1. Remote Participation And Viewing

   Public Comments can be made in two ways:

   1. In person during the appropriate point(s) of the meeting
   2. VIA THE MYCIVIC APP up to noon the Friday prior to the meeting.

   Public Meetings are livestreamed and recordings are archived on the CITY OF CLEMSON YOUTUBE PAGE.

   Disclaimer: The City of Clemson will continue to provide multiple ways to view and participate in our public meetings. Note that technology is not perfect and on rare occasions could fail before, during, or after a meeting. If this happens you should be able to watch the local recorded meeting on YouTube at a later date or review the minutes of the meeting when they are available.

2. Agenda

   Documents:

   11-10-25_PC_MEETING_AGENDA.PDF

3. Meeting Materials

   Documents:

   2025_10_14_PC_MINUTIES_FINAL_DRAFT.PDF
   PUD-000506-2025 1310 TIGER BLVD CONCEPT PRESENTATION SUBMISSION.PDF
   PUD-000461-2025 201 PINE STREET PLANNED DEVELOPMENT PACKET.PDF
   DRAFT 2045 CLEMSON COMPREHENSIVE PLAN 10-31-2025.PDF
   DRAFT RESOLUTION 2025-01 (COMPREHENSIVE PLAN).PDF

CITY OF Clemson
PLANNING & DEVELOPMENT

AGENDA

City of Clemson Planning Commission Meeting

6:00 p.m., Monday, November 10, 2025
1250 Tiger Blvd., Suite 2
City Hall – Council Chambers

The public may attend City of Clemson meetings in person at this time.

You can also view these meetings on the City of Clemson's YouTube channel within 2 business days.

How to Submit Public Comments

1. In person during appropriate portions of meetings
2. In writing submitted to staff or on the City's MyCivic web platform *no later than noon on the Friday before the meeting*.

1. ***Call to Order***
2. ***Public Session***
3. ***Adoption of Minutes***
   a. October 14, 2025 – Regular Meeting
4. ***Planned Development Concept Presentation Workshop***
   a. PUD-000506-2025 Proposed Planned Development (1310 Tiger Blvd)
5. ***Action Items***
   a. PUD-000461-2025 Proposed Planned Development (201 Pine Street)
   b. Resolution 2025-01: A Resolution Recommending the Draft City of Clemson 2045 Comprehensive Plan for Adoption by City Council
6. ***Advisory Items***
7. ***Discussion Items***
8. ***Staff Reports***
9. **Other Items**
   a. Planning Commission Representation at Council Meetings
   b. Future Workshops and Other Events
10. ***Adjourn***

PLANNING COMMISSION MEETING
Tuesday, October 14, 2025
6:00 p.m.

MINUTES

The City of Clemson Planning Commission met in open session in the Council Chambers in City Hall, 1250 Tiger Boulevard, Clemson, SC.

Members present: Herb Tyler (Chair), Greg Rice (Vice-Chair), Benji Cumbie, Bryan Yoder, John Crolley

Members absent: Tanya Hyatt

Staff present: Nathan Woods, Assistant City Administrator and Planning & Development Director; Art Holbrooks, City Planner; Kelly Roach, Recording Secretary.

The meeting was livestreamed and recorded on YouTube.

1. Call to Order:

Mr. Tyler called the meeting to order at 6:00 p.m., then introduced the Commission members and staff present. Mr. Tyler then made a motion to amend the agenda to remove Action Item b. Consideration of Draft Amendment to Rules of Procedure in order to allow for further development and review of the proposed change prior to consideration; Mr. Rice seconded the motion. Mr. Tyler called for any discussion; there was none. Mr. Tyler called for a vote by a show of hands; there was no opposition. The motion was unanimously approved by a 5 - 0 vote.

2. Public Session (2:35) Mr. Tyler opened the Public Session and called for comments related to items not on the agenda; there were none. Mr. Tyler also noted that there had been no written comments received for items not on the agenda. The Public Session was closed

3. Adoption of Minutes (3:26)

a. August 5, 2025 - Workshop

Mr. Tyler called for proposed edits to the draft minutes; there were none. Mr. Tyler called for a motion. Mr. Cumbie made a motion to approve the Tuesday, August 5, 2025 workshop minutes as presented; Mr. Rice seconded the motion. Mr. Tyler called for discussion; there was none. Mr. Tyler called for a vote by a show of hands; there was no opposition. The motion was unanimously approved by a 5 - 0 vote.

b. August 11, 2025 – Regular Meeting

Mr. Tyler called for proposed edits to the draft minutes; there were none. Mr. Tyler called for a motion. Mr. Rice made a motion to approve the Tuesday August 11, 2025 regular meeting

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minutes as presented; Mr. Crolley seconded the motion. Mr. Tyler called for a vote by a show of hands; there was no opposition. The motion was unanimously approved by a 5 – 0 vote.

c. August 27, 2025 – Workshop

Mr. Tyler called for proposed edits to the draft minutes; there were none. Mr. Tyler called for a motion. Mr. Cumbie made a motion to approve the August 27, 2025 workshop minutes; Mr. Rice seconded the motion. Mr. Tyler called for a vote by a show of hands; there was no opposition. The motion was unanimously approved by a 5 – 0 vote.

4. Action Item (5:12)

PUD-000461-2025 Proposed Planned Development (201 Pine Street)

Mr. Tyler noted that a series of minor changes had been made to the wording of the draft ordinance at the request of staff, and called on Mr. Woods to present the updates (See Attachment #1). Mr. Woods read the proposed changes.

Mr Tyler recognized the development team. Ms. Alison Mills of CRG Real Estate presented (See Attachment #2). She provided a summary of issues discussed during previous sessions, and noted changes made to address them. Among the changes identified were:

- Upgrading the existing cast iron water line.
- Doubling the width of the sidewalk along N. Clemson Avenue to Hillcrest Avenue, with the addition of new curb and gutter on both sides of the street.
- Updating five crosswalks on nearby streets.
- Pulling the building farther away from the northern property line to create a wider buffer along Hedgerow Lane.
- Stepping the massing of the building down along the north façade and increasing the size of the planted trees..
- As discussed with the Board of Architectural Review, expanding the darker metal panel material down an additional floor to help reduce the perceived visual height of the north façade of the building.

Mr. Tyler called for public comment.

Mr. Paul Bowen, 215 Strawberry Lane, Clemson. Mr. Bowen expressed several concerns, including the potential for the building shadowing the surrounding area and the species of trees to be used.

Mr. Jim London, 135 Wigington Street, Clemson. Mr. London stated worries about traffic and impacts of the project on the existing single-family neighborhood.

Ms. C.C. Bates, 149 Folger Street, Clemson. Ms. Bates said she feared the project would result in increased traffic, and said the height and scale of the building would not be consistent with the neighborhood.

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Mr. Bob Healy, 140 Folger Street, Clemson. Mr. Healy noted doubts that the retail portion of the project would be filled.

Ms. Jill Shelnut, 100 Dogwood Drive, Clemson. Ms. Shelnut asked the Commission to pay attention to the height of the building, and also to be mindful of the possibility of the University being impacted by a possible 'enrollment cliff'.

Mr. Rupert McGinty, 206 N. Clemson Street, Clemson. Mr. McGinty expressed concerns with the lack of a transition between the proposed building and neighboring residences.

Ms. Gay Eitnemiller, 137 Honeycomb Lane, Central. Ms. Eitnemiller said the project would result in excessive traffic, and impact the sustainability of the neighborhood.

Ms. Katie Healy, 140 Folger Street, Clemson. Ms. Healy said the narrow roads in the neighborhood would not be able to handle the increase in traffic volume the project would produce.

Mr. Brett Hahulski, 106 Folger Street, Clemson. Mr. Hahulski said the development would severely impact the privacy of his property.

Mr. Tyler called for additional comments from the public; there were none.

Mr. Tyler then called for comments from the commissioners. Among the items addressed were:

- The impact of the building height on Hedgerow Lane.
- The proposed allocation of parking.
- The economic impact on the project resulting from a decrease in building size/scale.
- Clarification of the acreage.
- Redirecting traffic patterns in the neighborhood.
- Infrastructure improvements associated with the project.
- Pedestrian safety.
- Moped and golf cart parking.
- Possible changes to the neighborhood's entrance.
- Clarification of occupancy limits.

Mr. Tyler called for additional comments from the commissioners; there were none.

Mr. Tyler called for a motion. Mr. Rice made a motion to table the matter until a future meeting to allow for the changes discussed to be made to the documents; Mr. Crolley seconded the motion. Mr. Tyler called for discussion.

Mr. Yoder requested staff and the developer meet to discuss the viability of reducing the overall height of the building. Mr. Woods and Ms. Mills both agreed to the discussion. Mr. Tyler then called for additional comments; there were none.

Mr. Tyler called for a roll-call vote. The results were:

Mr. Cumbie – yes
Mr. Yoder – yes
Mr. Rice – yes
Mr. Crolley – yes
Mr. Tyler – yes

The motion was unanimously approved by a 5-0 vote.

5. Advisory Items (1:37:02) – None

6. Discussion Items (1:37:07) – None

7. Staff Reports (1:37:12)

Mr. Holbrooks informed the Commission that Council had adopted the two zoning amendments on bufferyards and arterial frontage fences. He also noted that second readings of both the Cochran Road rezoning and the 398 College Avenue planned development would be held at the upcoming meeting.

Mr. Woods announced that both a proposed new planned development and the draft Comprehensive Plan would be presented to the commissioners at the next meeting.

Mr. Tyler called for other items; there were none.

8. Other Items (1:06:07)

a. Planning Commission Representation at Council Meeting - None
b. Future Workshops and Other Events - None

9. Adjourn (1:06:09)

Mr. Tyler called for a motion to adjourn. Mr. Cumbie made a motion to adjourn; Mr. Rice seconded the motion. Mr. Tyler called for a vote by a show of hands; there was no opposition. The motion was unanimously approved by a 5 – 0 vote.

The meeting was adjourned at 7:38 p.m.

Respectfully submitted,

Kelly Roach, Recording Secretary

These minutes are in draft format and subject to change until approval by the City of Clemson Planning Commission.

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Attachment #1

Draft Planned Development Ordinance with Changes Requested by Staff (Blue Font)

201-203 PINE STREET & 300 N. CLEMSON AVE.

PLANNED DEVELOPMENT ORDINANCE

Section 101 - Descriptive Statement

The provisions of this Ordinance shall apply to the 201 Pine Street Mixed-Use Planned Development located at 201-203 Pine Street and 300 N. Clemson Ave., within the corporate limits of the City of Clemson, County of Pickens, State of South Carolina, and described and shown in the legal description included herein and attached as an Exhibit. This Ordinance has been established to regulate and guide the implementation of this Planned Development located within the corporate limits of the City of Clemson, South Carolina and defined herein. The adoption of this ordinance shall impose standards and restrictions on both the residential and commercial components of this Mixed-Use Planned Development.

The property owner of the Planned Development will be responsible for the maintenance of all sidewalks, buildings, parking areas, landscaping, and amenities, which shall be kept in a clean and presentable manner.

The Planned Development is 2.023 acres and sits on the three (3) parcels listed below (the "Site"):

Parcel	Type	Address	PIN	Area (SF)	Area (acres)	Underlying Zoning
1	Fee Simple	201 Pine St.	4044-19-52-3149	44,788.91 SF	1.028	RM4
2	Fee Simple	203 Pine St.	4044-19-52-4316	35,081.82 SF	0.805	RM4
3	Fee Simple	300 N. Clemson Ave.	4044-19-52-2137	8,288.38 SF	0.190	RM4
	TOTAL			88,159.11 SF	2.023	

Proposed Uses

Area 1: Open Space – The Planned Development will include approximately 20% open space planned for the site. The open space shall consist of setbacks, buffer and landscaping areas, public and interior courtyards, and pervious pavers as shown on the PD Site Plan attached as Exhibit PD1.01. All of the open space within the property area shall be owned and maintained by the developer (owner). As part of the project, the open space which will be constructed by developer along Pine Street and N. Clemson Avenue will include bike parking, light poles, trash receptacles, dog run, pet waste receptacles, landscaping, and public seating areas to be used by the public.

Area 2: Commercial Space – The Planned Development shall include approximately 6,000 square feet of commercial space within the frontage of the building on N. Clemson Ave. The commercial component will include both leasable and requisite back of house space for a functioning retail business. This area will be marketed for restaurants, coffee shops, convenience stores, and general retail tenants. Required chases and grease traps will be installed to accommodate a commercial kitchen. The commercial component will also have access the public courtyard for outdoor seating and dining opportunities. The Board of Architectural Review (BAR) will approve all outdoor furniture for the commercial space.

Area 3: Market Rate Multifamily Housing – The Planned Development will include a maximum of 725 beds and 205 units, consisting of approximately 240,000 square feet of net rentable residential area. The approximate average unit size shall be 1,185 square feet (the "Units"). These Units will consist of studio, one-bedroom, two-bedroom, three-bedroom, four-bedroom and five-bedroom Units. A minimum of 20% of the units shall be a mix of studios, one-bedroom, and/or two-bedroom units. The maximum occupancy shall be (1) occupant per bedroom.

Area 4: Parking – The Planned Development shall include 353 parking spaces located in a structured parking garage with access from Pine Street. 31 parking spaces will be publicly available within the garage. The 31 public parking stalls will be subject to a long-term lease to the City for $1/year with detail to finalized in a separate parking agreement prior to receiving Certificate of Occupancy. The remaining spaces will be for resident parking and shall be access controlled behind a secured gate to separate from the public parking stalls. The parking area shall also include moped parking areas for residents.

Access

Access will be provided exclusively from Pine Street for vehicular and pedestrian access. Vehicles exiting the garage will be required to make a right-turn only to travel south on Pine Street. The dedicated public area will be accessible directly by the public right-of-way. Secured access points will be provided for the residential components of the project and associated parking area via Pine Street. The loading zone will be located off of Pine Street adjacent to the garage entrance and will meet City loading standards. Trash chutes are located on each residential floor of the building and terminate in a trash room at Pine Street for collection.

Pedestrian Access – The Planned Development will have direct access to the public right-of-way. As a part of the project, the Developer will construct a minimum of 5' sidewalk improvements along the frontage of the project on N. Clemson Avenue and Pine Street providing pedestrian and bicycle access to the site. Additionally, landscape improvements and a new 5' sidewalk are proposed on Hedgerow within the property line to improve the streetscape surrounding the site.

Integration with Transit and Alternative Modes of Transportation – The Planned Development will have direct access to the public right-of-way. There are several existing transit (CAT bus) routes along SC 93 / Walter Cox Boulevard which will also serve future residents of the development. Bicycle racks and secured bicycle storage shall also be included in the project.

Ownership and Covenants / Conditions / Restrictions – Ownership of the project will remain private with any future property owners bound by and agreeing to this ordinance. Management and maintenance of the project will be by the property owner and/or a property management company hired by the owner. Any future covenants, conditions, and restrictions that may be placed on the property will follow the guidelines and be governed by this Planned Development.

Community Open Space for Residents – There will be Community Open Space throughout the development for use and enjoyment by residents. Community Open Space for Residents includes courtyards and building amenity areas. These areas will remain open for use by all residential tenants.

Public Open Space – The project will include approximately 12,500 square feet of plaza and park space within a courtyard that is open to the public. These spaces will include a variety of landscape, lawns, and

hardscape. A lay-by lane is also included along Clemson Avenue for drop-offs and deliveries. Publicly accessible WiFi for guests shall also be provided in outdoor common areas.

Impact on Public Facilities – Upon development of the project, there will be an impact on public water and sewer capacity as well as fire protection, police protection, emergency services, and public transportation. Improvements required for connections to public utilities will be made or upgraded as part of the development. The developer will be responsible for its portion of impact fees assessed to the project. Furthermore, any added need for public services will be supported by the taxes generated by the Planned Development. Notwithstanding any of this or any other provision in this document, the developer shall be responsible for all of the improvements identified by Section 103 – Offsite & Public Improvements.

There is not an anticipated significant impact on the public school system from the development as the majority of the residents will be young professionals, faculty, and college students; however, there will be property tax generation that will benefit the school system.

Section 102 - Index of Exhibits

Exhibit A – Site Legal Description
Exhibit B – Existing Conditions & PD Site Plans
Exhibit C – Elevations
Exhibit D – Renderings
Exhibit E – Traffic Impact Analysis

Section 103 – Offsite Improvements

- Developer will be responsible for stormwater improvements onsite as well as the cost of connecting to the closest existing public stormwater infrastructure.
- Developer will be responsible for sanitary improvements onsite as well as the cost of connecting to the closest existing public sanitary infrastructure.
- Developer has conducted a Traffic Impact Analysis (TIA) in coordination with the City of Clemson to identify required improvements for vehicular access as a result of the project:
    - Developer proposes site egress to be right out only to direct traffic south towards North Clemson Avenue and SC 93.
- As a part of the project, Developer will make infrastructure and pedestrian improvements to North Clemson Avenue, including:
    - Approximately 3,000 linear feet of new 18" curb and gutter to City Standards along both sides of North Clemson Avenue from Pine Street to Hillcrest Avenue.
    - Resurfacing from Pine Street to Hillcrest Avenue
    - A new 10' sidewalk (approximately 1,565 linear feet) on the North side of North Clemson Avenue from Pine Street to Hillcrest Avenue
    - A new 8" water main (approximately 1,750 linear feet) from Pine Street to Wigington Street.
    - New, ADA compliant crosswalks at Pine Street and Clemson Avenue, and at Clemson Avenue and Wigington Streets.

Section 104 – Permitted Uses

The Planned Development will consist of open space accessible to the public, commercial uses, private parking uses, and multifamily housing. Residential units may be rented by-the-unit or by-the-bed as determined by Developer or future property owners. Only uses permitted in the CM zoning district will be allowed in the commercial component of this project.

Section 105 – Bonding of Vacant Commercial Space

A bond in an amount equal to 150% of the estimated cost for building out the commercial space (based on the current average cost for commercial construction in the area as determined by the City) shall be posted at the time of the issuance of the first Certificate of Occupancy issued for any portion of the residential component of the mixed-use structure. The bond, which shall have a 2-year expiration date, may be either a cash or surety bond, and shall be released upon completion of the upfit of the commercial space. In the event the commercial space upfit is completed by units or phases, the bond amount may be proportionately reduced based on square footage as the space is occupied by a viable commercial entity possessing a business license issued by the City. The City shall reserve the right to call the bond for any uncompleted commercial space two weeks prior to the expiration of the bond.

Section 106 - Hours of Operation

The residential leasing office and the commercial space shall have operating hours conforming to applicable city and state regulations.

Section 107 – Site

The property consists of three (3) parcels with frontage along N. Clemson Avenue, Pine Street and Hedgerow Lane. Existing conditions include multifamily apartments and surface-parked spaces. The site has approximately 35′ of grade change from south to north with existing drainage running to the south with outfall onto Clemson Avenue.

The proposed use is for a mixed-use development with commercial and open spaces, and multifamily residential units that will be marketed to young professionals, faculty, and students. Residential units may be rented by-the-unit or by-the-bed as determined by Developer or future property owners. The commercial area will be marketed for a variety of retail tenants.

One vehicular access point will be provided on Pine Street. Pedestrian access points will be available at multiple locations along Pine Street and N. Clemson Avenue, and emergency egress will be provided along Hedgerow Lane and Pine Street. These access points will remain privately owned and maintained except for the portions that tie into the public right-of-way.

Public water and sewer lines will be located along N. Clemson Avenue for the development. Any access easements necessary for these utilities will be provided as part of the development.

Section 108 – Standards and Dimensions

- Minimum/Maximum Lot Area(s) – None
- Minimum/Maximum Lot Width(s) – None
- Minimum Building Setback:
  - Front (Pine Street): 10′ (from back of curb)
  - Front (Clemson Ave): 10′ (from property line)

- Side: None
- Rear (Hedgerow): 10' (from property line)

- Maximum Structure Height: 85'-0", excluding stair and elevator overruns, parapets and equipment, as measured from finished grade.
- Tree canopy coverage will comply with Ordinance requirements in Sec. 15-30.15 through onsite coverage or contribution to the Clemson Tree Fund.

Section 109 – Impervious Area

Impervious materials will include the building and parking footprints, asphalt paving, sidewalks, curb and gutter, patios, etc. Maximum impervious coverage will be limited to 95%.

Open space will consist of setbacks, buffers, lawn, landscaping, sidewalks, ground level seating areas and hardscape, building courtyards and outdoor amenity areas as shown on the Conceptual Site Plans. All open space within the property area shall be owned and maintained by the developer (owner). The minimum open space will be limited to 20%.

Section 110 – Occupancy/Density

Occupant means a natural family or an individual unrelated by blood to a second degree of consanguinity, marriage, adoption, or guardianship to any other occupant of the dwelling unit. A natural family shall be counted as one occupant.

In addition to commercial space, the elevated deck shall be designated for common recreational use by the residents.

Maximum Occupancy – occupancy for all residential units shall be limited to one occupant per bedroom.

