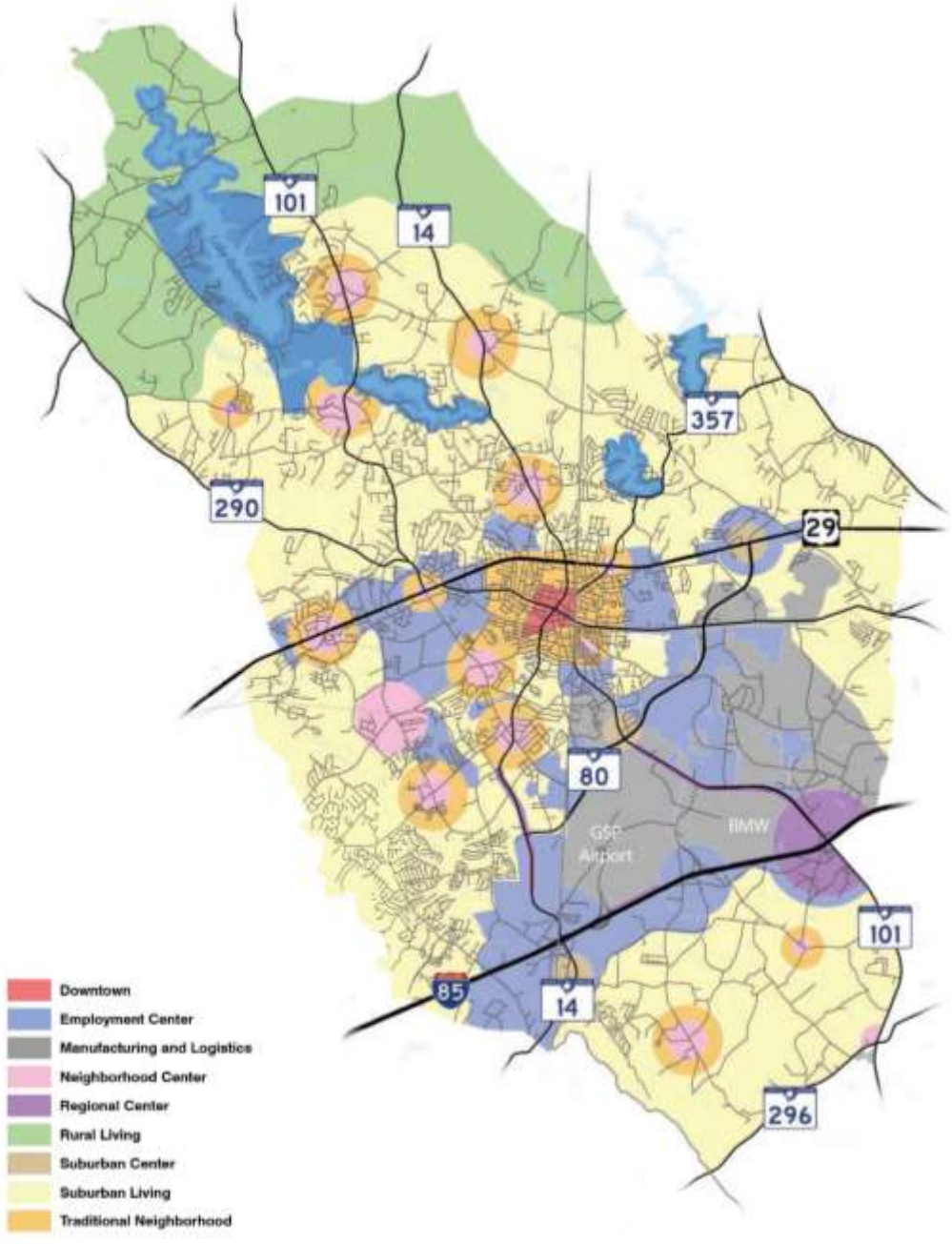
Supplement Figure 8-4
Neighborhood Community Type



Greer Community Master Plan

The Community Initiatives and Community Types were used to complete a comparative analysis of various growth strategies to determine a Preferred Growth Strategy that would provide a visual representation to express in general terms how Greer should grow and where different types of development should be located. The Existing The Preferred Growth Strategy, as shown in Supplement Figure 8-5, serves as the foundation for the development of framework plans directly related to land use, multimodal transportation, parks and open space, and arts and culture. The strategy also offered input into other plan elements that provide additional detail on land development, physical character, and policy initiatives. This growth strategy will provide the basis for the new Future Land Use map when this plan is updated in 2020.