Section 111 – Design Standards

Materials for the building construction will consist of the following: reinforced concrete, brick masonry and fiber cement panel varieties cladding the apartment structure, insulated operable windows. Residential materials will include a mix of brick masonry, fiber cement panel varieties, and various metal panel accents as well as insulated operable windows. The commercial space level along N. Clemson Avenue will include a mix of brick masonry with insulated window and door systems. The composition and color of all final materials shall be substantially similar to those shown on the Site Plan Drawings. The BAR will approve final building materials, commercial space exterior furniture, and landscaping.

Section 112 – Parking/Circulation

Parking and Circulation for this PD shall adhere to the table summary below rather than to Table 19-802 in Chapter 19 – Article VIII, Clemson Code of Ordinances. The Project will include structured parking with access located on Pine Street. The table below summarizes the minimum parking requirements for each use located within the project:

Parking Summary	Maximum Beds	Minimum SF	Maximum SF	Commercial Spaces	Private Parking Minimum Spaces
Public Parking	--	6,000 SF	--	31 spaces	--
Resident	725 beds	--	440,425 SF	--	317 spaces
Management/Guest Parking	--	--	--	--	5 spaces

The project shall include a three-level parking structure. The parking ratio for the Multifamily Housing component shall be not less than 40% of beds within the project and shall include adequate parking for residents as well as guests. All parking spaces for the Commercial Space shall be clearly marked to distinguish them from other parking areas.

All parking spaces shall be a minimum of 9'0'' in width and 18'-0'' in length. The 31 public parking spaces will be 10'-0" in width and 18'-0" in length. A minimum of 40 bicycle parking stalls shall be provided throughout the project. 25 moped parking spaces shall also be provided in the project.

All roads must meet emergency access and Fire Code standards. The Developer will work with the City traffic engineer through the planning and permitting process to provide a traffic study if it is deemed required by the City Engineer.

Section 113 – Landscaping/Buffers

All landscaping and buffers shall be planted/installed in the manner shown on a Final Landscaping Plan approved by the BAR or Director of Urban Land Management.

The Director of Urban Land Management shall reserve the right to reasonably amend any specification established by this section to address specific site conditions.

Plantings shall conform to the following:

- Street trees along N. Clemson Avenue: A mix of canopy and understory trees shall be planted in landscape islands within paver and concrete gathering areas.
- Street trees & landscape along Pine Street: Understory trees shall be planted at 25' intervals, and evergreen shrubs shall be planted as approved. All planting methods shall be approved by the Director of Urban Land Management.
- Transformer Screening: Evergreen shrubs will be planted at a maximum of 3' on center to screen transformers from the public right-of-way.
- Additional landscaping may be planted (including shrubs around buildings and amenity areas) as approved. All shrubs will be shown on the final landscape plan.
- Trees that are less than 4' from a sidewalk, building, or road will be planted with root barriers.
- If there is less than a minimum of 175 cubic feet of planting soil volume, Silva Cells or an equivalent approved by the City shall be installed.

Section 114 - Signage

Signage for this PD shall adhere to Chapter 19 - Article VII of the City of Clemson Code of Ordinances. A Final Signage and Illumination Plan will be completed to meet City requirements during the permitting process. All signs shall comply with the requirements of AR-District 2 and are subject to the approval of the Board of Architectural Review (BAR) prior to the issuance of the signage permit(s).

Section 115 – Lighting

Lighting for this PD shall adhere to Chapter 19 - Article X of the City of Clemson Code of Ordinances. A lighting photometric plan will be completed to meet the City of Clemson's adopted lighting standards. A Final Illumination Plan will be completed to meet the requirements during the permitting process, which will include BAR approval.

Section 116 – Utilities

Project will be serviced by City of Clemson water and sanitary sewer. Connection and service fees will be the responsibility of the Developer.

Increases in fire, police, emergency management, and roadway use will be offset by substantial increase in property taxes and sales tax generated by the commercial and residential components of the development.

Section 117 – Connectivity

The planned development will have direct access to the public right of way. Additionally, the Project will be providing offsite improvements as described above to facilitate pedestrian circulation to the existing CAT bus stop at Highway 93.

Section 118 – Grading and Stormwater

The planned development will involve mass grading of the site for the installation of the building, underground parking, landscape, hardscape, and right of way improvements.

Section 119 – Trash

The trash collection shall be provided by the developer through the City.

All trash collection for the development shall be collected and stored in enclosed rooms as shown on the Site Plan Drawings with dumpster staging occurring by building staff no more than an hour before collection. All dumpsters shall be returned to enclosed areas no more than an hour after collection. The primary trash collection point shall be along Pine Street.

Section 120 – Accessory Structures

None.

Section 121 – Maintenance

Developer is responsible for all maintenance of property including building, landscaping, tenant open space, stormwater facilities, and grounds. The City of Clemson will be responsible for all public domestic water, sewer mains, sewer force mains, and any off-site property and facilities dedicated to and accepted by the City.

Section 122 – Phasing

N/A

Section 123 – Construction Activity

Construction hours, noise, and activities shall adhere to Sec. 13-10 of the City of Clemson Code of Ordinances. Construction Schedule and Site Management Plan for allowable construction times and sequencing will be submitted by Developer and Contractor for approval during permitting.

Section 124 – Transfer of Ownership

This Ordinance will remain in place through any transfer of ownership of property. Any new owner will take over maintenance and management per this Ordinance. Nothing herein shall be construed to limit Developer's right to sell, assign or convey the project in accordance with applicable law.

Section 125 – Conceptual Site Plan

The conceptual site plan for the Planned Development shall maintain flexibility to accommodate specific conditions, environmental concerns, physical constraints, and smart design parameters. Accordingly, the exact location and size of land uses and preliminary design concepts depicted in the conceptual site plan may be subject to minor changes over the life of the development so long as the maximum densities, minimum open space, character, and intent of the development will be adhered to.

Section 126 – Vested Rights

The Planned Development shall be considered a site-specific development plan, and the approval of this Planned Development shall establish vested rights to undertake and complete the development of the Site in accordance with this Planned Development under Vested Rights Act (S.C. Code Ann. §§ 6-29-1510, et seq.) and applicable City's ordinances.

In the event the City of Clemson creates a zoning district that is materially consistent with this Planned Development, the property owner(s) and their heirs or assigns shall not object to the inclusion of the property within such district, provided that:

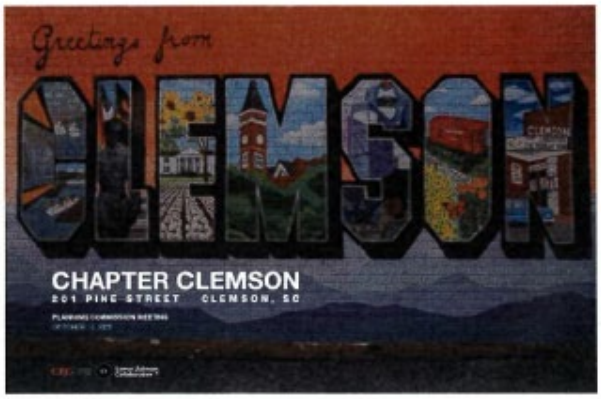
(a) the right to rebuild in accordance with the approved site plan and density is preserved; and
(b) no additional restrictions or conditions are imposed that would:
(i) limit or prohibit student housing;
(ii) require affordability set-asides or income restrictions;
(iii) reduce approved building height, parking ratios, or residential unit count;
(iv) restrict rooftop amenities or open space programming;
(v) impose enhanced architectural or material standards beyond those approved in this Planned Development; or
(vi) otherwise conflict with the uses, entitlements, or development standards established under this Planned Development.

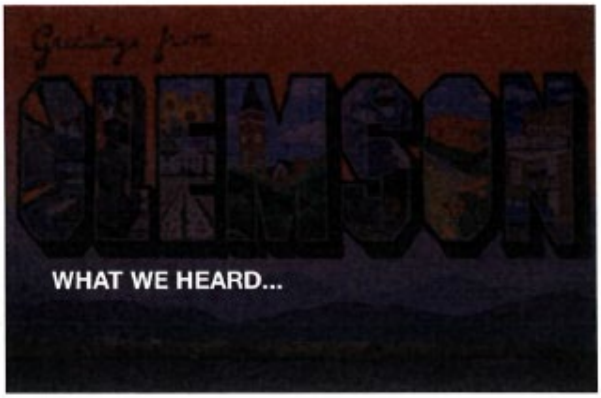
PLANS, DRAWINGS, SUPPLEMENTAL INFORMATION

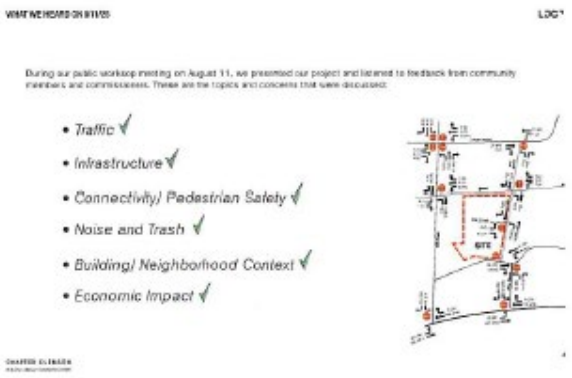
Architectural Site Plan, Floor Plans, Existing Conditions Plans, Utility Plan, Grading Plan, Architectural Renderings, Traffic Impact Analysis

Attachment #2

201 Pine Street Planned Development Presentation





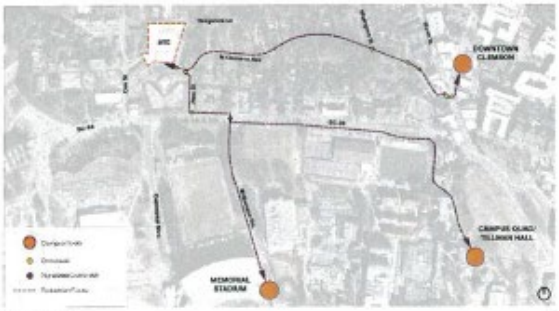








PEDESTRIAN STUDENT CIRCULATION TO & FROM CAMPUS



WHAT WE'VE IMPROVED...

NEIGHBORHOOD LANDSCAPE BUFFER

We have revised the building plans to **create a 12 -15 foot buffer along Hedgerow Lane.** This will allow for a green space for sunlight growing trees as well as a sidewalk connecting Pine Street to the west extent of our project's property line.



WHAT WE'VE IMPROVED...

BUILDING MASSING - STEP-DOWN

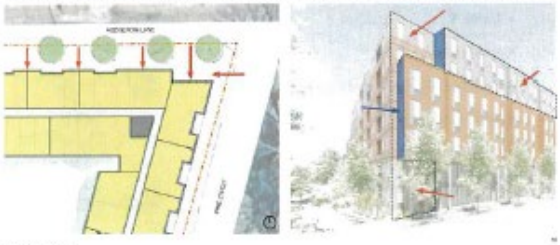
In addition to the new landscape buffer along Hedgerow Lane, we are stepping the massing down along the north facade to create even more space between the highest portions of the building and the neighborhood.



WHAT WE'VE IMPROVED...

BUILDING MASSING - CORNER CARVE

We are carving out the building massing at the intersection of Hedgerow and Pine to break down the building's corner and pull it away from this intersection and neighbors. A large tree will be planted at this location, further buffering the building from the neighborhood.



WHAT WE'VE IMPROVED...

BUILDING MASSING - MATERIALITY

We are following the BAR's recommendation to extend the north facade's dark metal panel down by one floor. This will work with the proposed step-down and corner carve to reduce the building's actual and perceived height as it meets the neighborhood.



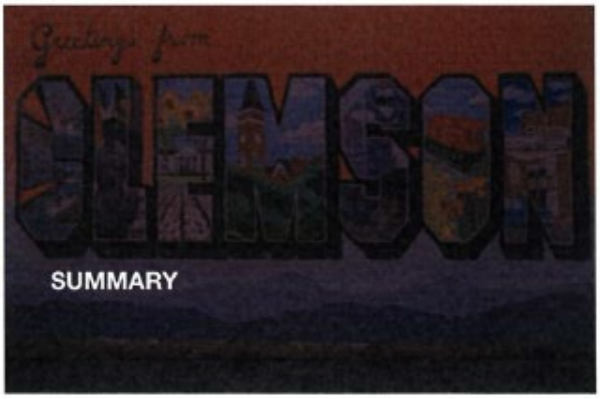
EAST ELEVATION (PINE STREET) - PREVIOUS







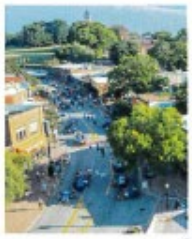




SUMMARY

Throughout the Plan Commission process, the development team has responded to each concern with **project improvements for alignment in key areas and a mutually beneficial outcome for all stakeholders.** These key areas include:

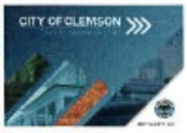
1. *Comprehensive Plan Alignment*
2. *Community Benefit Alignment*
3. *Public Open Space Benefit*
4. *Architectural Review Feedback*
5. *Positive Student Outcomes*
6. *A WIN-WIN-WIN Development*



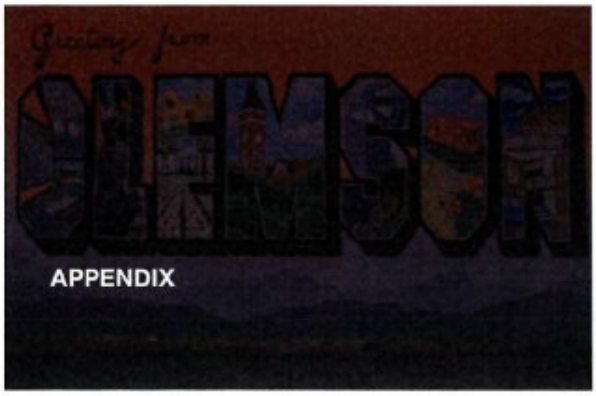
COMPREHENSIVE PLAN - LAND USE ALIGNMENT

The project closely follows the City of Clemson's Future Land Use Plan and its framework for planning decisions that **build on the desired characteristics** of Clemson's established residential and commercial areas.



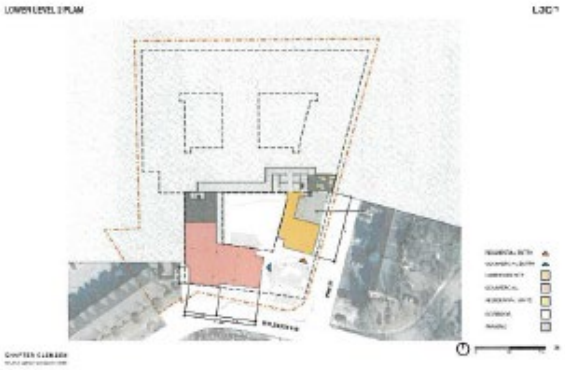


High Density Residential


Greetings from
OLEMSON
APPENDIX


Greetings from
OLEMSON
CURRENT PLANNING





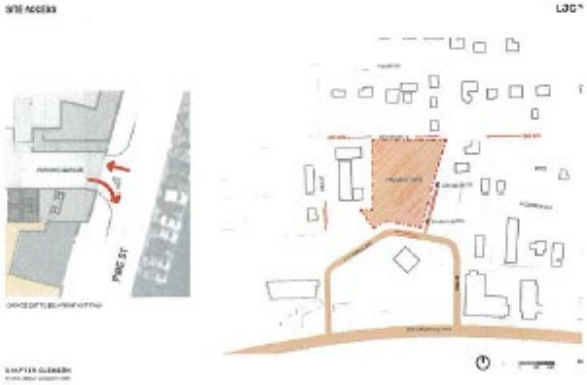




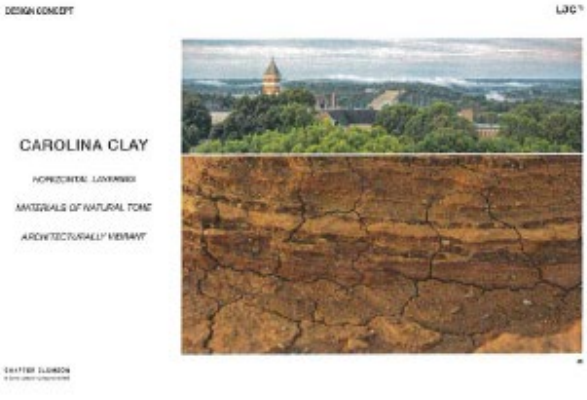

LEVEL 3-4 PLAN


LEVEL 5 PLAN

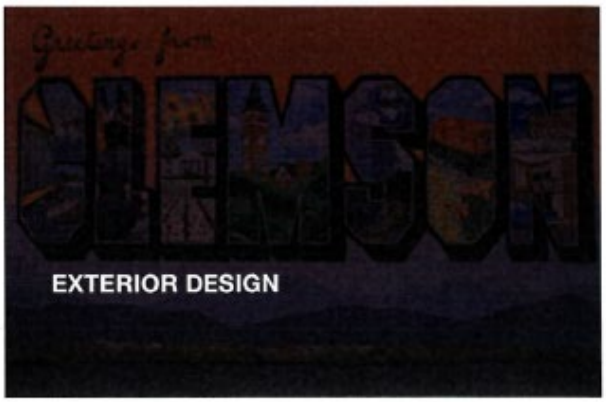

LEVEL 6-7 PLAN


SITE ACCESS
PICKENS ST


Greetings from
CLEMSON
DESIGN CONCEPT


DESIGN CONCEPT
CAROLINA CLAY
HORIZONTAL LOVERBOO
MATERIALS OF NATURAL TONE
ARCHITECTURALLY RELEVANT


STEPPED FACADE
COMPOSITION
PINE STREET FACADE


Greetings from
CLEMSON
EXTERIOR DESIGN

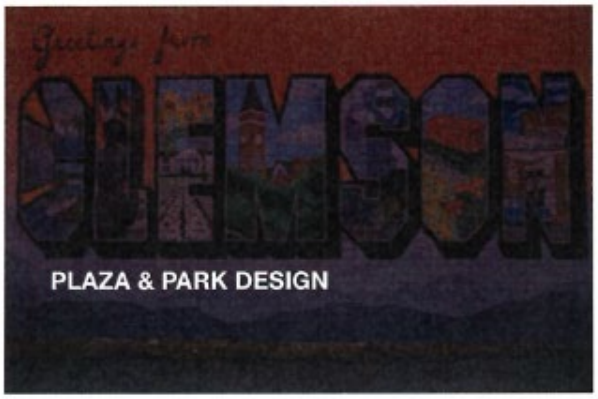





BISTRO






Greetings from
CLEMSON
PLAZA & PARK DESIGN


LANDSCAPE DESIGN
RESIDENTIAL
RETAIL



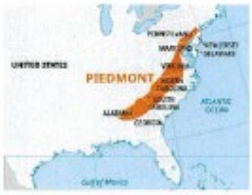


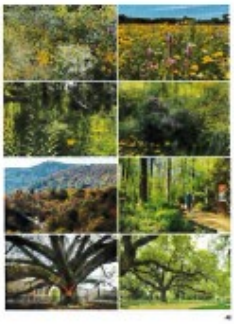

FACADE MATERIALITY

LOCAL LANDSCAPE PALETTE

Plants must be adapted to:
Clayey soils that can hold water yet become compacted
Hot, dry summers and occasional droughts
Occasional steep slopes prone to erosion
Hardiness Zones 7a to 8a in the SE Piedmont

Many plants native to the Piedmont are:
Deep rooted or drought tolerant
Capable of stabilizing soil
Tolerant of acidic conditions





SHADE TOLERANT SHRUBS & SMALL TREES



AMERICAN HORNBEAM - "CARPINUS CAROLINIANA"