Supplement Figure 8-5
Preferred Growth Strategy



Greer Community Master Plan

2010 Comprehensive Plan (2015 Review)

City of Greer, SC

Supplement 9: Priority Investment



The priority investment element requires jurisdictions that conduct land use planning and zoning to connect infrastructure projects identified in the comprehensive plan to potential and available funding sources. Strategies should be established that provide for coordination with the counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the projects and initiatives identified in the comprehensive plan.

Greer Community Master Plan

In 2012 the Partnership for Tomorrow commissioned the Greer Community Master Plan to create a community-wide visions to guide growth and development, improve the stability, physical condition, and economic well-being of the city and to make Greer a more livable and sustainable community of choice between 2015 and 2030.

The process was designed to provide the city with the framework, strategies, and priorities for planning in connection with the current comprehensive plan and as a basis for the 2020 update. The process began in early 2014 with an exploration of existing conditions and a multi-faceted outreach campaign to understand the successes and challenges resulting from current planning and development efforts as well as re-assessing of the vision and priorities previously expressed. A resulting preferred growth strategy was determined, focus areas were identified, framework plans were established and action plans were recommended.

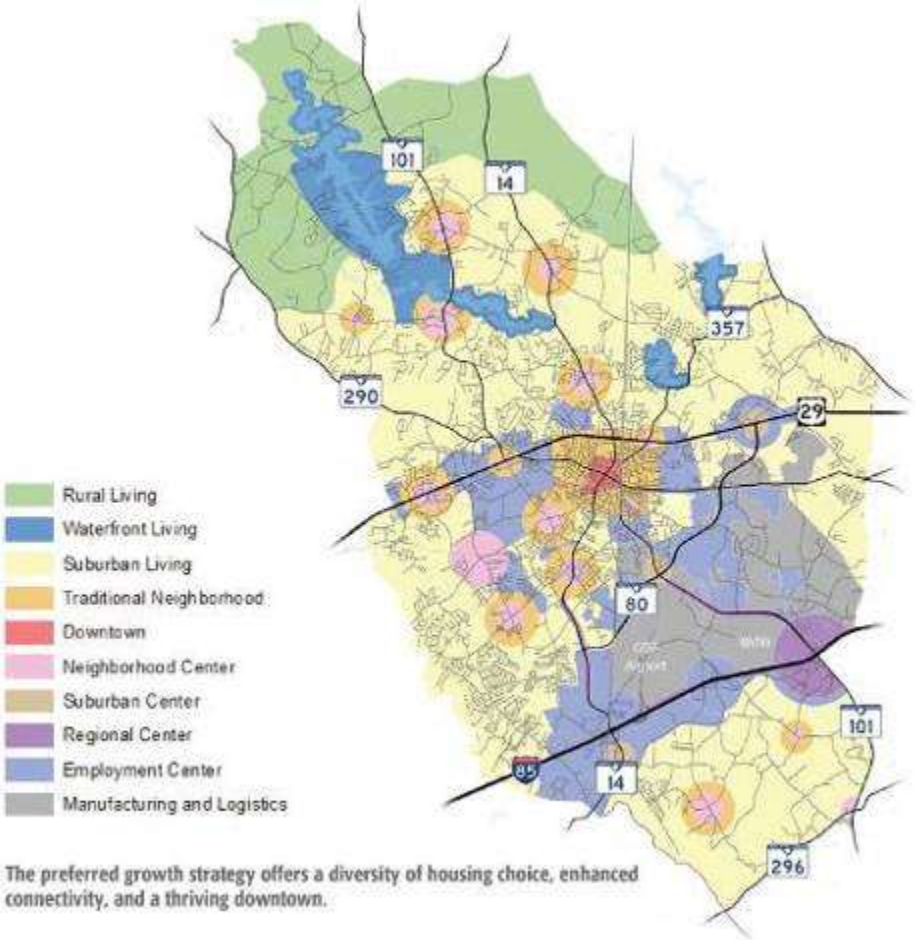
The final product provides an excellent basis for meeting the purpose of the priority investment element. A summary of the key features of the Greer Community Master Plan is provided here. The entire plan will be adopted as an addendum to the Comprehensive Plan as part of this 5-year review with the intent of using it as a key reference in completing the 10-year update in 2020.

The master plan allowed the community to identify what they value, create a set of alternative approaches to accommodating new growth, and select the alternative that best aligned the things they value. The **Preferred Growth Strategy**, shown in Supplement Figure 9-1, is a visual

representation of how Greer should grow. It expresses in general terms where different types of development should be located.

The selected preferred growth strategy was compared with multiple growth concepts including the 2010 Future Land Use map which forms its basis. The strategy utilizes community types that provide a more descriptive way to convey the typical technical and visual characteristics found in traditional land use category descriptions. This Comprehensive Plan, the city's policies and codes, and the direction offered by council ultimately will inform the location, intensity, and design of new developments. In its essence the preferred growth strategy expresses the context but with the necessary flexibility to respond to shifting trends inherent in a growing city. This growth strategy will be the basis for the update d Land Use plan in 2020.

Supplement Figure 9-1
Preferred Growth Strategy

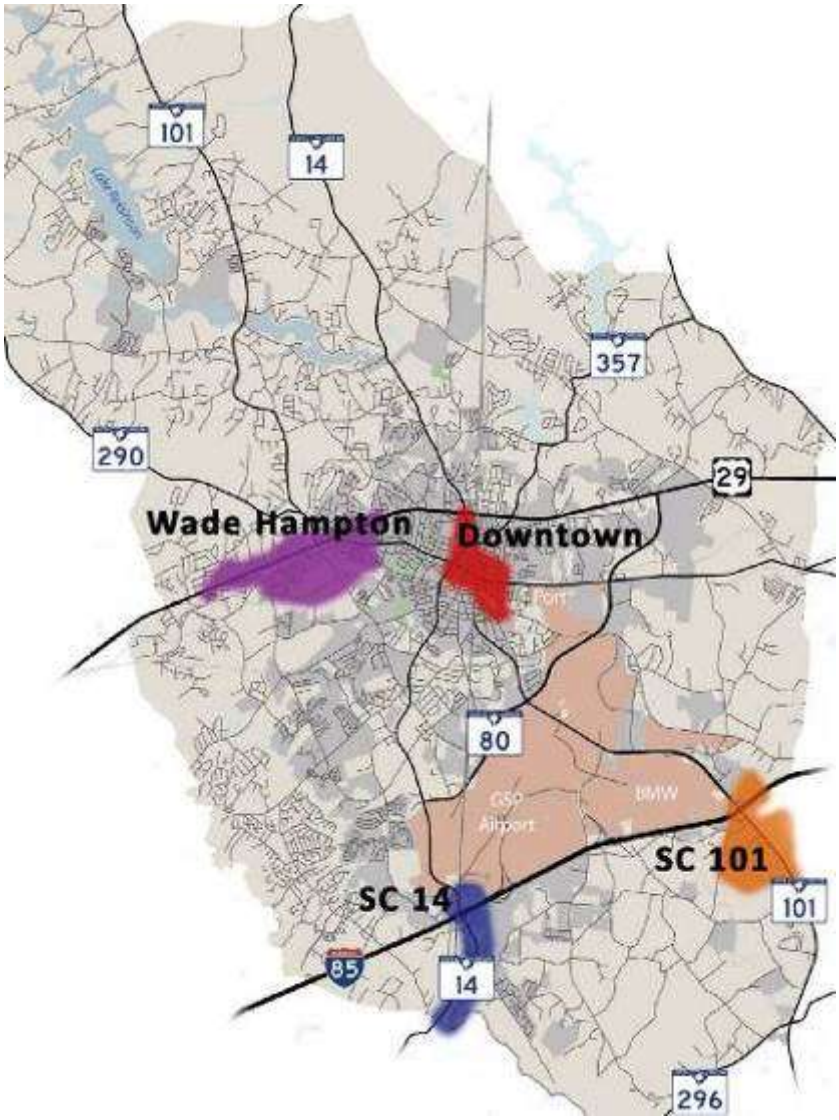


The preferred growth strategy offers a diversity of housing choice, enhanced connectivity, and a thriving downtown.

Greer Community Master Plan

Through the preferred growth strategy, four **Focus Areas**, shown in Supplement Figure 9-2, were identified for more detailed study and planning strategies critical to Greer's continued growth and enhancement. They are used to illustrate how design principles can guide future land use and development decisions that define key public improvements and initiatives required to catalyze appropriate growth and enhancement. These four areas include Downtown Greer, Wade Hampton Blvd., SC 101, and SC 14.

Supplement Figure 9-2
Focus Areas



Greer Community Master Plan

In relationship with the four focus areas, as shown in Supplement Figure 9-3, the Greer Community Master Plan details three key **Framework Plans** that provide for systems to allow people to interact with the places in the city and ensure they are positioned to meet changing needs over time. Combined, these framework strategies will better position the city for imminent growth without compromising all that is uniquely Greer.