SHADE TOLERANT GRASSES & PERENNIALS



dwell design studio

PD Application

1310 Tiger Blvd.

Clemson, SC

01 Site Maps
02 Concept Plans
03 Site Integration

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01 Site Maps

Clemson Context Map



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Clemson Context Map



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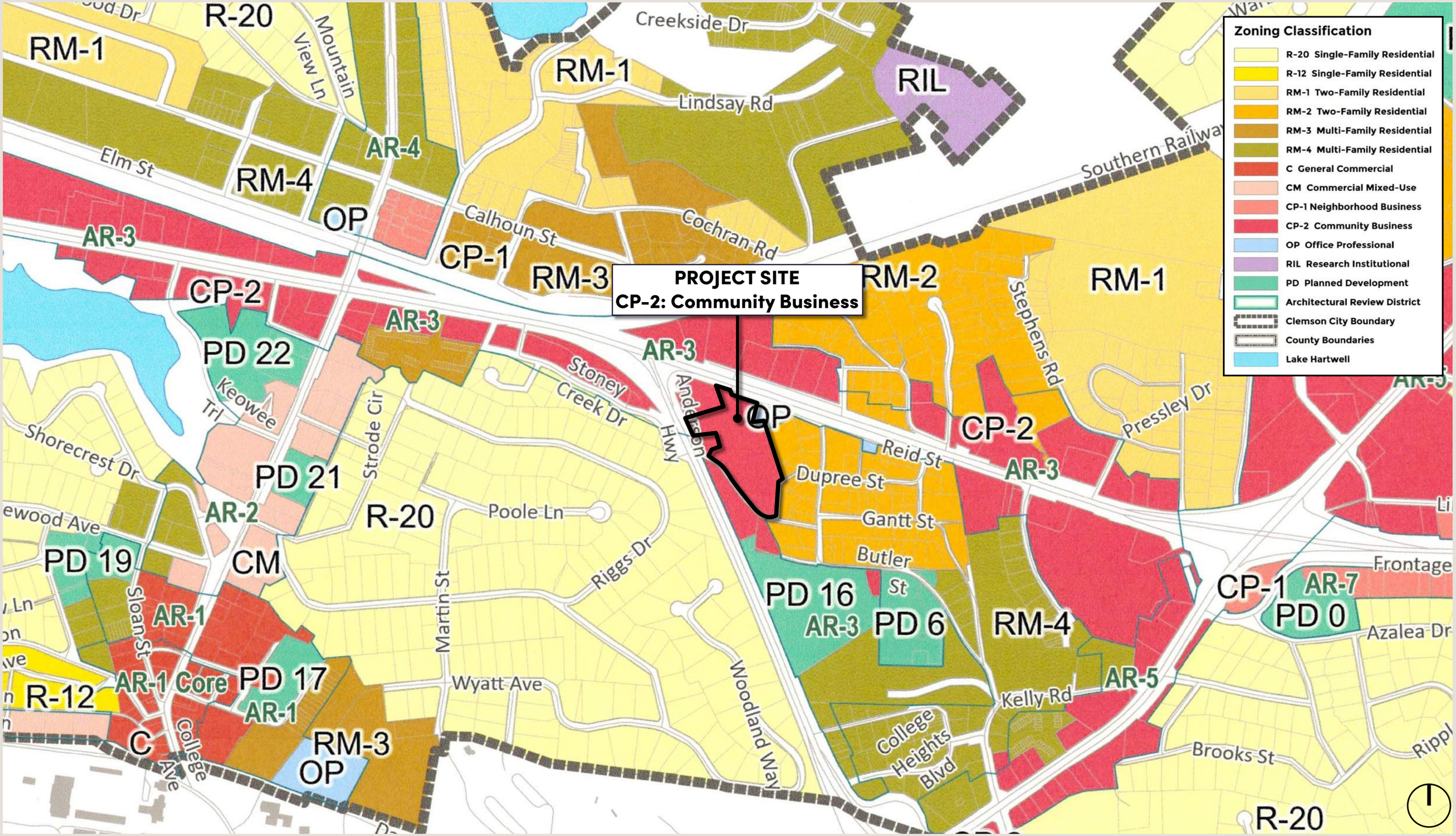
Existing Zoning Map



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02 Concept Plans

Existing Conditions



0'-0" 40'-0" 80'-0" 160'-0"

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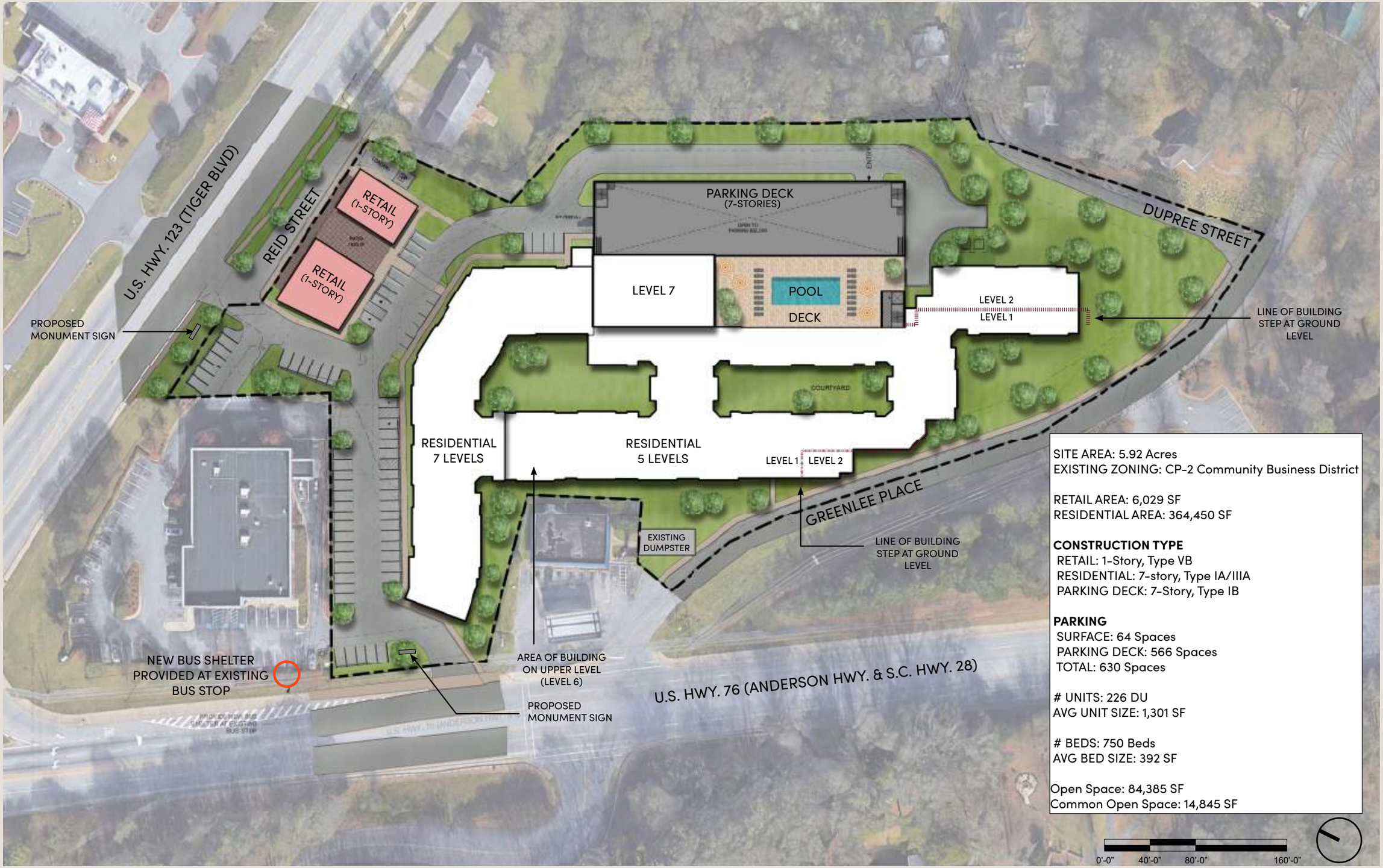
Concept Site Plan



SITE AREA: 5.92 Acres
EXISTING ZONING: CP-2 Community Business District

RETAIL AREA: 6,029 SF
RESIDENTIAL AREA: 364,450 SF

CONSTRUCTION TYPE
RETAIL: 1-Story, Type VB
RESIDENTIAL: 7-story, Type IA/IIIA
PARKING DECK: 7-Story, Type IB

PARKING
SURFACE: 64 Spaces
PARKING DECK: 566 Spaces
TOTAL: 630 Spaces

UNITS: 226 DU
AVG UNIT SIZE: 1,301 SF

BEDS: 750 Beds
AVG BED SIZE: 392 SF

Open Space: 84,385 SF
Common Open Space: 14,845 SF

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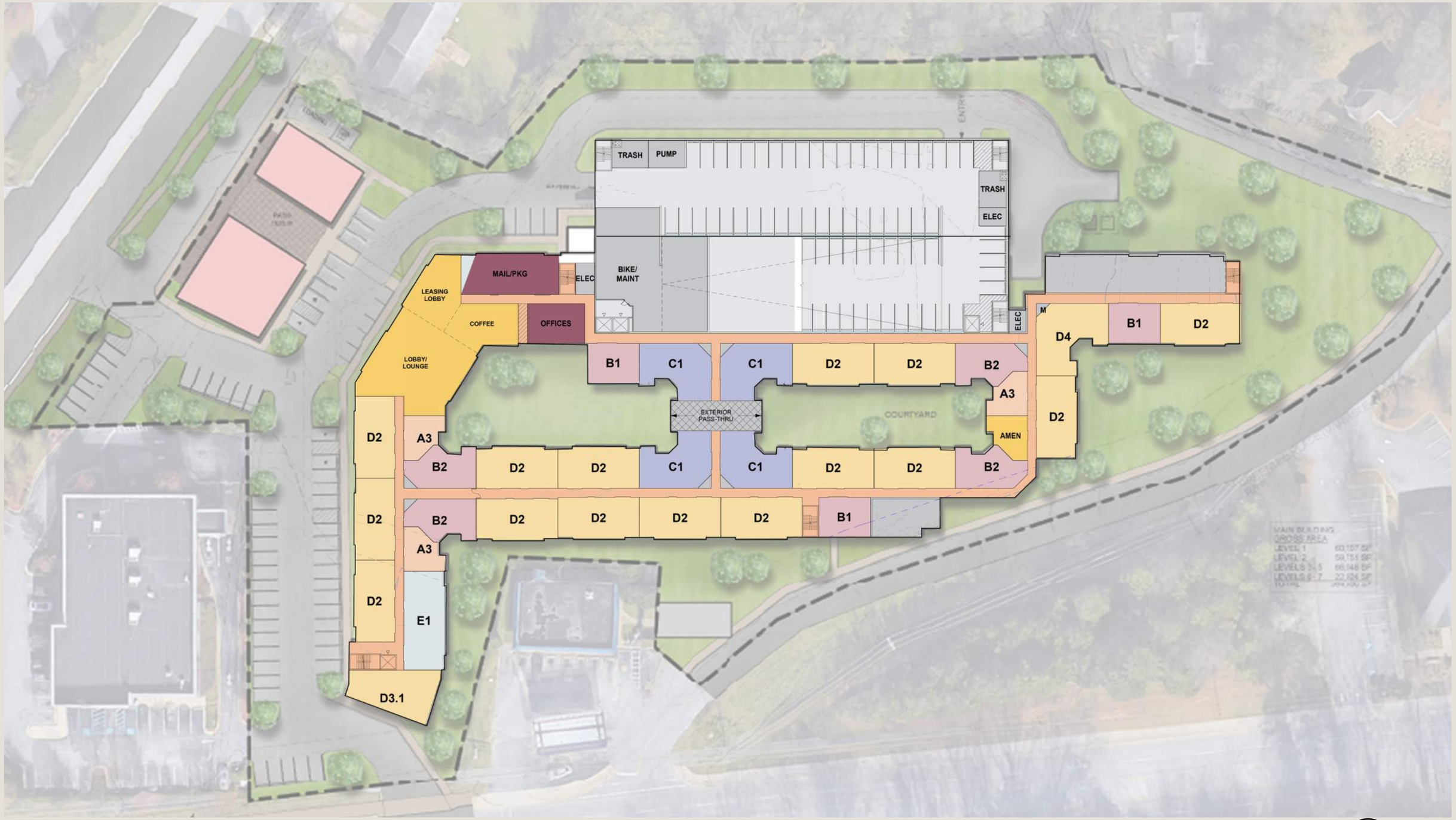
Concept Plan: Level 1



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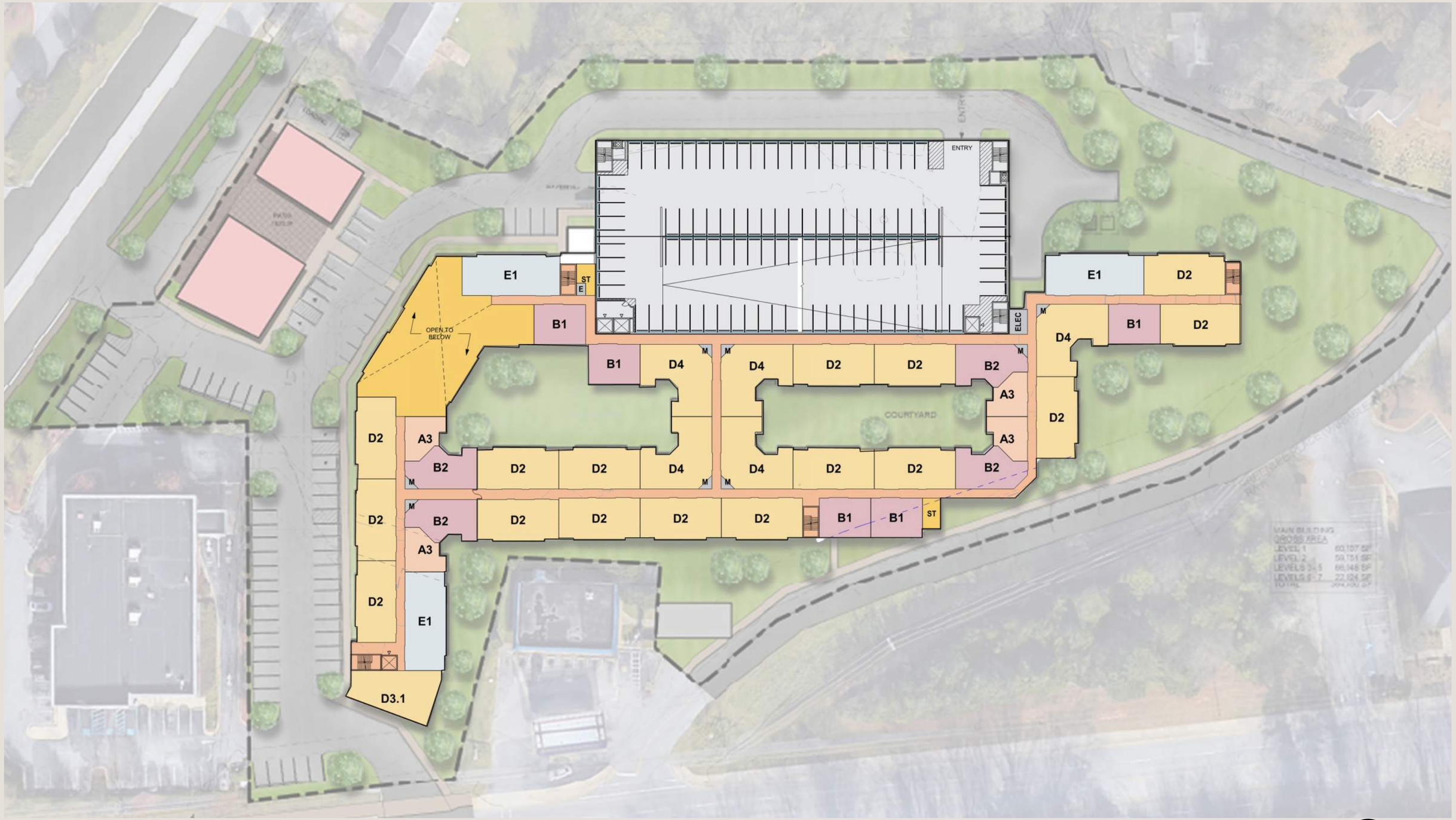
Concept Plan: Level 2



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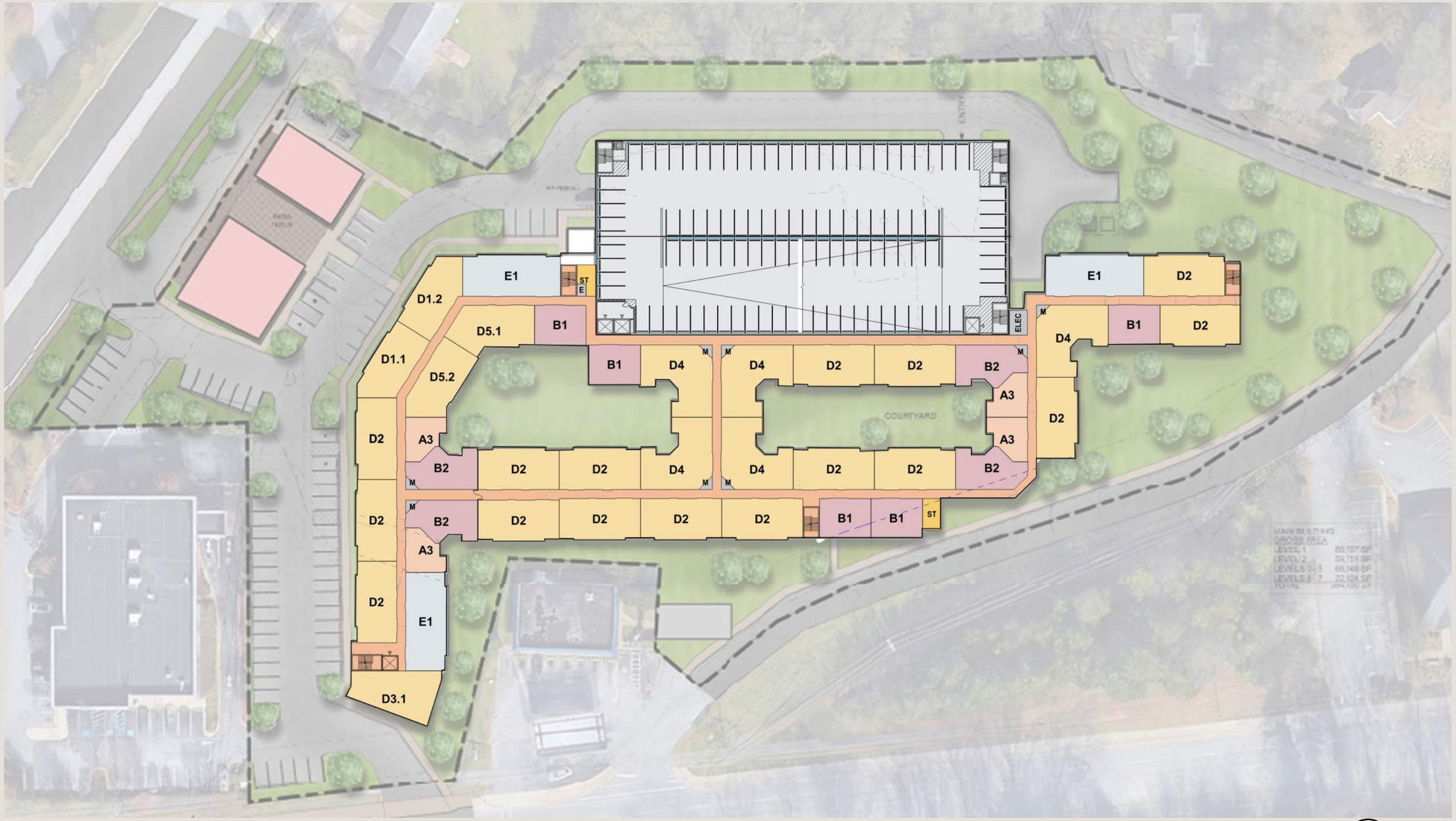
Concept Plan: Level 3-5



0'-0" 30'-0" 60'-0" 120'-0"

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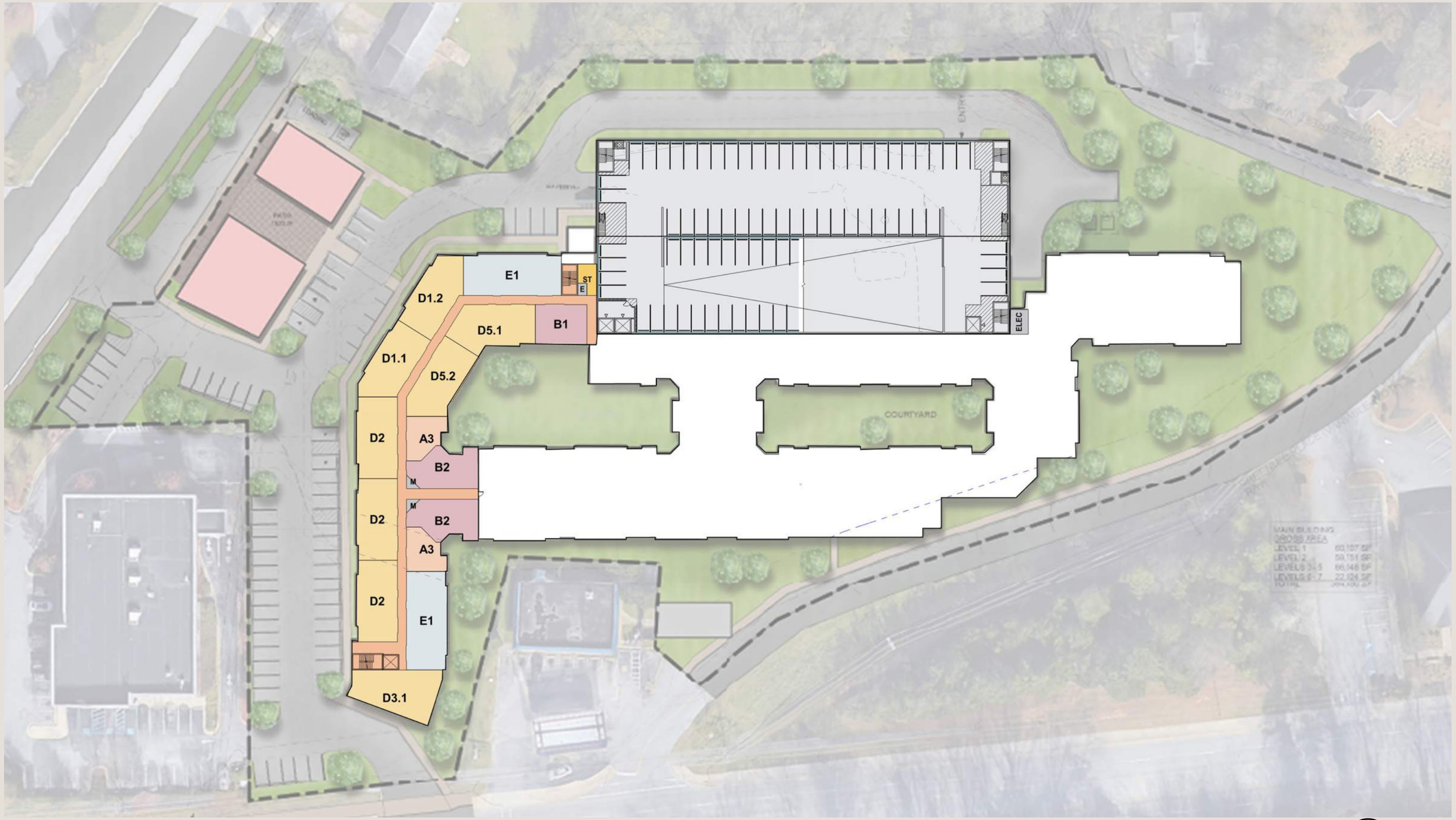
Concept Plan: Level 6



0'-0" 30'-0" 60'-0" 120'-0"

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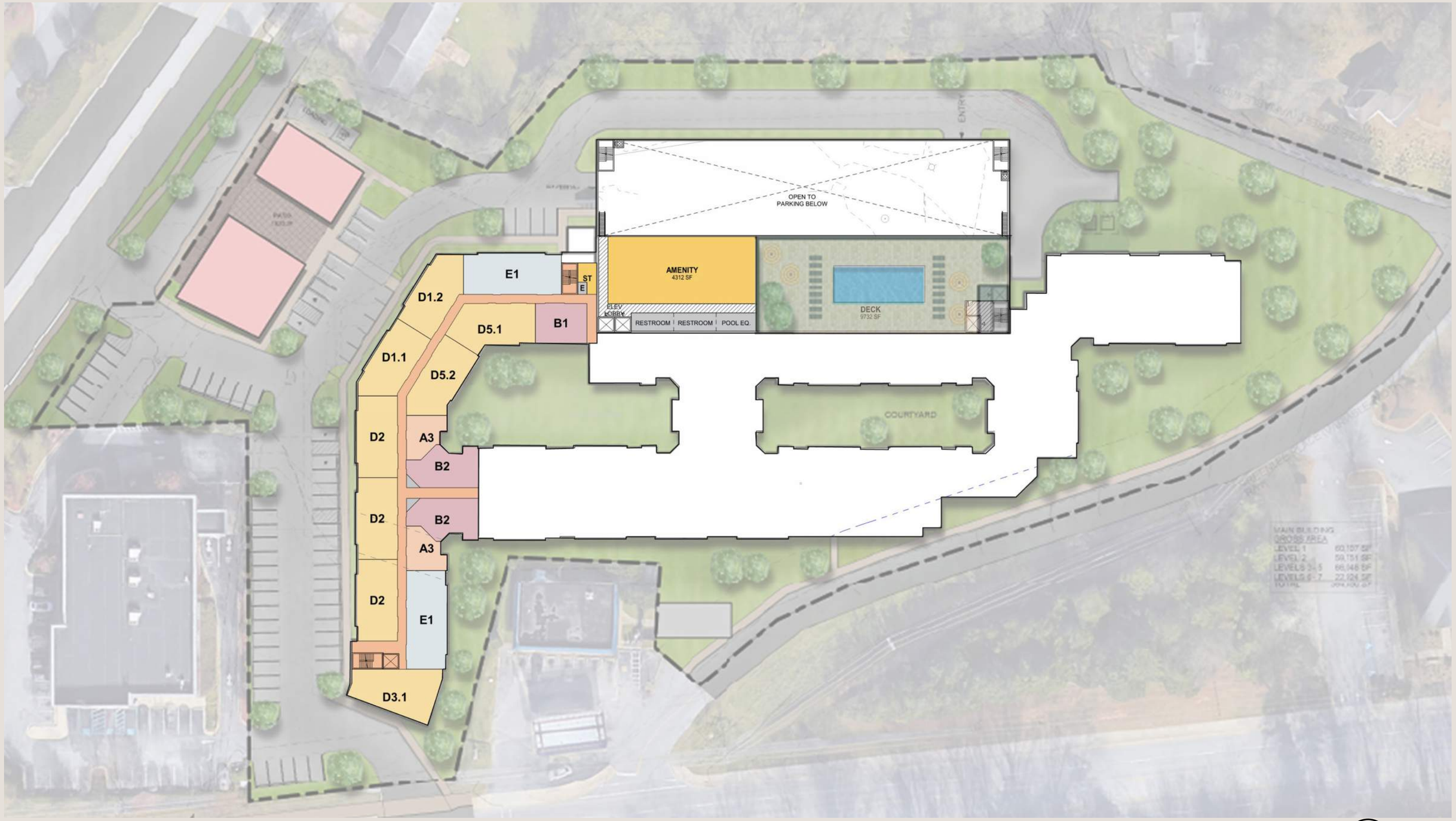
Concept Plan: Level 7



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Unit Matrix

TOLL BROTHERS - GREENLEE PLACE, CLEMSON SC

DATE: 7/22/2025

UNIT MIX						BUILDING 1000													TOTAL 7/22/2025				
UNIT TYPE	DESCRIPTION	BEDS	AREA			1	2	3	4	5	6	7	TOTAL UNITS	TOTAL BEDS	BUILDING AREA		UNIT	TOTAL UNITS	TOTAL BEDS	TOTAL AREA		%
			HEATED*	BALCONY	GROSS**										HEATED*	GROSS*				HEATED*	GROSS*	
1 BEDROOM UNITS																						
A3	1 BEDROOM / 1 BATH	1	622 SF	0 SF	622 SF	3	4	4	4	4	2	2	23	23	14,306 SF	14,306 SF	A3	23	23	14,306 SF	14,306 SF	10.18%
TOTALS													**23**	**23**	**14,306**	**14,306**		**23**	**23**	**14,306**	**14,306**	**10.18%**
2 BEDROOM UNITS																						
B1	2 BEDROOM / 2 BATH	2	888 SF	0 SF	888 SF	3	5	5	5	5	1	1	25	50	22,200 SF	22,200 SF	B1	25	50	22,200 SF	22,200 SF	11.06%
B2	2 BEDROOM / 2 BATH	2	1,072 SF	0 SF	1,072 SF	4	4	4	4	4	2	2	24	48	25,728 SF	25,728 SF	B2	24	48	25,728 SF	25,728 SF	10.62%
TOTALS													**49**	**98**	**47,928**	**47,928**		**49**	**98**	**47,928**	**47,928**	**21.68%**
3 BEDROOM UNITS																						
C1	3 BEDROOM / 3 BATH	3	1,432 SF	0 SF	1,432 SF	4	0	0	0	0	0	0	4	12	5,728 SF	5,728 SF	C1	4	12	5,728 SF	5,728 SF	1.77%
TOTALS													**4**	**12**	**5,728**	**5,728**		**4**	**12**	**5,728**	**5,728**	**1.77%**
4 BEDROOM UNITS																						
D1.1	4 BEDROOM / 2 BATH	4	1,356 SF	0 SF	1,356 SF	0	0	1	1	1	1	1	5	20	6,780 SF	6,780 SF	D1.1	5	20	6,780 SF	6,780 SF	2.21%
D1.2	4 BEDROOM / 2 BATH	4	1,391 SF	0 SF	1,391 SF	0	0	1	1	1	1	1	5	20	6,955 SF	6,955 SF	D1.2	5	20	6,955 SF	6,955 SF	2.21%
D2	4 BEDROOM / 4 BATH	4	1,430 SF	0 SF	1,430 SF	15	16	16	16	16	3	3	85	340	121,550 SF	121,550 SF	D2	85	340	121,550 SF	121,550 SF	37.61%
D3.1	4 BEDROOM / 4 BATH	4	1,616 SF	0 SF	1,616 SF	1	1	1	1	1	1	1	7	28	11,312 SF	11,312 SF	D3.1	7	28	11,312 SF	11,312 SF	3.10%
D4	4 BEDROOM / 4 BATH	4	1,696 SF	0 SF	1,696 SF	1	5	5	5	5	0	0	21	84	35,616 SF	35,616 SF	D4	21	84	35,616 SF	35,616 SF	9.29%
D5.1	4 BEDROOM / 4 BATH	4	1,495 SF	0 SF	1,495 SF	0	0	1	1	1	1	1	5	20	7,475 SF	7,475 SF	D5.1	5	20	7,475 SF	7,475 SF	2.21%
D5.2	4 BEDROOM / 4 BATH	4	1,418 SF	0 SF	1,418 SF	0	0	1	1	1	1	1	5	20	7,090 SF	7,090 SF	D5.2	5	20	7,090 SF	7,090 SF	2.21%
TOTALS													**133**	**532**	**196,778**	**196,778**		**133**	**532**	**196,778**	**196,778**	**58.85%**
5 BEDROOM UNITS																						
E1	5 BEDROOM / 5 BATH	5	1,727 SF	0 SF	1,727 SF	1	3	3	3	3	2	2	17	85	29,359 SF	29,359 SF	E1	17	85	29,359 SF	29,359 SF	7.52%
TOTALS													**17**	**85**	**29,359**	**29,359**		**17**	**85**	**29,359**	**29,359**	**7.52%**
TOTAL UNITS						**32**	**38**	**42**	**42**	**42**	**15**	**15**	**226**	**750**	**294,099 SF**	**294,099 SF**		**226**	**750**	**294,099 SF**	**294,099 SF**	**100.00%**
																		UNIT AVERAGE		**1,301 SF**		

1 BEDROOM UNITS	3	4	4	4	4	2	2
2 BEDROOM UNITS	14	18	18	18	18	6	6
4 BEDROOM UNITS	68	88	100	100	100	28	28
5 BEDROOM UNITS	5	15	15	15	15	10	10

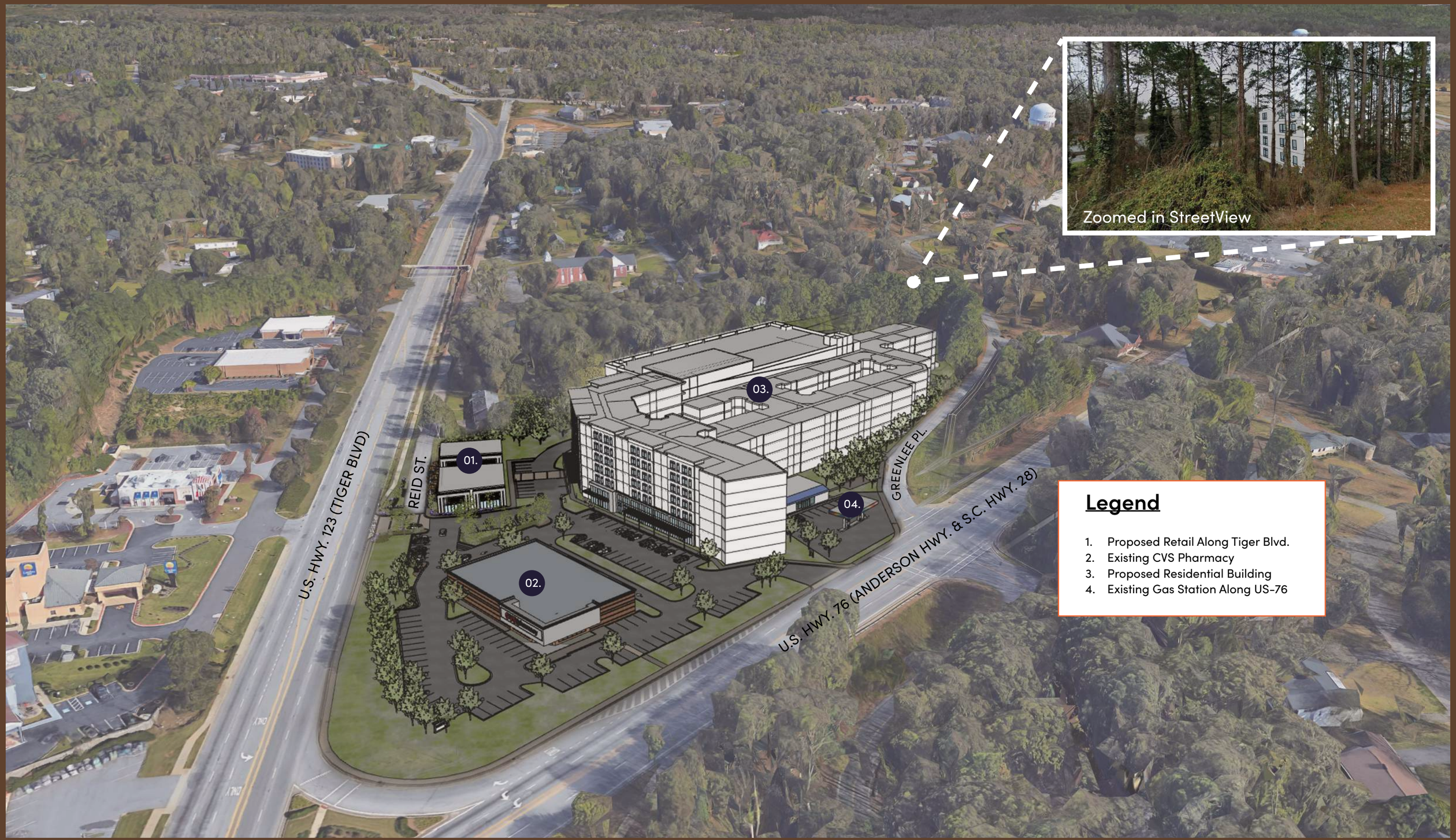
BEDS	**102**	**125**	**137**	**137**	**137**	**46**	**46**				**BED AVERAGE**	**392 SF**

* HEATED AREA IS CALCULATED FROM EXTERIOR FACE OF STUD

** GROSS AREA INCLUDES HEATED AREA PLUS BALCONY (BALCONY IS CALCULATED FROM EXTERIOR FACE OF WALL TO EXTERIOR FACE OF BALCONY STRUCTURE)

03 Site Integration

Site Aerial Facing SE



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Streetview From Dupree St. Facing NW

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dwell
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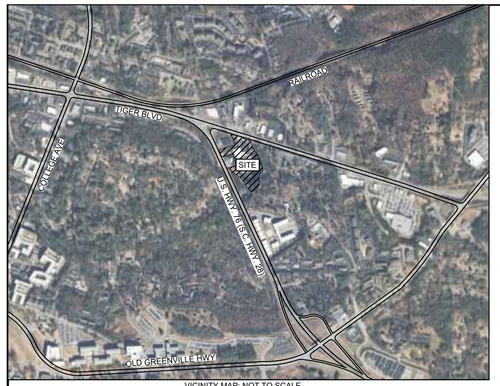
studio



VICINITY MAP: NOT TO SCALE

NOTES:

1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT IS FOR DESCRIPTIVE PURPOSES ONLY.
2. AREA DETERMINED BY COORDINATE (DMD) METHOD.
3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED AND NECESSARY FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
4. BEARINGS ARE BASED ON SOUTH CAROLINA STATE PLANE NAD 83.
5. DISTANCES ARE GROUND DISTANCES. INTERNATIONAL FEET. NGS MONUMENT: ED3293. COMBINED AVERAGE FACTOR(CAF): 0.99992537.
6. ELEVATIONS ARE BASED ON NAVD 88.
7. PROPERTY IS LOCATED IN FLOOD ZONE X AS SCALED FROM F.I.R.M. PANEL 45077C0379D. EFFECTIVE APRIL 16, 2008.
8. PROPERTY FLOOD ZONES AND SETBACKS SHOULD BE APPROVED BY THE APPROPRIATE AUTHORITY BEFORE ANY DESIGN OR CONSTRUCTION.
9. THIS PROPERTY MAY BE SUBJECT TO VARIOUS UTILITY EASEMENTS THAT WERE NOT NOTED IN THE REFERENCED PLATS. THE UTILITIES SHOWN HEREON WERE BASED ON SURFACE LOCATIONS AND WERE NOT VERIFIED AS TO DEPTH, SIZE, OR MATERIAL. THIS SURVEY DOES NOT SHOW SUBTERRANEAN CONDITIONS.
10. THIS SURVEY DOES NOT DEPICT THE ABSENCE NOR THE PRESENCE OF WETLANDS.
11. EARTH WORK WAS NOT OBSERVED AT THE TIME OF SURVEY.
12. ZONING VERIFICATION LETTER WAS NOT PROVIDED TO THE SURVEYOR.
13. ADJACENT PROPERTY OWNERS WERE OBTAINED FROM PICKENS COUNTY GIS.
14. THERE ARE NO GAPS OR OVERLAPS OBSERVED BETWEEN THE SUBJECT PROPERTY AND ADJACENT PROPERTIES.
15. NO ENCROACHMENTS WERE OBSERVED ON THE SUBJECT PROPERTY OTHER THAN THOSE NOTATED ON THE FACE OF THIS DOCUMENT.
16. A SURVEY ENTITLED ALTA/NSPS LAND TITLE SURVEY, BEST WESTERN PLUS, DATED JUNE 25, 2019, LAST REVISED SEPTEMBER 27, 2019, BY DANA R. AUGUSTINE, SC REG NO, 30293.

ENCROACHMENT NOTES

1. 18.98' CURB PROJECTION ONTO ADJOINING PROPERTY
2. 2.40' BUILDING PROJECTION INTO S.S.E.