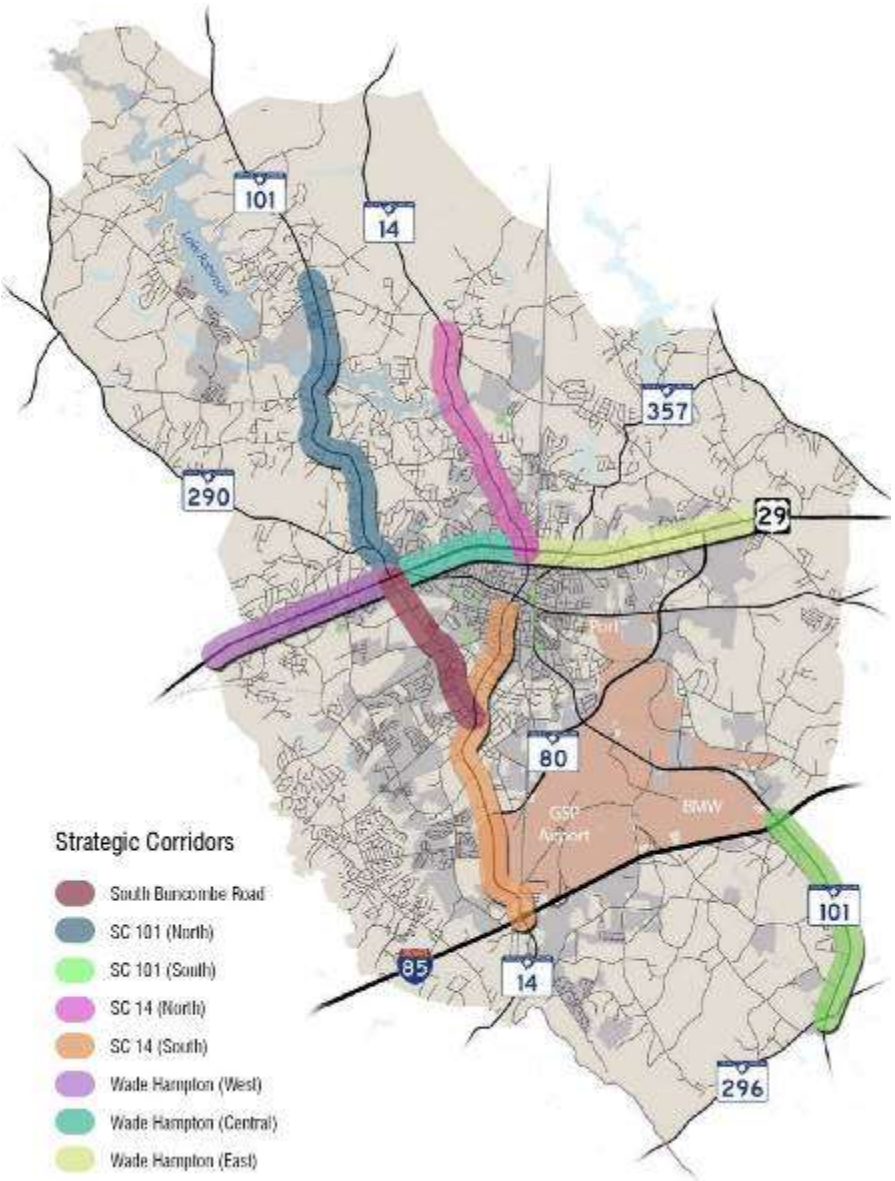
Supplement Figure 9-3
Focus Areas and Framework Plans Relationship



Greer Community Master Plan

The **Transportation Framework**, shown in Supplement Figure 9-4, provides strategies for improving the city's roads network, integrating with regional transportation options, enhancing walking and bicycle pathways, and positioning the city to be 'transit ready'. The plan identifies eight strategic corridors to address these multimodal needs and ties the transportation framework to the preferred growth strategy while emphasizing design quality.