N
W E
S

0 25 50 100
SCALE: 1" = 50'

LEGEND

●	PROPERTY CORNER FOUND, AS DESCRIBED
○	PROPERTY CORNER SET, AS DESCRIBED
·	CALCULATED POINT, NO CORNER SET
	POWER POLE
	LIGHT POLE
S	SEWER MANHOLE
C	SEWER CLEAN OUT
	FIRE HYDRANT
	GATE VALVE
	WATER METER
	GUY WIRE
	SIGN
	PROPERTY LINE
	ADJACENT PROPERTY LINE
X X X	FENCE LINE, AS DESCRIBED
EP EP	OVERHEAD POWER LINE
EUP EUP	UNDERGROUND ELECTRIC LINE
EFO EFO	UNDERGROUND FIBER OPTIC LINE
EG EG	UNDERGROUND GAS LINE
ES ES	UNDERGROUND SEWER LINE
ED ED	UNDERGROUND STORM DRAIN LINE
EW EW	UNDERGROUND WATER LINE
	EXISTING BUILDING SETBACK LINE
	EXISTING POWER EASEMENT LINE
	EXISTING SEWER EASEMENT LINE
	EXISTING STORM DRAIN EASEMENT LINE
	ACCESS EASEMENT HATCH
	PAVEMENT HATCH
	CONCRETE HATCH
	BRICK HATCH

TREE LEGEND

	TREE
P	PINE
LO	LIVE OAK
CED	CEDAR
WO	WATER OAK
MAP	MAPLE
BOXE	BOX ELDER MAPLE

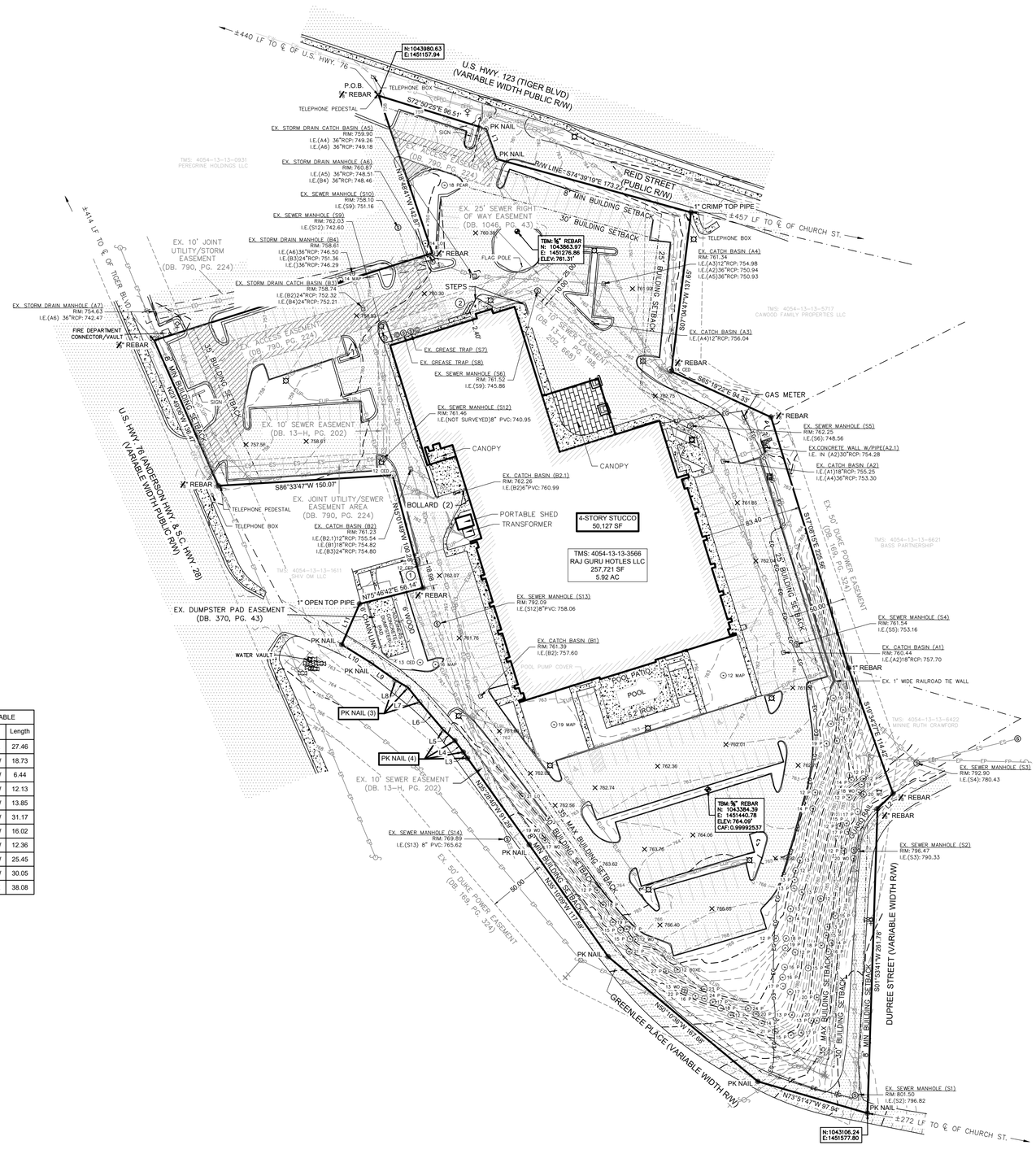
REFERENCES:

PLAT BOOK	PAGE
564	15
488	1
289	13
264	3
24	74
22	97
22	299
22	154
19	466
17	242

DEED BOOK	PAGE
13-H	198
13-H	202
13-H	668
169	324
790	224
370	43
1046	43

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

DOUGLAS H. LESLIE S.C.P.L.S. No. 44036



PARCEL LINE TABLE		
Line #	Bearing	Length
L1	S19°11'11"E	27.46
L2	S45°17'32"W	18.73
L3	N34°50'54"W	6.44
L4	N36°17'14"W	12.13
L5	N46°58'53"W	13.85
L6	N40°23'38"W	31.17
L7	N38°44'05"W	16.02
L8	N59°43'52"W	12.36
L9	N54°35'37"W	25.45
L10	N57°56'04"W	30.05
L11	N23°38'15"E	38.08

SEAMONWHITESIDE
MOUNT PLEASANT, SC
843.884.1667
GREENVILLE, SC
864.298.0534
SUMMERVILLE, SC
843.972.0710
SPARTANBURG, SC
864.272.1272
CHARLOTTE, NC
980.312.5450
RALEIGH, NC
980.312.5450
WWW.SEAMONWHITESIDE.COM

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
PROFESSIONAL LAND SURVEYOR
No.44036
DOUGLAS H. LESLIE

A TREE AND TOPOGRAPHICAL SURVEY OF
1310 TIGER BLVD
TMS #4054-13-13-3566
OWNED BY RAJ GURU HOTELS LLC
LOCATED IN THE CITY OF CLEMSON
PICKENS COUNTY, SOUTH CAROLINA

SW+ PROJECT:	11345
DATE:	06/11/25
DRAWN BY:	BFW
CHECKED BY:	DHL
CC:	MB
SHEET:	1 OF 1

REVISION HISTORY

08/15/24	BFW
06/11/25	AKA

C2.0

501 WANDO PARK BOULEVARD, SUITE 200, MOUNT PLEASANT, SC 29464 | JUDSON MILLS BUILDING 6000, 701 EASLEY BRIDGE RD, SUITE 6060, GREENVILLE, SC 29611 | 293 PETERSON DR., CHARLOTTE, NC 28217 | 712 N. CEDAR STREET, SUMMERVILLE, SC 29483 | 104 N. DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306
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PLOTTED:6/11/2025 9:59 AM, BY Andrew Abood P:\ALDS\13-3113\Survey\dgn\C2\113453_Existing 11345 1:50!.dwg

CITY OF Clemson
PLANNING & DEVELOPMENT

1250 Tiger Blvd, Suite 4 • Clemson, SC 29631-2662
(864) 653-2050
Fax (864) 653-2057
www.cityofclemson.org

PLANNING COMMISSION
PLANNED DEVELOPMENT APPLICATION – FORM 1
PLANNING COMMISSION WORKSHOP

Please complete in ink and return to the Planning and Codes Administration Department with required attachments and information. Planning Commission Workshop applications require a current survey of the property, a concept plan, and a designation of agent if owner is not the applicant. **Both sides of this application must be completed; incomplete applications will not be accepted.**

File no.: R - - PUD-000506-2025 PIN: 4054-13-13-3566 Date submitted: 10 / 10 / 2025 Planning Commission meeting date: 11 / 10 / / 2025

OWNER(S) INFORMATION

Last name: Patel First: Haresh Middle: Interest: ☒ Sole owner ☐ Co-owner

Mailing address: 171 PALISADE DR City: BRUNSWICK State: GA ZIP Code: 31523

Daytime phone no.: (912) 571-6121 Fax no.: ( ) E-mail: Hareshcpatel@bellsouth.net

APPLICANT INFORMATION

To be completed only if Owner is not Applicant:

Applicant's last name: Smythe First: Doug Middle:

Mailing address: 1800 M Street NW, Suite 950N City: Washington State: DC ZIP Code: 20036

Daytime phone no.: 216-408-3882 Fax no.: E-mail: dsmythe@tollbrothers.com

( ) ( )

PROPERTY INFORMATION

Property address: 1310 Tiger Blvd., Clemson SC, 29631 Property dimensions: Property area: 5.92 acres Current zoning district: CP-2

DESIGNATION OF AGENT

To be completed by Owner(s) only if Owner is not Applicant. ***All owners must sign.***

I (we) hereby appoint the person named as Applicant as my (our) agent to represent me (us) in this request for a planned development rezoning. By signing below, I (we) understand that the planned development application consists of three (3) separate forms and my (our) agent may represent me (us) in all three phases of the application process. I (we) certify that all information in this request is correct.

Owner name	*Owner signature*	*Date*
HARESH PATEL		10/10/25
Owner name	*Owner signature*	*Date*

To be completed by Applicant:

I certify that the information in this request is correct.

Doug Smythe		10/10/2025
Applicant name	*Applicant signature*	*Date*

Rev. 11-14-05; 06-15-07

REQUIRED INFORMATION

Please provide a description for the proposed planned development. The description should be of sufficient detail to describe the proposal and be accompanied by a concept plan that illustrates the proposed development. Attach additional pages as needed.

The proposed development at the corner of Tiger Blvd and US-76 would replace the existing 4-story Best Western Hotel and replace it with a mixed-use development composed of an approximate 6,000 square foot single level retail structure with adjoining active patio space and a 7-story student-focused multifamily building with 226 units and 750 beds.

Within the residential building there will be ancillary amenity spaces such as the lobby and leasing office, a fitness center, club room, and study pods, as well as 2 residential courtyards at the ground level. The residential building is adjoined by a 6-story parking garage containing approximately 566 parking spaces and will also contain a rooftop pool and amenity deck.

The bulk of the 7-story building massing is concentrated at the more urban and active side of the site at the corner of US-123 and US-76, with the building stepping down in scale to 5 stories along Greenlee Place and back towards Dupree Street.

The development seeks to preserve much of the natural buffer along Greenlee and Dupree at the rear of the site and as part of the improved site infrastructure will add a new sidewalk along Greenlee Place. The development team is also proposing to add a new bus shelter along US-76 for the utilization of the development's residents and the surrounding neighborhood.

201-203 PINE STREET & 300 N. CLEMSON AVE.

PLANNED DEVELOPMENT ORDINANCE

Section 101 - Descriptive Statement

The provisions of this Ordinance shall apply to the 201 Pine Street Mixed-Use Planned Development located at 201-203 Pine Street and 300 N. Clemson Ave., within the corporate limits of the City of Clemson, County of Pickens, State of South Carolina, and described and shown in the legal description included herein and attached as an Exhibit. This Ordinance has been established to regulate and guide the implementation of this Planned Development located within the corporate limits of the City of Clemson, South Carolina and defined herein. The adoption of this ordinance shall impose standards and restrictions on both the residential and commercial components of this Mixed-Use Planned Development.

The property owner of the Planned Development will be responsible for the maintenance of all sidewalks, buildings, parking areas, landscaping, and amenities, which shall be kept in a clean and presentable manner

The Planned Development is 2.023 acres and sits on the three (3) parcels listed below (the "Site"):

Parcel	Type	Address	PIN	Area (SF)	Area (acres)	Underlying Zoning
1	Fee Simple	201 Pine St.	4044-19-52-3149	44,788.91 SF	1.028	RM4
2	Fee Simple	203 Pine St.	4044-19-52-4316	35,081.82 SF	0.805	RM4
3	Fee Simple	300 N. Clemson Ave.	4044-19-52-2137	8,288.38 SF	0.190	RM4
	TOTAL			88,159.11 SF	2.023	

Proposed Uses

Area 1: Open Space – The Planned Development will include approximately 20% open space planned for the site. The open space shall consist of setbacks, buffer and landscaping areas, public and interior courtyards, and pervious pavers as shown on the PD Site Plan attached as Exhibit PD1.01. All of the open space within the property area shall be owned and maintained by the developer (owner). As part of the project, the open space which will be constructed by developer along Pine Street and N. Clemson Avenue will include bike parking, light poles, trash receptacles, dog run, pet waste receptacles, landscaping, and public seating areas to be used by the public.

Area 2: Commercial Space – The Planned Development shall include approximately 6,000 square feet of commercial space within the frontage of the building on N. Clemson Ave. The commercial component will include both leasable and requisite back of house space for a functioning retail business. This area will be marketed for restaurants, coffee shops, convenience stores, and general retail tenants. Required chases and grease traps will be installed to accommodate a commercial kitchen. The commercial component will also have access the public courtyard for outdoor seating and dining opportunities. The Board of Architectural Review (BAR) will approve all outdoor furniture for the commercial space.

Area 3: Market Rate Multifamily Housing – The Planned Development will include a maximum of 685 beds and 200 units, consisting of approximately 231,302 square feet of net rentable residential area. The approximate average unit size shall be 1,168 square feet (the "Units"). These Units will consist of studio, one-bedroom, two-bedroom, three-bedroom, four-bedroom and five-bedroom Units. A minimum of 20% of the units shall be a mix of studios, one-bedroom, and/or two-bedroom units. The maximum occupancy shall be (1) occupant per bedroom.

Area 4: Parking – The Planned Development shall include 321 parking spaces located in a structured parking garage with access from Pine Street. 31 parking spaces will be publicly available within the garage. The 31 public parking stalls will be subject to a long-term lease to the City for $1/year with detail to finalized in a separate parking agreement prior to receiving Certificate of Occupancy. The remaining spaces will be for resident parking and shall be access controlled behind a secured gate to separate from the public parking stalls. The parking area shall also include moped parking areas for residents.

Access

Access will be provided exclusively from Pine Street for vehicular and pedestrian access. Vehicles exiting the garage will be required to make a right-turn only to travel south on Pine Street. The dedicated public area will be accessible directly by the public right-of-way. Secured access points will be provided for the residential components of the project and associated parking area via Pine Street. The loading zone will be located off of Pine Street adjacent to the garage entrance and will meet City loading standards. Trash chutes are located on each residential floor of the building and terminate in a trash room at Pine Street for collection.

Pedestrian Access – The Planned Development will have direct access to the public right-of-way. As a part of the project, the Developer will construct a minimum of 5' sidewalk improvements along the frontage of the project on N. Clemson Avenue and Pine Street providing pedestrian and bicycle access to the site. Additionally, landscape improvements and a new 5' sidewalk are proposed on Hedgerow within the property line to improve the streetscape surrounding the site.

Integration with Transit and Alternative Modes of Transportation – The Planned Development will have direct access to the public right-of-way. There are several existing transit (CAT bus) routes along SC 93 / Walter Cox Boulevard which will also serve future residents of the development. Bicycle racks and secured bicycle storage shall also be included in the project.

Ownership and Covenants / Conditions / Restrictions – Ownership of the project will remain private with any future property owners bound by and agreeing to this ordinance. Management and maintenance of the project will be by the property owner and/or a property management company hired by the owner. Any future covenants, conditions, and restrictions that may be placed on the property will follow the guidelines and be governed by this Planned Development.

Community Open Space for Residents – There will be Community Open Space throughout the development for use and enjoyment by residents. Community Open Space for Residents includes courtyards and building amenity areas. These areas will remain open for use by all residential tenants.

Public Open Space – The project will include approximately 12,500 square feet of plaza and park space within a courtyard that is open to the public. These spaces will include a variety of landscape, lawns, and

hardscape. A lay-by lane is also included along Clemson Avenue for drop-offs and deliveries. Publicly accessible WiFi for guests shall also be provided in outdoor common areas.

Impact on Public Facilities – Upon development of the project, there will be an impact on public water and sewer capacity as well as fire protection, police protection, emergency services, and public transportation. Improvements required for connections to public utilities will be made or upgraded as part of the development. The developer will be responsible for its portion of impact fees assessed to the project. Furthermore, any added need for public services will be supported by the taxes generated by the Planned Development. Notwithstanding any of this or any other provision in this document, the developer shall be responsible for all of the improvements identified by Section 103 – Offsite & Public Improvements.

There is not an anticipated significant impact on the public school system from the development as the majority of the residents will be young professionals, faculty, and college students; however, there will be property tax generation that will benefit the school system.

Section 102 - Index of Exhibits

Exhibit A – Site Legal Description
Exhibit B – Existing Conditions & PD Site Plans
Exhibit C – Elevations
Exhibit D – Renderings
Exhibit E – Traffic Impact Analysis

Section 103 – Offsite Improvements

- Developer will be responsible for stormwater improvements onsite as well as the cost of connecting to the closest existing public stormwater infrastructure.
- Developer will be responsible for sanitary improvements onsite as well as the cost of connecting to the closest existing public sanitary infrastructure.
- Developer has conducted a Traffic Impact Analysis (TIA) in coordination with the City of Clemson to identify required improvements for vehicular access as a result of the project:
    - Developer proposes site egress to be right out only to direct traffic south towards North Clemson Avenue and SC 93.
- As a part of the project, Developer will make infrastructure and pedestrian improvements to North Clemson Avenue, including:
    - Approximately 3,000 linear feet of new 18" curb and gutter to City Standards along both sides of North Clemson Avenue from Pine Street to Hillcrest Avenue.
    - Resurfacing from Pine Street to Hillcrest Avenue
    - A new 10' sidewalk (approximately 1,565 linear feet) on the North side of North Clemson Avenue from Pine Street to Hillcrest Avenue
    - A new 8" water main (approximately 1,750 linear feet) from Pine Street to Wigington Street.
    - New, ADA compliant crosswalks at Pine Street and Clemson Avenue, and at Clemson Avenue and Wigington Streets.

Section 104 – Permitted Uses

The Planned Development will consist of open space accessible to the public, commercial uses, private parking uses, and multifamily housing. Residential units may be rented by-the-unit or by-the-bed as determined by Developer or future property owners. Only uses permitted in the CM zoning district will be allowed in the commercial component of this project.

Section 105 – Bonding of Vacant Commercial Space

A bond in an amount equal to 150% of the estimated cost for building out the commercial space (based on the current average cost for commercial construction in the area as determined by the City) shall be posted at the time of the issuance of the first Certificate of Occupancy issued for any portion of the residential component of the mixed-use structure. The bond, which shall have a 2-year expiration date, may be either a cash or surety bond, and shall be released upon completion of the upfit of the commercial space. In the event the commercial space upfit is completed by units or phases, the bond amount may be proportionately reduced based on square footage as the space is occupied by a viable commercial entity possessing a business license issued by the City. The City shall reserve the right to call the bond for any uncompleted commercial space two weeks prior to the expiration of the bond.

Section 106 - Hours of Operation

The residential leasing office and the commercial space shall have operating hours conforming to applicable city and state regulations.

Section 107 – Site

The property consists of three (3) parcels with frontage along N. Clemson Avenue, Pine Street and Hedgerow Lane. Existing conditions include multifamily apartments and surface-parked spaces. The site has approximately 35’ of grade change from south to north with existing drainage running to the south with outfall onto Clemson Avenue.

The proposed use is for a mixed-use development with commercial and open spaces, and multifamily residential units that will be marketed to young professionals, faculty, and students. Residential units may be rented by-the-unit or by-the-bed as determined by Developer or future property owners. The commercial area will be marketed for a variety of retail tenants.

One vehicular access point will be provided on Pine Street. Pedestrian access points will be available at multiple locations along Pine Street and N. Clemson Avenue, and emergency egress will be provided along Hedgerow Lane and Pine Street. These access points will remain privately owned and maintained except for the portions that tie into the public right-of-way.

Public water and sewer lines will be located along N. Clemson Avenue for the development. Any access easements necessary for these utilities will be provided as part of the development.

Section 108 – Standards and Dimensions

- Minimum/Maximum Lot Area(s) – None
- Minimum/Maximum Lot Width(s) – None
- Minimum Building Setback:
  - Front (Pine Street): 10’ (from back of curb)
  - Front (Clemson Ave): 10’ (from property line)

- Side: None
- Rear (Hedgerow): 10' (from property line)

- Maximum Structure Height: 85'-0", excluding stair and elevator overruns, parapets and equipment, as measured from finished grade.
- Tree canopy coverage will comply with Ordinance requirements in Sec. 15-30.15 through onsite coverage or contribution to the Clemson Tree Fund.

Section 109 – Impervious Area

Impervious materials will include the building and parking footprints, asphalt paving, sidewalks, curb and gutter, patios, etc. Maximum impervious coverage will be limited to 95%.

Open space will consist of setbacks, buffers, lawn, landscaping, sidewalks, ground level seating areas and hardscape, building courtyards and outdoor amenity areas as shown on the Conceptual Site Plans. All open space within the property area shall be owned and maintained by the developer (owner). The minimum open space will be limited to 20%.

Section 110 – Occupancy/Density

Occupant means a natural family or an individual unrelated by blood to a second degree of consanguinity, marriage, adoption, or guardianship to any other occupant of the dwelling unit. A natural family means any number of persons related by blood or marriage to the second level of consanguinity. A natural family shall be counted as one occupant.

In addition to commercial space, the elevated deck shall be designated for common recreational use by the residents.

Maximum Occupancy – occupancy for all residential units shall be limited to one occupant per bedroom.

Section 111 – Design Standards

Materials for the building construction will consist of the following: reinforced concrete, brick masonry and fiber cement panel varieties cladding the apartment structure, insulated operable windows. Residential materials will include a mix of brick masonry, fiber cement panel varieties, and various metal panel accents as well as insulated operable windows. The commercial space level along N. Clemson Avenue will include a mix of brick masonry with insulated window and door systems. The composition and color of all final materials shall be substantially similar to those shown on the Site Plan Drawings. The BAR will approve final building materials, commercial space exterior furniture, and landscaping.

Section 112 – Parking/Circulation

Parking and Circulation for this PD shall adhere to the table summary below rather than to Table 19-802 in Chapter 19 – Article VIII, Clemson Code of Ordinances. The Project will include structured parking with access located on Pine Street. The table below summarizes the minimum parking requirements for each use located within the project:

Parking Summary	Maximum Beds	Minimum SF	Maximum SF	Commercial Spaces	Private Parking Minimum Spaces
Public Parking	--	6,000 SF	--	31 spaces	--
Resident	685 beds	--	445,000 SF	--	285 spaces
Management/Guest Parking	--	--	--	--	5 spaces

The project shall include a three-level parking structure. The parking ratio for the Multifamily Housing component shall be not less than 40% of beds within the project and shall include adequate parking for residents as well as guests. All parking spaces for the Commercial Space shall be clearly marked to distinguish them from other parking areas.

All parking spaces shall be a minimum of 9'0'' in width and 18'-0'' in length. The 31 public parking spaces will be 10'-0" in width and 18'-0" in length. A minimum of 40 bicycle parking stalls shall be provided throughout the project. 25 moped parking spaces shall also be provided in the project.