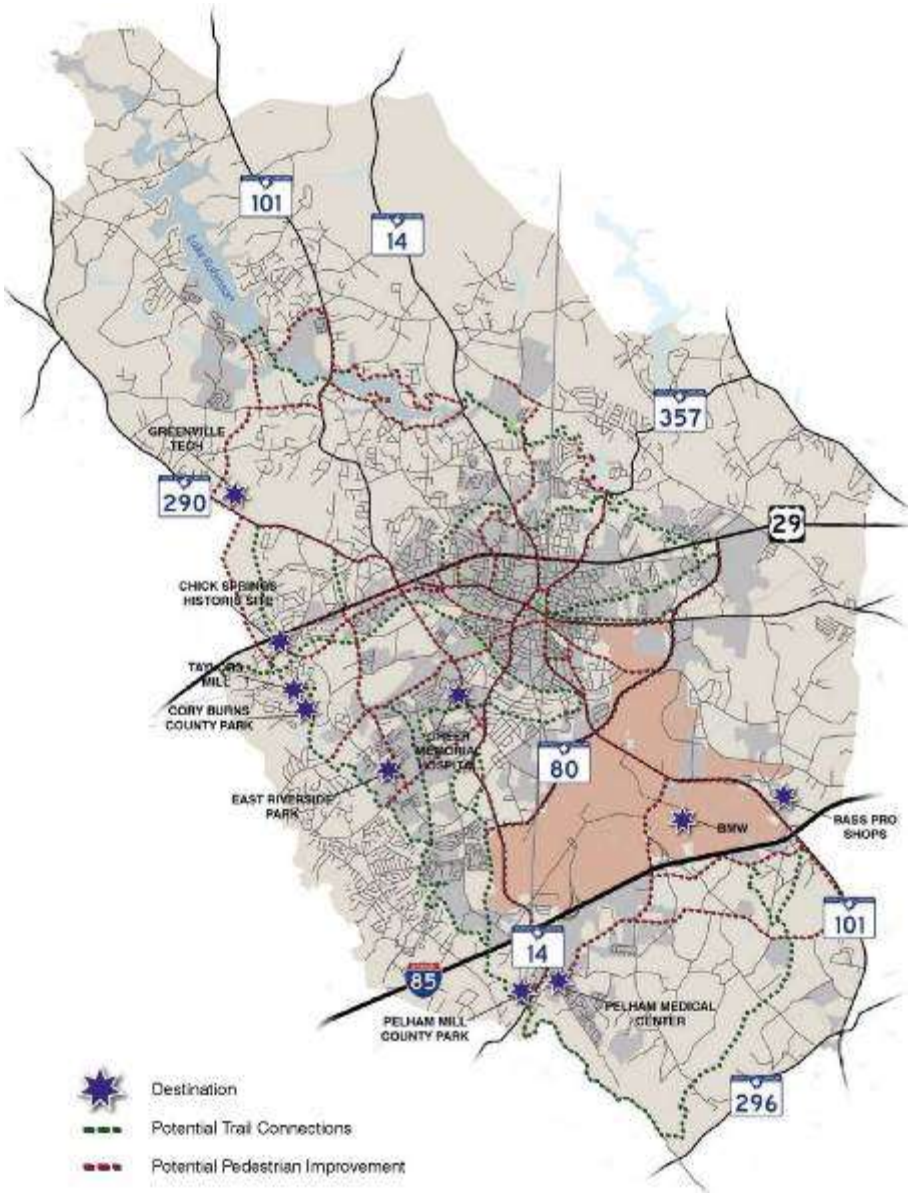
Supplement Figure 9-4
Transportation Framework



Greer Community Master Plan

The **Parks and Open Space Framework**, shown in Supplement Figure 9-5, focuses on the need to preserve and enhance parks and open spaces of all sizes and functions. The character types that are the foundation of the preferred growth strategy are embedded with parks of all scales. This framework identifies the streets and greenways that connect the community with existing and future parks.

Supplement Figure 9-5
Parks and Open Space Framework



Greer Community Master Plan

The **Arts and Culture Framework**, shown in Supplement Figure 9-6, builds on the 2010 Comprehensive Plan by promoting the historical aspects of the community, promoting festivals and events downtown through land use, design, and transportation strategies that make events more attractive and viable, supporting the mission of the Greer Heritage Museum, promoting historic preservation, creating opportunities for arts programming and facilities, creating a Public Arts Commission and establishing a vibrant Arts District adjacent to downtown.

Supplement Figure 9-6
Arts and Culture Framework



Greer Community Master Plan

In conclusion the Greer Community Master Plan provides an **Action Plan** consisting of a strategy board based on seven themes in three time horizons: Immediate (2015 – 2020), Mid-term (2021-2025), and Long-term (2026-2030) as well as six **High Priority Actions.**

1. Promoting a Preferred Growth Strategy through Policy.

2015-2020	2021-2025	2026-2030
• Memoralize the preferred growth strategy in the Comprehensive Plan Update • Update the City's development code to encourage selective redevelopment on North Main Street, limit building setbacks, and require parking to the rear or side of buildings • Organize the City's land use plan around a set of place type categories inspired by the Community Types used here • Amend the Water and Sewer Master Plan to reflect the limits and service expectations of the preferred growth strategy • Explore hybrid form-based or traditional zoning to accommodate mixed use development • Focus new development (particularly local retail and restaurants) between Trade Street, E. Poinsett Street, and City Park • Review development code requirements for the Arts District and consider allowing greater flexibility for uses and building design • Develop architectural and site design standards for Wade Hampton Boulevard activity nodes • Develop corridor standards for the South SC 14 corridor (sidewalk, landscape, and site/architectural design standards for new development) • Limit commercial development to one side (likely the east side) of SC 101	• Re-evaluate the Comprehensive Plan • Re-evaluate the place types for any necessary revisions • Re-evaluate the updated development Code for necessary revisions • Monitor the expansion of water and sewer and support logical expansion incrementally and through CIP • Continue to monitor redevelopment activity and adjust development codes as appropriate • Develop corridor standards for the South SC 101 corridor (sidewalk, landscape, and site/architectural design standards for new development)	• Update the Comprehensive Plan • Monitor the effectiveness of place type categories • Monitor the effectiveness of the updated development code and amend as necessary • Monitor the expansion of water and sewer and support logical expansion incrementally and through CIP

2. Promoting a Preferred Growth Strategy through Partnerships.

2015-2020	2021-2025	2026-2030
• Identify potential locations for mixed-use development along Wade Hampton Boulevard and in downtown • Focus new development (particularly local retail and restaurants) between Trade Street and E. Poinsett Street and City Park • Leverage the Greer Development Corporation (GDC) to begin creating a land bank for future public/private partnerships • Cultivate private sector partners to implement mixed-use development • Promote quality design that integrates neighborhood centers (see Preferred Growth Strategy) with surrounding residential neighborhoods • Recruit, market, and retain employment in the targeted employment center locations illustrated in the preferred growth strategy • Recruit, market, and retain manufacturing and logistics locations illustrated in the preferred growth strategy • Strengthen the connection to traditional neighborhoods (see preferred growth strategy) surrounding downtown • Partner with other local organizations to acquire and construct a community facility on the former Victor Mill site • Encourage master plan development of vacant property on the east side of SC 14 between I-85 and Pelham Medical Center	• Promote the creation of a well-planned, multi-use regional center (see Preferred Growth Strategy) at the interchange of I-85 and SC 101 • Complete first mixed-use development project • Redevelop and/or or improve J. Harley Bonds Career Center to front North Main Street and/or provide green space between the building and North Main Street • Expand downtown development focus to filling gaps between Greer Station and adjacent districts • Continue infill development of vacant sites in downtown and redevelopment of existing buildings • Recruit, market, and retain employment in the targeted employment center locations illustrated in the preferred growth strategy • Recruit, market, and retain manufacturing and logistics locations illustrated in the preferred growth strategy	• Consider constructing an arts or cultural facility along Cannon Street • Consider public improvements associated with the arts or cultural facility along Cannon Street • Recruit, market, and retain employment in the targeted employment center locations illustrated in the preferred growth strategy • Recruit, market, and retain manufacturing and logistics locations illustrated in the preferred growth strategy

3. Expanding the Traditional Downtown.

2015-2020	2021-2025	2026-2030
• Rezone appropriate areas around downtown for mixed-use development in keeping with existing neighborhood context • Create design guidelines for downtown and surrounding neighborhoods • Empower the Architectural Review Board (ARB) to implement design guidelines • Pursue and potentially incentivize new employment and residential development in and adjacent to Greer Station • Prepare a detailed streetscape plan for North Main Street from Poinsett Street to Wade Hampton Boulevard • Meet with property owners to explore future plans for development • Promote the special tax assessment and vacant building law to encourage redevelopment • Implement community market between CSX and Norfolk Southern Line in the Arts District	• Complete a mixed-use redevelopment along the North Main Street Corridor • Begin placing power lines underground in downtown • Reinstate façade improvement grants for targeted areas, such as the Arts District • Create road connection through the Arts District aligning with Pennsylvania Avenue and carrying through to SC 101	• Complete infill development projects downtown as identified in the illustrated plan • Continue placing power lines underground along corridors with a focus on Main Street and Poinsett Street