All roads must meet emergency access and Fire Code standards. The Developer will work with the City traffic engineer through the planning and permitting process to provide a traffic study if it is deemed required by the City Engineer.

Section 113 – Landscaping/Buffers

All landscaping and buffers shall be planted/installed in the manner shown on a Final Landscaping Plan approved by the BAR or Director of Urban Land Management.

The Director of Urban Land Management shall reserve the right to reasonably amend any specification established by this section to address specific site conditions.

Plantings shall conform to the following:

- Street trees along N. Clemson Avenue: A mix of canopy and understory trees shall be planted in landscape islands within paver and concrete gathering areas.
- Street trees & landscape along Pine Street: Understory trees shall be planted at 25' intervals, and evergreen shrubs shall be planted as approved. All planting methods shall be approved by the Director of Urban Land Management.
- Transformer Screening: Evergreen shrubs will be planted at a maximum of 3' on center to screen transformers from the public right-of-way.
- Additional landscaping may be planted (including shrubs around buildings and amenity areas) as approved. All shrubs will be shown on the final landscape plan.
- Trees that are less than 4' from a sidewalk, building, or road will be planted with root barriers.
- If there is less than a minimum of 175 cubic feet of planting soil volume, Silva Cells or an equivalent approved by the City shall be installed

Section 114 - Signage

Signage for this PD shall adhere to Chapter 19 - Article VII of the City of Clemson Code of Ordinances. A Final Signage and Illumination Plan will be completed to meet City requirements during the permitting process. All signs shall comply with the requirements of AR-District 2 and are subject to the approval of the Board of Architectural Review (BAR) prior to the issuance of the signage permit(s).

Section 115 – Lighting

Lighting for this PD shall adhere to Chapter 19 - Article X of the City of Clemson Code of Ordinances. A lighting photometric plan will be completed to meet the City of Clemson's adopted lighting standards. A Final Illumination Plan will be completed to meet the requirements during the permitting process, which will include BAR approval.

Section 116 – Utilities

Project will be serviced by City of Clemson water and sanitary sewer. Connection and service fees will be the responsibility of the Developer.

Increases in fire, police, emergency management, and roadway use will be offset by substantial increase in property taxes and sales tax generated by the commercial and residential components of the development.

Section 117 – Connectivity

The planned development will have direct access to the public right of way. Additionally, the Project will be providing offsite improvements as described above to facilitate pedestrian circulation to the existing CAT bus stop at Highway 93.

Section 118 – Grading and Stormwater

The planned development will involve mass grading of the site for the installation of the building, underground parking, landscape, hardscape, and right of way improvements.

Section 119 – Trash

The trash collection shall be provided by the developer through the City.

All trash collection for the development shall be collected and stored in enclosed rooms as shown on the Site Plan Drawings with dumpster staging occurring by building staff no more than an hour before collection. All dumpsters shall be returned to enclosed areas no more than an hour after collection. The primary trash collection point shall be along Pine Street.

Section 120 – Accessory Structures

None.

Section 121 – Maintenance

Developer is responsible for all maintenance of property including building, landscaping, tenant open space, stormwater facilities, and grounds. The City of Clemson will be responsible for all public domestic water, sewer mains, sewer force mains, and any off-site property and facilities dedicated to and accepted by the City.

Section 122 – Phasing

N/A

Section 123 – Construction Activity

Construction hours, noise, and activities shall adhere to Sec. 13-10 of the City of Clemson Code of Ordinances. Construction Schedule and Site Management Plan for allowable construction times and sequencing will be submitted by Developer and Contractor for approval during permitting.

Section 124 – Transfer of Ownership

This Ordinance will remain in place through any transfer of ownership of property. Any new owner will take over maintenance and management per this Ordinance. Nothing herein shall be construed to limit Developer's right to sell, assign or convey the project in accordance with applicable law.

Section 125 – Conceptual Site Plan

The conceptual site plan for the Planned Development shall maintain flexibility to accommodate specific conditions, environmental concerns, physical constraints, and smart design parameters. Accordingly, the exact location and size of land uses and preliminary design concepts depicted in the conceptual site plan may be subject to minor changes over the life of the development so long as the maximum densities, minimum open space, character, and intent of the development will be adhered to.

Section 126 – Vested Rights

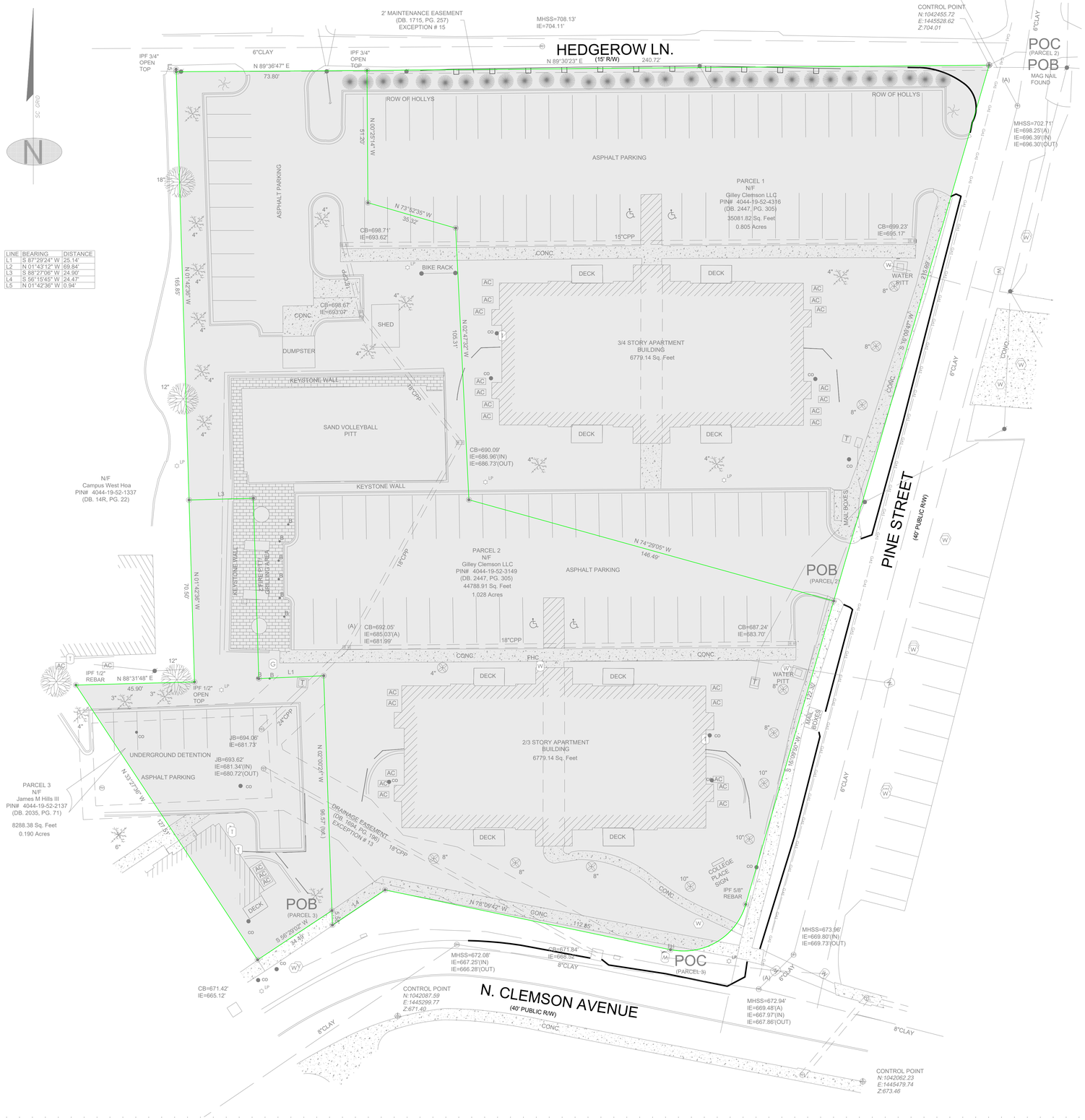
The Planned Development shall be considered a site-specific development plan, and the approval of this Planned Development shall establish vested rights to undertake and complete the development of the Site in accordance with this Planned Development under Vested Rights Act (S.C. Code Ann. §§ 6-29-1510, et seq.) and applicable City's ordinances.

In the event the City of Clemson creates a zoning district that is materially consistent with this Planned Development, the property owner(s) and their heirs or assigns shall not object to the inclusion of the property within such district, provided that:

(a) the right to rebuild in accordance with the approved site plan and density is preserved; and
(b) no additional restrictions or conditions are imposed that would:
    (i) limit or prohibit student housing;
    (ii) require affordability set-asides or income restrictions;
    (iii) reduce approved building height, parking ratios, or residential unit count;
    (iv) restrict rooftop amenities or open space programming;
    (v) impose enhanced architectural or material standards beyond those approved in this Planned Development; or
    (vi) otherwise conflict with the uses, entitlements, or development standards established under this Planned Development.

PLANS, DRAWINGS, SUPPLEMENTAL INFORMATION

Architectural Site Plan, Floor Plans, Existing Conditions Plans, Utility Plan, Grading Plan, Architectural Renderings, Traffic Impact Analysis



LINE	BEARING	DISTANCE
L1	S 87°29'24" W	25.14'
L2	N 01°43'12" W	69.84'
L3	S 88°27'06" W	24.90'
L4	S 56°15'45" W	24.47'
L5	N 01°42'36" W	0.94'

PROPERTY SUMMARY:

SITE SUMMARY:

TAX PARCEL ID: 4044-19-52-43164, 4044-19-52-3149, & 4044-19-52-2137

CURRENT ZONING: RM4(MULTI-FAMILY RESIDENTIAL)
PROPOSED ZONING: PD (PLANNED DEVELOPMENT)
PROPOSED USE: MIXED USE (RESIDENTIAL & COMMERCIAL)
COMMERCIAL: 6000 SF
RESIDENTIAL: 200 UNITS (685 BEDS)

SITE AREA: 2.02 AC

SITE PLAN LEGEND:

PROPERTY LINE

DEVELOPMENT AREA

SURVEY NOTES:

SURVEYOR:
MSP & ASSOCIATES LAND SURVEYING, INC.
301 E HILLCREST DR.
GREENVILLE SC, 29609

SURVEY TITLE:
ALTA/NSPS LAND TITLE SURVEY FOR CRG ACQUISITION, LLC

JOB NUMBER: 252020

DATE: 4/18/25

Lamar Johnson Collaborative
35 EAST WACKER DRIVE, SUITE 1500
CHICAGO, IL 60601
Ph.312.658.0747

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THOMAS & HUTTON
220 North Main Street • Suite 402
Greenville, SC 29601
864.412.2222

CHAPTER AT CLEMSON

CRG + THE 53 GROUP
201 PINE STREET, CLEMSON, SC 29631
CONCEPT DESIGN

DRAWING ISSUE

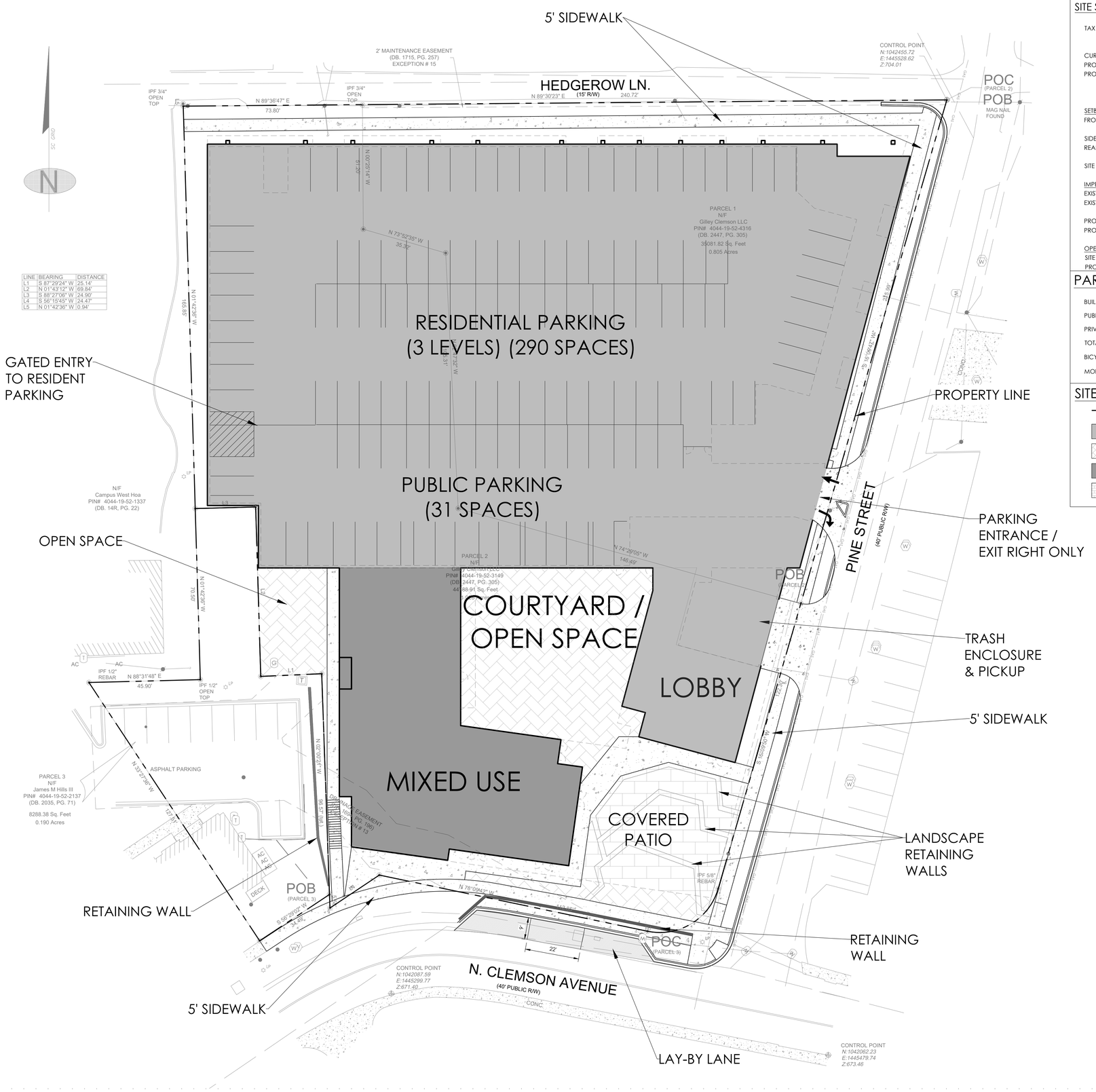
#	DESCRIPTION	DATE
	PD SUBMISSION	10.31.2025

20 0 10 20
GRAPHIC SCALE:
1 INCH = 20 FEET

DRAWING TITLE
EXISTING CONDITIONS

DRAWING NO.
EX1.1

Job # 25.0009242



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PROPOSED ZONING: PD (PLANNED DEVELOPMENT)
PROPOSED USE: MIXED USE (RESIDENTIAL & COMMERCIAL)
COMMERCIAL: 6000 SF
RESIDENTIAL: 200 UNITS (685 BEDS)

SETBACKS
FRONT SETBACKS: PINE STREET: 10' (FROM BACK OF CURB)
N. CLEMSON AVENUE: 10' (FROM PROPERTY LINE)
SIDE SETBACK: NONE
REAR SETBACK: HEDGEROW LANE: 10' (FROM PROPERTY LINE)

SITE AREA:	2.02	AC
IMPERVIOUS / PERVIOUS CALCULATIONS		
EXISTING IMPERVIOUS:	1.38	AC (68%)
EXISTING PERVIOUS:	0.64	AC (32%)
PROPOSED MAXIMUM IMPERVIOUS:	1.91	AC(95%)
PROPOSED MINIMUM PERVIOUS:	0.11	AC(5%)
OPEN SPACE CALCULATIONS		
SITE AREA:	2.02	AC
PROPOSED MINIMUM OPEN SPACE:	0.40	AC(20%)

PARKING COUNT:

BUILDING USES:	MIXED USE (RESIDENTIAL & COMMERCIAL)
PUBLIC PARKING PROVIDED:	31 SPACES
PRIVATE PARKING PROVIDED:	290 SPACES
TOTAL PARKING PROVIDED:	321 SPACES
BICYCLE PARKING PROVIDED:	55 SPACES (within garage)
MOPED PARKING PROVIDED:	25 SPACES (within garage)

SITE PLAN LEGEND:

- PROPERTY LINE
- PROPOSED PARKING/LOADING
- PROPOSED COURTYARD / OPENSPACE
- PROPOSED MIXED USE
- PROPOSED COVERED PATIO AREA

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CHAPTER AT CLEMSON

CRG + THE 53 GROUP
201 PINE STREET, CLEMSON, SC 29631
CONCEPT DESIGN

DRAWING ISSUE

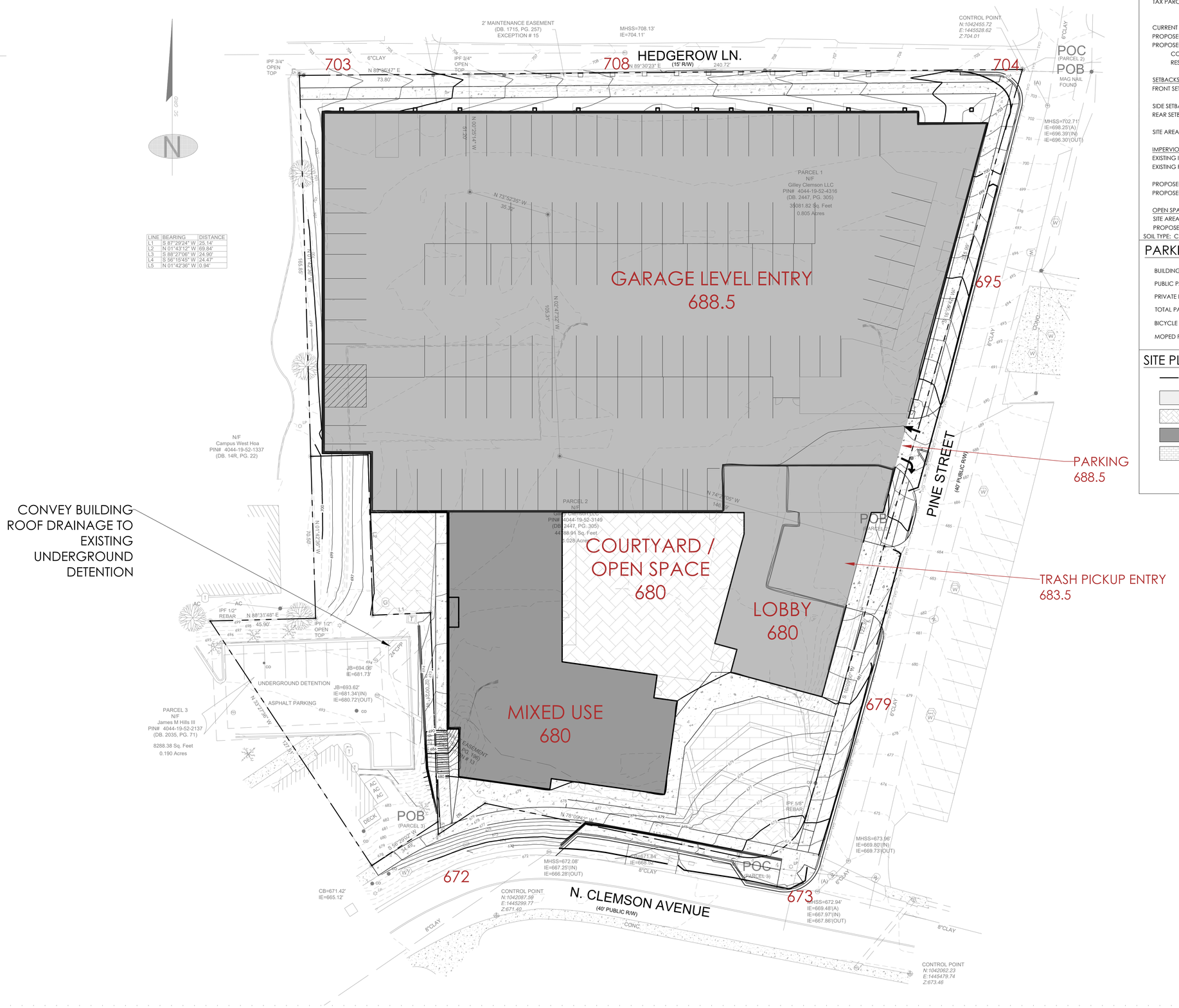
#	DESCRIPTION	DATE
	PD SUBMISSION	10.31.2025