4. Enhancing Gateways and Wayfinding

2015-2020	2021-2025	2026-2030
• Work with donors to adopt gateways in Greer • Implement downtown gateway at the intersection of Poinsett Street and Wade Hampton Boulevard • Implement downtown gateway at the intersection of North Main Street and Wade Hampton Boulevard • Implement city gateway at Verne Smith Parkway and Wade Hampton Boulevard • Implement city gateway at Old Rutherford Road and Wade Hampton Boulevard • Lobby SCDOT for "Greer Next Three Exits" sign • Improve the intersection of Poinsett Street, Cannon Street, and Depot Street with enhanced paving • Implement City Gateway landscaping at SC 101 and Interstate 85 • Implement City Gateway landscaping at SC 14 and I-85	• Construct streetscape enhancements, including potential roadway reconfiguration for Victoria Street and along Randall Street between Poinsett Street and South Main Street • Landscape along SC 14 • Landscape along SC 101 • Design and construct Wade Hampton corridor landscape and sidewalk standards from Brannon Drive to Middleton Way • Construct Poinsett Street gateway and pedestrian/bicycle enhancements to connect to Greer Station	• Complete infill development projects as identified in the illustrated plan • Continue placing power lines underground along corridors with a focus on Main Street and Poinsett Street

5. Promoting Mobility

2015-2020	2021-2025	2026-2030
• Complete the Downtown Bicycling and Walking Plan, including the identification of priority projects and agencies responsible for implementation • Promote context-sensitive design with an emphasis on the design concepts expressed for the strategic corridors • Incorporate expectations for the strategic corridors in the Long Range Transportation Plan • Update street design standards in the city's development code • Extend Trade Street sidewalk and landscape enhancements south to Pelham Street, including artistic treatments to railroad crossings • Identify park and ride locations along Wade Hampton Boulevard • Expand Greenlink service in Greer • Promote development of a secondary roadway network to provide alternative transportation routes and access to SC 101	• Monitor and implement projects in accordance with the Downtown Bicycling and Walking Plan • Construct North Main Street corridor improvements (roadway reconfiguration, and bicycle, sidewalk, landscape and lighting enhancement) • Review and revise transportation recommendations during required updates to the Long Range Transportation Plan • Continue to expand Greenlink service • Resolve intersection of Taylor's Road, SC 290 and SC 101 • Expand road network at SC 101 and I-85 to allow continued growth and development • Construct Pointsett Street pedestrian/ bicycle enhancements to connect residential areas to Greer Station • Construct roadway through the Arts District from South Main Street to East Point Street • Extend sidewalk/landscape enhancements along Pelham Street to and through adjacent residential neighborhoods • Construct multi-use trail loop connecting new community facility, Stevens Field, Veterans Park, Victor Park, and downtown • Construct South SC 14 improvements (roadway, sidewalk, and landscaping) • Encourage a roadway connection on the north side of I-85 from SC 101 to Victor Hill and/or Duncan Reidville Road	• Monitor and implement pedestrian projects in accordance with the Downtown Bicycling and Walking Plan • Review and revise transportation recommendations during required updates to the Long Range Transportation Plan • Continue to expand Greenlink service in Greer with consideration for future bus rapid transit • Explore road improvements along SC 290 and SC 101 north of Wade Hampton Boulevard • Enhance Street Mark Road from SC 290 to Wade Hampton Boulevard • Improve Old Rutherford Rd from SC 290 to Wade Hampton Blvd. • Construct enhancements to South Line Street (potential roadway configuration, lighting, sidewalks, and landscaping) • Design and construct multi-use trail along Chick Springs to Greer Station • Construct intersection improvement at Buncombe Road and Taylor Road (potential roundabout) • Extend East Phillips Road/frontage road south of I-85 to Brockman McClimon Road • Construct multi-use trail along Dillard Creek • Construct roadway across I-85 • Consider a new roadway connection east of SC 101 between Plemmons Road and Rogers Bridge Road

6. Promoting the Arts, Culture, and History

2015-2020	2021-2025	2026-2030
• Establish a Public Art Commission • Develop a Public Art Master Plan (inventory, funding, leveraging public/private partnerships) • Establish Arts District enhancement fund to incentivize private building rehabilitation and redevelopment activity • Create and maintain an artists' registry • Create an Arts District south of the Norfolk Southern rail line in downtown • Initiate feasibility of a cultural facility in downtown to stimulate economic development	• Explore a housing program to recruit artists and creative professionals to downtown neighborhoods • Create technology-based interpretation of historic and art sites in Greer • Implement phase one of a cultural facility per findings of the feasibility study • Review effectiveness of Arts District enhancement fund and make adjustments as necessary	• Implement final phases of cultural facility in downtown • Build an arts/technology magnet school in the Arts District