20 0 10 20
GRAPHIC SCALE:
1 INCH = 20 FEET

DRAWING TITLE
SITE PLAN

DRAWING NO.
C1.1

Job # 25.0009242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2' MAINTENANCE EASEMENT
(DB. 1715, PG. 257)
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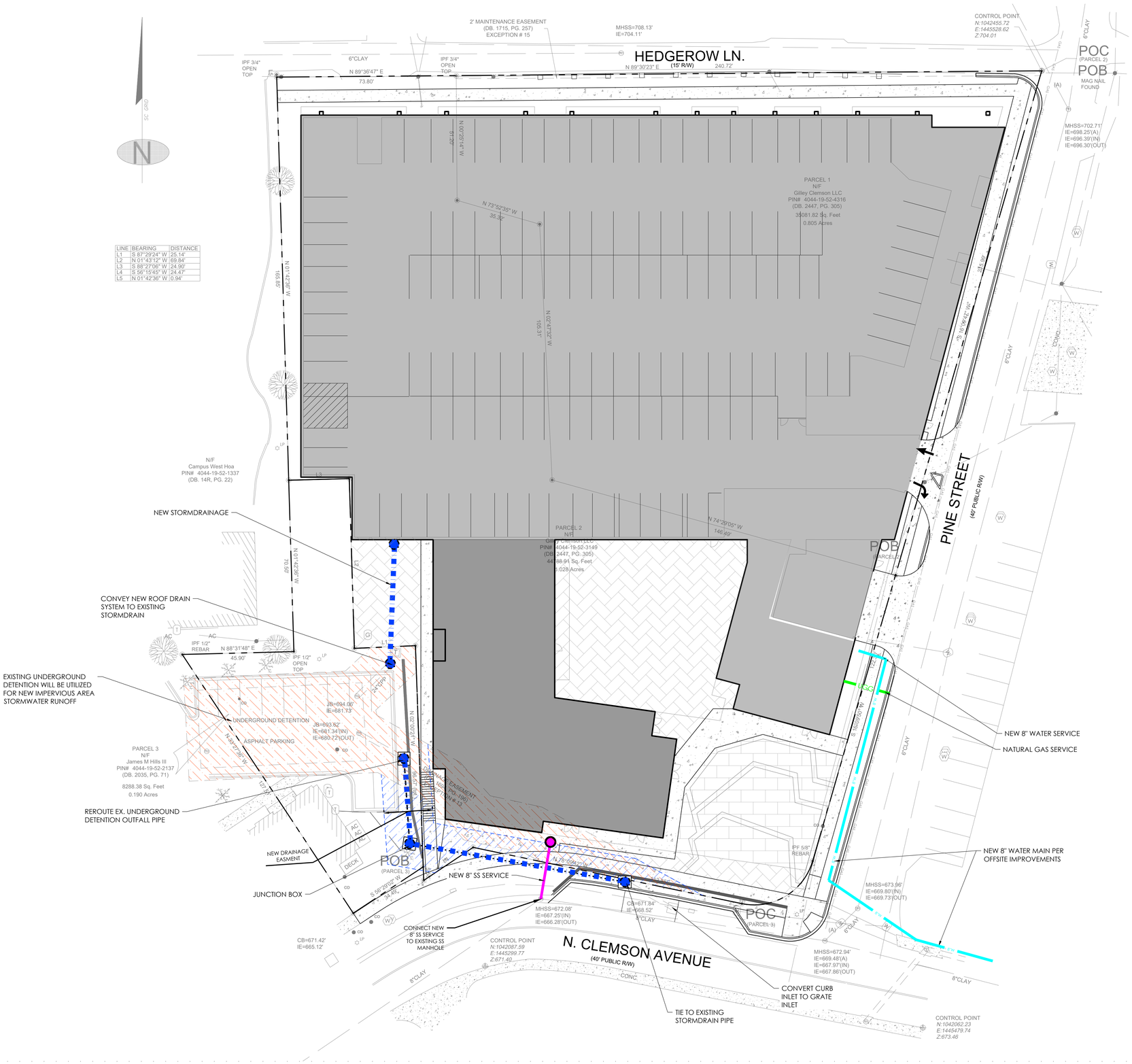
IE=704.11'
CONTROL POINT
N:1042455.72
E:1445528.62
Z:704.01
POC
(PARCEL 2)
POB
MAG NAIL
FOUND
IPF 3/4"
OPEN
TOP
6"CLAY
N 89°30'23" E
240.72'
N 87°30'47" E
73.80'
703
708
704
695
MHSS=702.71'
IE=698.25'(A)
IE=696.39'(IN)
IE=696.30'(OUT)
PARCEL 1
N/F
Gilley Clemson LLC
PIN# 4044-19-52-4316
(DB. 2447, PG. 305)
35081.82 Sq. Feet
0.805 Acres
GARAGE LEVEL ENTRY
688.5
N 00°25'19" W
51.20'
N 73°52'35" W
35.30'
N 00°47'52" W
105.37'
N 00°47'52" W
161.85'
N 00°47'52" W
N 00°47'52" W
N 00°47'52" W



PROPERTY SUMMARY:

SITE SUMMARY:

TAX PARCEL ID: 4044-19-52-43164, 4044-19-52-3149, & 4044-19-52-2137

CURRENT ZONING: RM4(MULTI-FAMILY RESIDENTIAL)
PROPOSED ZONING: PD (PLANNED DEVELOPMENT)
PROPOSED USE: MIXED USE (RESIDENTIAL & COMMERCIAL)
COMMERCIAL: 6000 SF
RESIDENTIAL: 200 UNITS (685 BEDS)

SETBACKS
FRONT SETBACKS: PINE STREET: 10' (FROM BACK OF CURB)
N. CLEMSON AVENUE: 10' (FROM PROPERTY LINE)
SIDE SETBACK: NONE
REAR SETBACK: HEDGEROW LANE: 10' (FROM PROPERTY LINE)

SITE AREA:	2.02	AC
IMPERVIOUS / PERVIOUS CALCULATIONS		
EXISTING IMPERVIOUS:	1.38	AC (68%)
EXISTING PERVIOUS:	0.64	AC (32%)
PROPOSED MAXIMUM IMPERVIOUS:	1.91	AC(95%)
PROPOSED MINIMUM PERVIOUS:	0.11	AC(5%)
OPEN SPACE CALCULATIONS		
SITE AREA:	2.02	AC
PROPOSED MINIMUM OPEN SPACE:	0.40	AC(20%)

PARKING COUNT:

BUILDING USES:	MIXED USE (RESIDENTIAL & COMMERCIAL)
PUBLIC PARKING PROVIDED:	31 SPACES
PRIVATE PARKING PROVIDED:	290 SPACES
TOTAL PARKING PROVIDED:	321 SPACES
BICYCLE PARKING PROVIDED:	55 SPACES (within garage)
MOPED PARKING PROVIDED:	25 SPACES (within garage)

SITE PLAN LEGEND:

- PROPERTY LINE
- PROPOSED PARKING
- PROPOSED COURTYARD / OPENSPACE
- PROPOSED MIXED USE
- PROPOSED COVERED PATIO AREA
- PROPOSED WATER UTILITY LINE
- PROPOSED NATURAL GAS LINE
- PROPOSED SANITARY SEWER UTILITY LINE
- PROPOSED STORM DRAINAGE
- PROPOSED STORM DRAIN EASEMENT
- EXISTING STORM DRAIN EASEMENT

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Greenville, SC 29601
864.412.2222

CHAPTER AT CLEMSON

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201 PINE STREET, CLEMSON, SC 29631
CONCEPT DESIGN

DRAWING ISSUE

#	DESCRIPTION	DATE
	PD SUBMISSION	10.31.2025

20 0 10 20
GRAPHIC SCALE:
1 INCH = 20 FEET

DRAWING TITLE
CONCEPTUAL UTILITY PLAN

DRAWING NO.
UT1.1

Job # 25.0009242

DEVELOPMENT SUMMARY

GENERAL INFORMATION

ITEM	QUANTITY		COMMENT
PROJECT DESCRIPTION:			THIS PROJECT CONSISTS OF THE CONSTRUCTION OF 200 APARTMENT UNITS WITH 685 BEDS, STRUCTURED PARKING, DISPERSED INTERIOR AND EXTERIOR AMENITY SPACES FOR THE RESIDENTS, COMMERCIAL SPACES LOCATED ON THE FIRST FLOOR, AND A COURTYARD AT GRADE. THE PROJECT WILL BE DESIGNED TO COMPLY WITH SOUTH CAROLINA BUILDING CODES AND ALL LOCAL AMENDMENTS. THE PROJECT WILL BE DIVIDED BY FIRE WALLS IN ORDER TO CREATE TWO SEPARATE BUILDINGS FROM THE PERSPECTIVE OF THE SOUTH CAROLINA BUILDING CODES. EACH BUILDING HAS A 2-STORY ABOVE GRADE PODIUM DESIGNED TO MEET TYPE 1A CONSTRUCTION REQUIREMENTS. THE UPPER 5 LEVELS OF EACH BUILDING WILL BE DESIGNED TO MEET TYPE 3A CONSTRUCTION REQUIREMENTS.
ADDRESS:			201 PINE STREET CLEMSON, SC 29631
CURRENT ZONING			RM-4 - MULTI-FAMILY RESIDENTIAL DISTRICT
ZONING REQUEST			PD - PLANNED DEVELOPMENT
PROPOSED USES			MULTI-FAMILY (200 UNITS, 685 BEDS) AND COMMERCIAL
PROPERTY LOCATION			CORNER OF N. CLEMSON AVE & PINE STREET
PIN NUMBERS			4044-19-52-4316, 4044-19-52-3149, 4044-19-52-2137
LOT AREA:			
PARCEL 4044-19-52-3149	201 PINE ST.	1.028 ACRES	44,788.91 SF
PARCEL 4044-19-52-4316	203 PINE ST.	0.805 ACRES	35,081.82 SF
PARCEL 4044-19-52-2137	300 N. CLEMSON AVE.	0.190 ACRES	8,288.38 SF
TOTAL AREA		2.023 ACRES	88,159.11 SF
GROSS AREA			445,000 SF
RESIDENTIAL AREA (NET)			231,302 SF
AVERAGE RSF PER UNIT			1,168 SF
BUILDING OCCUPACY			R-2 (PRIMARY), A-2, A-3, S-2

PARKING & LOADING

PARKING & LOADING REQUIREMENT CALCULATIONS

			PROVIDED
RESIDENTIAL			290 0.40 PARKING SPACES PER BED MINIMUM
COMMERCIAL/PUBLIC			31 1 PARKING SPACE PER 200 SF OF RETAIL
LOADING 1 LOADING BERTH REQUIRED FOR SPACES UP TO 25,000 SF (Table 19-808. Off-street Loading Requirements for Non-residential Uses)			2

PARKING CALCULATIONS

	STANDARD	COMPACT	ACCESSIBLE	TOTAL
LEVEL 02	57	10	4	71
LEVEL 01	78	29	4	111
LOWER LEVEL 01	111	26	2	139
TOTAL	246	65	10	**321**
		20%	[INCLUDING 3 VAN]	

BICYCLE PARKING	**PROVIDED**
RESIDENTIAL 1 EVERY 4 UNITS	51
COMMERCIAL 10% OF COMMERCIAL PARKING	4
TOTAL	55

ARTICLE III. PLANNED DEVELOPMENT REGULATIONS

Proposed Density, Bulk, and Dimensional Requirements and Standards

USE		PD Proposal
	a. Tract area (acres)	See "LOT AREA" under "GENERAL INFORMATION"
	b. Lot width at front building line	360'
	c. Density (bedrooms/acre)	358
	d. Impervious surface coverage	95%
	e. Open space requirements	20%
	g. Building spacing	n/a
	h. Front setbacks (exterior) - EAST (Pine St.) and SOUTH (N. Clemson Ave.)	EAST: 10' min from back of curb; SOUTH: 10' min from property...
	i. Side setbacks (exterior) - WEST	none
	j. Rear setbacks (exterior) - NORTH (Hedgerow Ln.)	10'
	k. Dwelling occupancy, max.	5
	l. Structure height	Bldg A: 85'; Bldg B: 85'

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CONCEPT DESIGN

DRAWING ISSUE

#	DESCRIPTION	DATE
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DRAWING TITLE
ZONING DATA

DRAWING NO.
PD1.00

Job # 25.009242

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1 PD1.01 SITE PLAN
1" = 30'-0"

0' 15' 30' 60'

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CONCEPT DESIGN

DRAWING ISSUE

#	DESCRIPTION	DATE
A	PD SUBMISSION	10.31.2025

DRAWING TITLE
ARCHITECTURAL SITE PLAN

DRAWING NO.
PD1.01

Job # 25.009242

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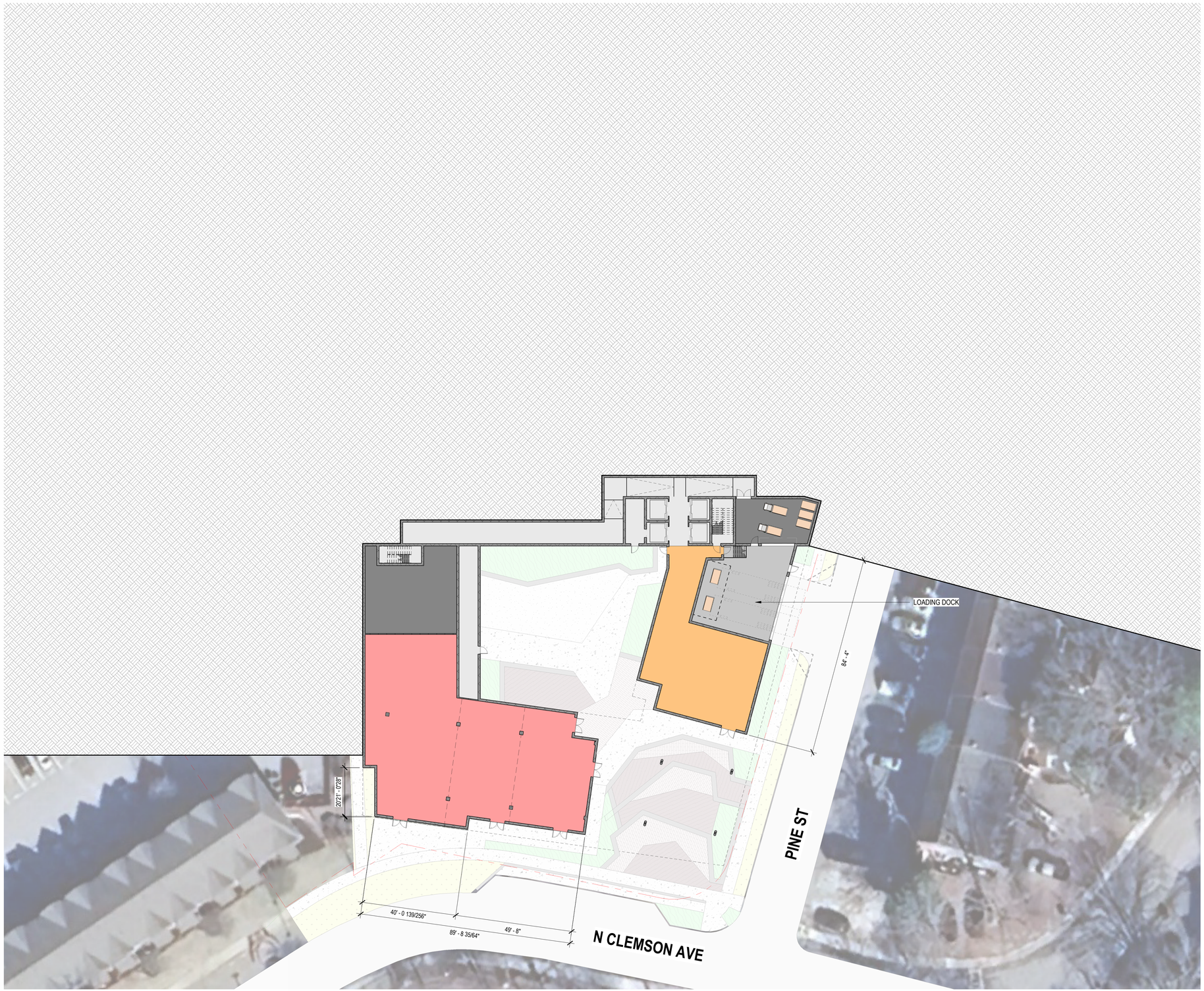

1 PD2.01 LOWER LEVEL 02
1" = 20'-0"

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DRAWING ISSUE

#	DESCRIPTION	DATE
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DRAWING TITLE
LOWER LEVEL 02

DRAWING NO.
PD2.01

Job # 25.009242

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1 PD2.02 LOWER LEVEL 01
1" = 20'-0"

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#	DESCRIPTION	DATE
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DRAWING TITLE
LOWER LEVEL 01

DRAWING NO.
PD2.02

Job # 25.009242

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1 PD2.03 1ST & 2ND TYPICAL FLOOR PLAN
1" = 20'-0"

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DRAWING ISSUE

#	DESCRIPTION	DATE
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DRAWING TITLE
1ST FLOOR PLAN

DRAWING NO.
PD2.03

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#	DESCRIPTION	DATE
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DRAWING TITLE
2ND FLOOR PLAN

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PD2.04

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LOBBY/AMENITY

RETAIL TENANT SPACE

RESIDENTIAL UNITS

CIRCULATION

PARKING

CORE

1 PD2.05 3RD & 4TH TYPICAL FLOOR PLAN
1" = 20'-0"

0' 10' 20' 40'

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#	DESCRIPTION	DATE
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DRAWING TITLE
3RD & 4TH TYPICAL FLOOR PLAN

DRAWING NO.
PD2.05

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1 PD2.06 5TH FLOOR PLAN
1" = 20'-0"

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#	DESCRIPTION	DATE
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DRAWING TITLE
5TH FLOOR PLAN

DRAWING NO.
PD2.06

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1 PD2.07 6TH & 7TH TYPICAL FLOOR PLAN
1" = 20'-0"

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#	DESCRIPTION	DATE
A	PD SUBMISSION	10.31.2025

DRAWING TITLE
6TH FLOOR PLAN

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DRAWING ISSUE

#	DESCRIPTION	DATE
A	PD SUBMISSION	10.31.2025

DRAWING TITLE
7TH FLOOR PLAN

DRAWING NO.
PD2.08

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1 PD2.09 ROOF PLAN
1" = 30'-0"

0' 10' 20' 40'

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DRAWING TITLE
ROOF PLAN

DRAWING NO.
PD2.09

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6 PD3.01 SOUTH ELEVATION
1/16" = 1'-0"



5 PD3.01 EAST ELEVATION
1/16" = 1'-0"

0' 8' 16' 32'

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#	DESCRIPTION	DATE
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DRAWING TITLE
ELEVATIONS_SOUTH & EAST

DRAWING NO.
PD3.01

Job # 25.009242

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4 PD3.02 NORTH ELEVATION
1/16" = 1'-0"



5 PD3.02 WEST ELEVATION
1/16" = 1'-0"

0' 8' 16' 32'

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A	PD SUBMISSION	10.31.2025

DRAWING TITLE
ELEVATIONS_NORTH & WEST

DRAWING NO.
PD3.02

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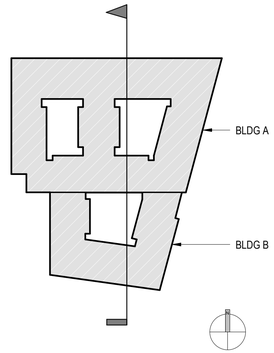

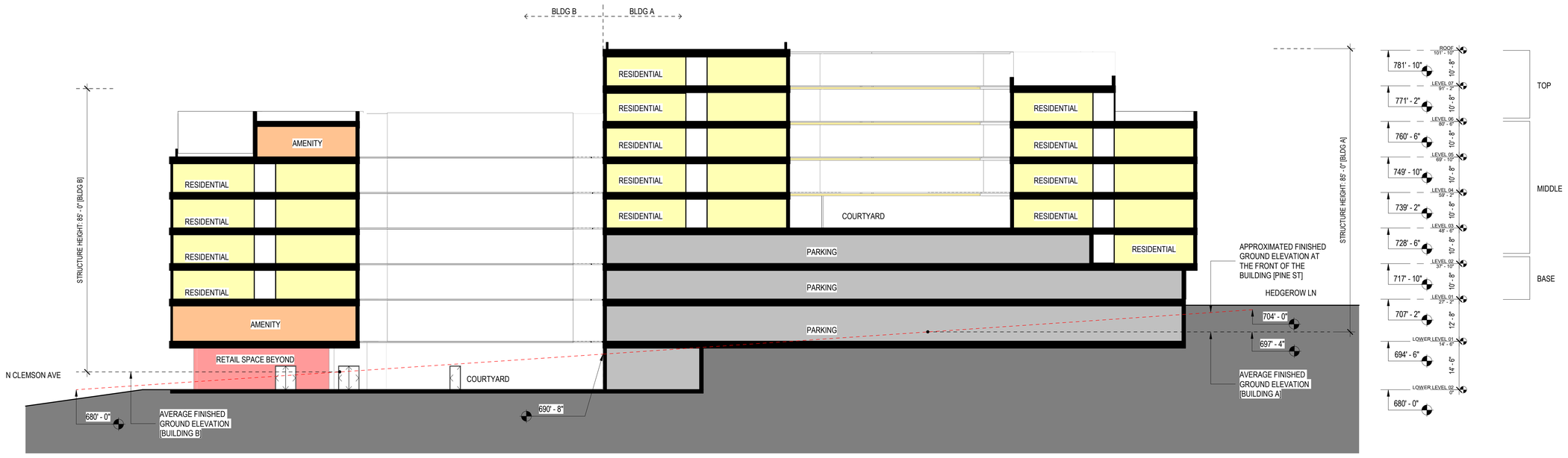

1 PD3.50 Section A
1/16" = 1'-0"

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DRAWING TITLE
SECTION

DRAWING NO.
PD3.50

Job # 25.009242

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VIEW OF CORNER AT PINE AND CLEMSON AVE