7. Connecting the Community with Recreation and Trails

2015-2020	2021-2025	2026-2030
• Develop a Trails Master Plan for Greer • Acquire the Victor Mill property for future park use • Develop Victor Mill Park Master Plan	• Implement Victor Mill Park Master Plan • Plan recreation/aquatic center • Connect Victor Park, Stevens Field, and Victor Mill site with a multi-use trail • Develop trail along Brushy Creek • Explore connection from Greer to the Swamp Rabbit Trail • Explore trail connection from East Riverside Park to Greer Memorial, Century B Park, and downtown	• Complete recreation/aquatic center • Extend Brushy Creek trail to Pelham Park at SC 14 and Pelham Road • Implement connection from Greer to the Swamp Rabbit Trail • Construct trail to Tyger River Park from Bass Pro Shop • Construct trail from Verne Smith to Lake Robinson along Tyger River

High Priority Actions

Certain action items identified in the Strategy Board immediately rise as high priority actions. Some are highly visible physical projects while others are policy changes or emerging partnerships that will reap benefits over the long term. The following high priority actions are recommended:

Memoralize the Preferred Growth Strategy in the City's Comprehensive Plan Update.

The Comprehensive Plan is Greer's planning tool to inform zoning decisions and other changes necessary to implement recommendations in this plan.

Pursue and potentially incentivize new employment and residential development in and adjacent to Greer Station.

The growth of downtown is dependent on the health of adjacent neighborhoods and employment centers. Greer has a significant opportunity to market neighborhoods and employment opportunities close to its vibrant and successful downtown.

Implement Gateway Improvements.

Currently, Greer has only one significant gateway (the entry to downtown along Main Street). Greer has the opportunity to announce to visitors where the community begins and where it transitions into downtown through strategic gateway enhancements.

Complete the Pedestrian Master Plan sponsored by the MPO.

This plan should provide specific guidance for enhancing the pedestrian experience in Greer by inventorying projects, identifying dedicated funding, and seeking partnerships for implementation.

Establish a Public Art Commission and Develop a Public Art Master Plan.

The Public Art Commission and Public Art Master Plan should inventory existing public art, identify potential funding partners, and leverage public/private partnerships to create more art in the City of Greer.

Acquire Victor Mill and develop a plan for Victor Mill Park.

This mill is a legacy for Greer and the current site detracts from the community. It offers a substantial opportunity to transition from an eyesore to a significant asset.

Identification of Funding Sources

Funding mechanisms available to the city for recreation, public services, public safety, transportation, etc. include but are not limited to property taxes, business license fees, user fees, hospitality taxes, accommodation taxes, state and federal grants, tax increment financing, revolving loan funds, general obligation bonds, and state aid to subdivisions. All of these sources are combined or used in ways that allow opportunity for infrastructure and facility funding. In some cases a specific funding source can be tied to a specific project such as using hospitality and accommodation taxation funds to construct recreation facilities or creating a tax increment financing district to build sidewalks, pave roads and light streets in a proposed industrial park. Since 2010 the city has begun dedicating funding to support the various projects conceived, recommended, or developed through the Comprehensive Plan and the Greer Community Master Plan.

Currently the city has multiple funding sources to address projects within all four Focus Areas and along four of the strategic corridors found in the Transportation Framework of the Greer Community Master Plan. As of June 30, 2015 there was $1,203,789 in the Highway 29 Corridor Improvements Fund and $731,100 in the Highway 101 Corridor Maintenance Fund. The city annually allocates funding for road paving projects throughout the city. These funds are leveraged against matching paving funds from Greenville County and Spartanburg County. Since 2010 approximately $6,000,000 has been spent on road paving projects within the city. Since FY2014 the city has allocated $150,000 in funding for sidewalk projects throughout the city. Starting in FY2014 the city committed $500,000 over the next five years for projects in downtown. Since 2010 the city has designated approximately $70,000 in HUD's CDBG funds for the purpose of façade improvement projects in the central business district.

The city continues to dedicate funding for projects to support parks and open space projects as well as projects to support Arts and Culture. In 2014 the city allocated $10,000 for the purpose developing public art projects and in 2016 committed $100,00 for the purpose of a Phase 1 renovation of the City Auditorium as a Community Arts Center. A Phase 2 expansion project has an estimated $1,000,000 in costs that will begin to be addressed as part of the FY2017 budget process.

In conclusion, the city will continue to address project funding from a variety of resources. Realized projects only move forward with dedicated funding attached and through the approval of council on a project by project basis.