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#	DESCRIPTION	DATE
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DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.01

Job # 25.009242

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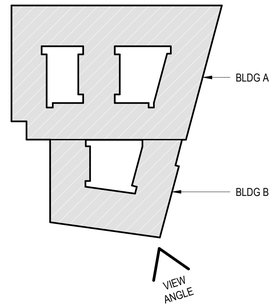
FACADE MATERIALITY











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DRAWING TITLE
RENDERING_PERSPECTIVE

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CONCEPT DESIGN

DRAWING ISSUE

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A	PD SUBMISSION	10.31.2025

DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.03

Job # 25.009242

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DRAWING ISSUE

#	DESCRIPTION	DATE
A	PD SUBMISSION	10.31.2025

DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.04

Job # 25.009242

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VIEW OF CORNER PLAZA



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DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.06

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VIEW HEDGEROW LANE AND PINE ST



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DRAWING ISSUE

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DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.07

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#	DESCRIPTION	DATE
A	PD SUBMISSION	10.31.2025

DRAWING TITLE
RENDERING_PERSPECTIVE

DRAWING NO.
PD4.08

Job # 25.009242

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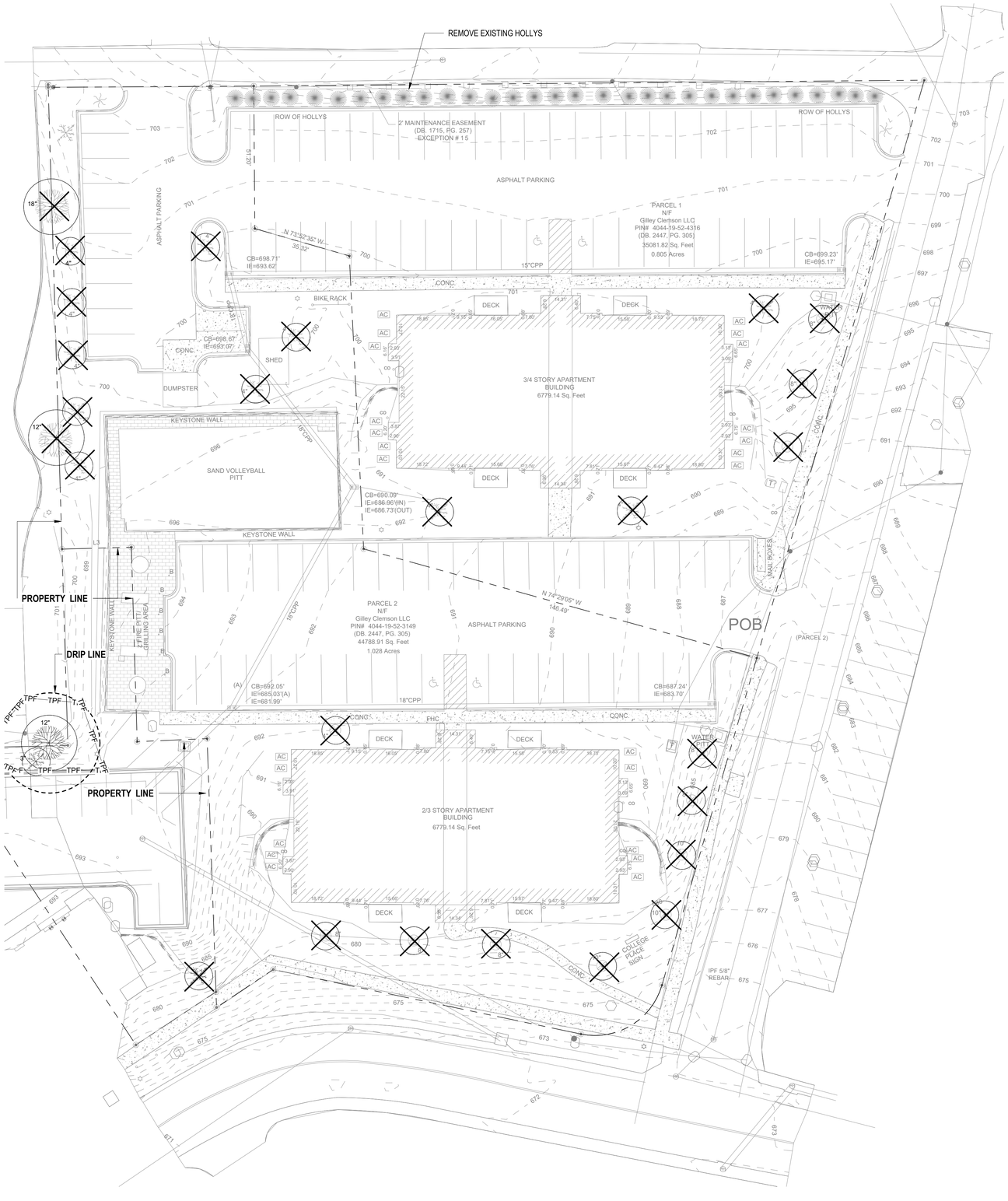
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EXCEPTION # 15
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ASPHALT PARKING
PARCEL 1
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PIN# 4044-19-52-4316
(DB. 2447, PG. 305)
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IE=693.62
15"CPP
CB=699.23'
IE=695.17'
CONC.
BIKE RACK
DECK
DECK
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SHED
DUMPSTER
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SAND VOLLEYBALL
PITT
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IE=681.99'
CB=687.24'
IE=683.70'
CONC.
FHC
CONC.
DECK
DECK
2/3 STORY APARTMENT
BUILDING
6779.14 Sq. Feet
DECK
DECK
PROPERTY LINE
MAIL BOXES
POB
(PARCEL 2)
WATER VALVE
COLLEGE PLACE SIGN
CONC.
IPF 5/8" REBAR
CONC.
TPF
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TPF
TPF
TPF
TPF
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12"
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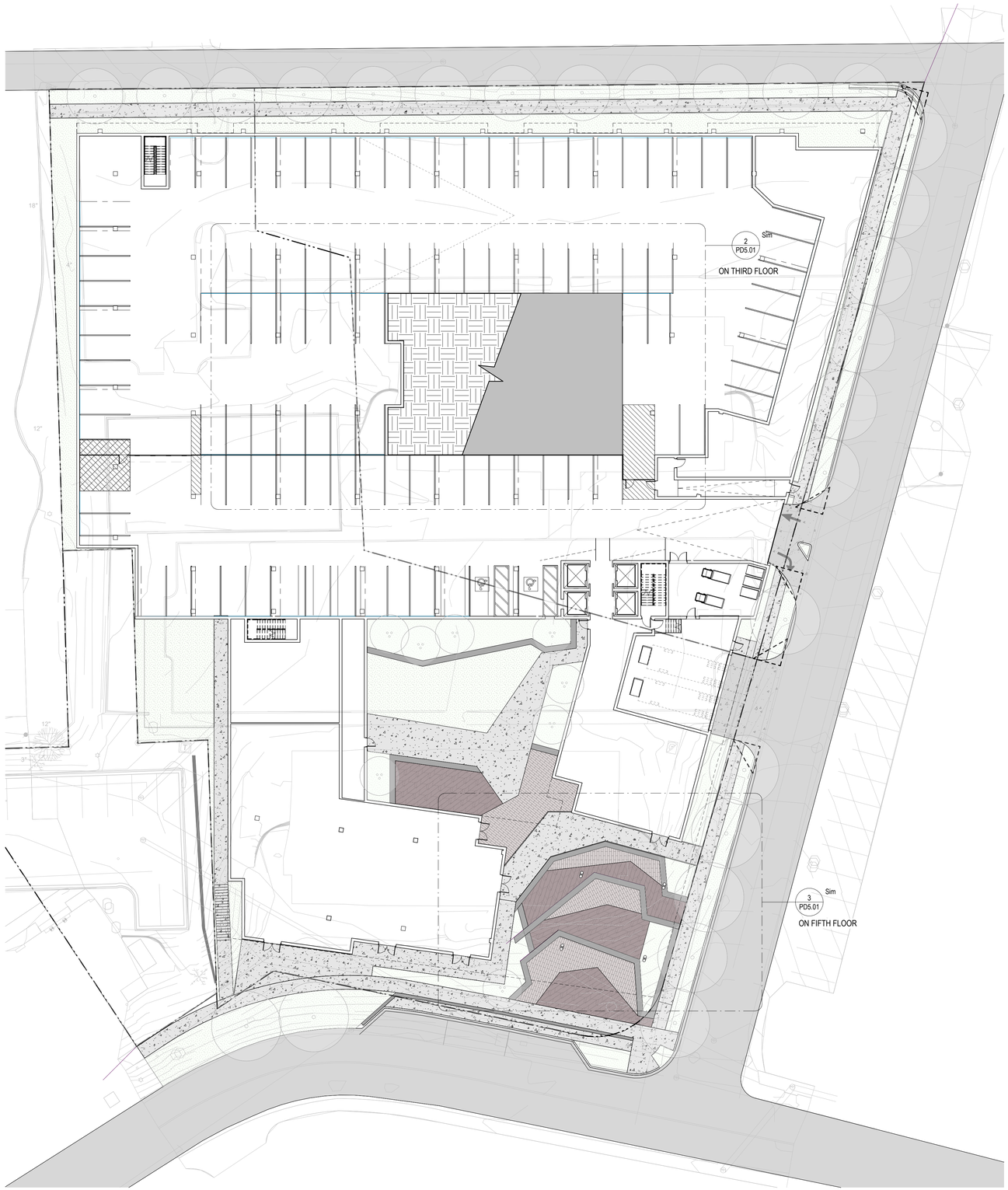
4"
4"
4



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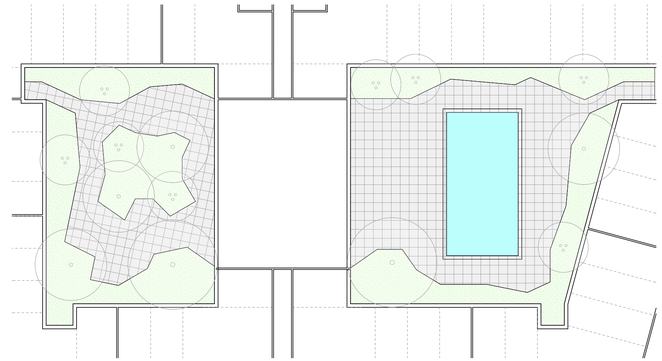

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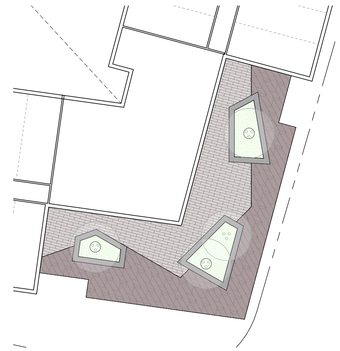

3 PD5.01 PD_AMENITY DECK SITE PLAN
1" = 20'-0"

LEGEND

SYM	DESCRIPTION
	CONCRETE WALK
	SPECIALTY PAVING - TYPE 1
	SPECIALTY PAVING - TYPE 2
	TERRACED SEATWALL

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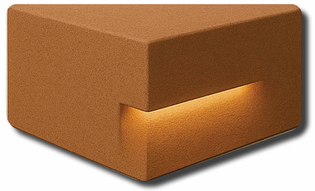
PAVERS: GEOMETRIC, WARM COLORS TO COMPLEMENT ARCHITECTURE



CONCRETE: INTEGRAL COLOR TO CREATE PATTERNS AND INTEREST



SEAT WALLS: TERRACOTTA COLOR WITH COVE LIGHTING



FURNITURE AND ACCENTS: WOOD ACCENTS AND FURNITURE TO BRING WARMTH INTO THE COURTYARD.



DECIDUOUS TREES



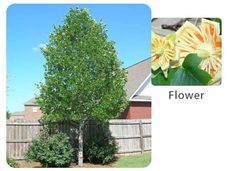
Kindred Spirit Oak — Fall Color



Kentucky Coffee Tree 'Espresso' — Fall Color



American hornbeam — Fall Color



Tulip Tree 'Little Volunteer' — Flower



Serviceberry 'Autumn Brillance' — Fall Color

DECIDUOUS SHRUBS



Aronia 'Morton'



Diervilla 'Kodiak Orange'



Itea 'Little Henry'



Kaleidoscope Abelia

EVERGREEN SHRUBS



Gro-Low Sumac



Juniper 'Kallay's Compact'

GRASSES



Bluestem 'Black Mountain'



Blue Sedge



Feather Reed Grass 'Karl Foerster'



Palm Sedge



Prairie Dropseed



Switch Grass 'Shenandoah'

PERENNIALS



Allium 'Globemaster'



Allium 'Summer Beauty'



Aster 'Grape Crush'



Beardtongue 'Midnight Masquerade'



Black Eyed Susan 'American Goldush'



Blazing Star 'Kobold'



Bluestar 'Storm Cloud'



Butterflyweed



Calamint 'Montrose White'



Catmint 'Walkers Low'



Coneflower 'PowWow White'



Geranium 'Bevan's Variety'



Hyssop 'Blue Fortune'



Ironweed 'Iron Butterfly'



Purple Praire Clover



Salvia 'Crystal Blue'



Salvia 'Wesuwe'



Yarrow 'Moonshine'



Pink Flamingo Muhly Grass

Northwind Switchgrass

Social Sedge

Tufted Hair Grass

Queen Mum Lily of the Nile

Carolina Moonlight Baptisia

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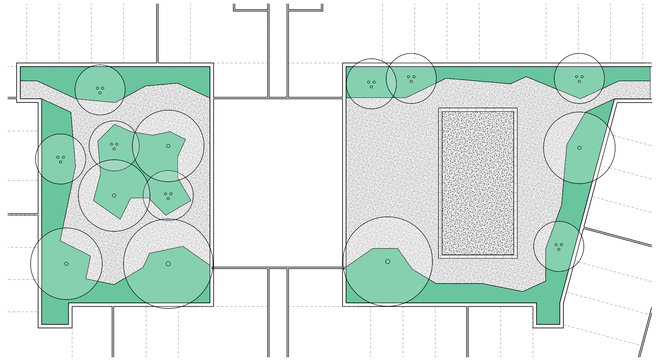

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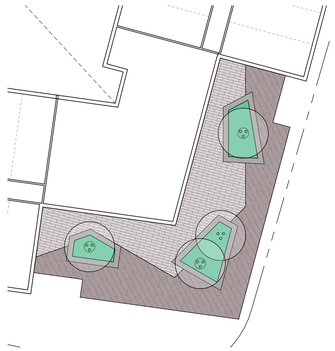
PD_AMENITY COURTYARD PLANTING PLAN



3 PD5.03 1" = 20'-0"
PD_AMENITY DECK PLANTING PLAN

LEGEND

SYM	DESCRIPTION
	CANOPY TREES
	UNDERSTORY TREES
	EVERGREEN TREES
	LAWN
	MIXED PLANTING AT GRADE
	MIXED PLANTING ON STRUCTURE

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PLANTING PLAN

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PD5.03

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N. CLEMSON IMPROVEMENTS
CHAPTER AT CLEMOSN

PICKENS COUNTY, SC

PREPARED FOR:

CRG + THE 533 GROUP

PREPARED BY:

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80 0 40 80
GRAPHIC SCALE:
1 INCH = 80 FEET

JOB NO:	J-33014.0000
DRAWN:	WC
REVIEWED:	WB

DATE:	9/18/2025
SCALE:	1" = 80'
SHEET:	1 OF 1

CITY OF CLEMSON

2045 Comprehensive Plan





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DRAFT | OCTOBER 31, 2025

ACKNOWLEDGMENTS

Acknowledgments forthcoming.

HOUSEAL LAVIGNE

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TABLE OF CONTENTS

Introduction	4
Community Profile	14
Vision and Goals	24
Land Use and Development	28
Housing and Neighborhoods	40
Economic Development	58
Transportation and Mobility	74
Community Facilities, Services and Infrastructure	92
Natural Resources and Open Space	106
Cultural Resources	120
Priority Investment and Implementation	134

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INTRODUCTION

The *Clemson Comprehensive Plan* is the foundation for guiding the City as it works to implement its vision and goals. This introduction describes what a comprehensive plan is, its purpose, and how it is designed to be used. This chapter provides a snapshot of the community's current conditions.

IN THIS CHAPTER

What is a Comprehensive Plan?

Purpose of the Comprehensive Plan

Using the Plan

Plan Key Topics

Planning Process

Community Engagement

Past Plans and Studies

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South Carolina State Statue

South Carolina's Comprehensive Planning Enabling Act of 1994 grants Clemson the authority to undertake a planning process and adopt land use regulations to guide the community's development. The Act requires municipalities to develop a Comprehensive Plan that includes elements such as land use, housing, transportation, and economic development, ensuring a well-rounded approach to growth. The purpose of the Plan is to serve as a foundation for decision-making for the City, developers, residents, and other stakeholders. As mandated by state law, the Plan must be reviewed every five years and fully updated every ten years to remain responsive to the community's evolving priorities. By outlining critical steps for future growth, Clemson's Comprehensive Plan ensures development aligns with the City's long-term vision and the priorities of its residents.

WHAT IS A COMPREHENSIVE PLAN

The *Clemson Comprehensive Plan* creates a long-term vision for the City to implement over the next 20 years. The Comprehensive Plan is built off past planning efforts, existing policies, and community input from a wide-ranging outreach process. It presents a cohesive vision that represents residents, business community, and community stakeholders. The Comprehensive Plan outlines essential steps to ensure future growth and development in the City aligns with the community's needs and priorities.

PURPOSE OF THE COMPREHENSIVE PLAN

The purpose of the Plan is to guide decisions related to development regulations, capital improvements, and other local policies and actions. The Plan includes goals, recommendations, and specific projects, policies, and programs to guide decision-making and direct future growth and development in the City and its growth areas. The Plan contains recommendations for areas that encompass land use, housing, economic development, transportation, community facilities, and natural and cultural resources. The Plan provides a vision for the future, and provides the framework for updating regulatory tools like zoning, subdivision regulations, annexations, and other policies.

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USING THE PLAN

The *Clemson Comprehensive Plan* serves the following functions:

Communicating the City's Vision

The Plan is a powerful statement of the community's vision for how it grows and changes over the next twenty years. The Plan identifies the City's priorities and charts a path for long-term growth.

Inform Development Proposals

The Plan serves as a long-term guide for assessing public and private proposals that affect the physical, social, and economic environment of the community. It provides guidance in evaluating development proposals, ensuring they align with the City's long-term goals and vision.

Foundation for the Regulatory Framework

The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. The City of Clemson's Zoning Ordinance was adopted in 2014, any future amendments to City regulations should support and implement the long-term goals and objectives of the Plan.

Capital Improvement Programs (CIP) and Budgeting

The Plan informs the development of the City's Capital Improvement Programs (CIP) and budgeting processes by helping to establish priority expenditures and sequence capital improvement programming.

Inform and Educate

The Plan is a valuable source of information for the City Council, the Planning Commission, and staff, as well as for local organizations, businesses, and residents. This broad spectrum of interests should use the Plan to inform the community and provide important information that can assist with future initiatives. The Plan is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.

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PLAN KEY TOPICS

The *Clemson Comprehensive Plan* discusses two topics of particular importance for the City throughout the Plan – Town and Gown and Sustainability and Resiliency. South Carolina law requires each municipality's comprehensive plan to include a Resiliency Element as one of the 10 core elements under state code § 6-29-510(D)(10). Each of the Plans' seven chapters includes a callout for these two important topics.

Town and Gown

Town and Gown refers to the relationship between the City (Town) and Clemson University (Gown). Within Clemson these two are intimately linked. The connection between the City and the University is so close that it's hard to distinguish where one ends and the other begins. Each academic year brings a renewed energy and array of cultural and athletic offerings that enrich community life. The Princeton Review does a Town and Gown relationship ranking every year and Clemson University is consistently ranked at the top. In 2025 Clemson was ranked #7 of 390 universities.

However, the proximity to a higher education institution also brings challenges, such as noise, traffic, housing pressure, and other concerns. Addressing these issues requires ongoing coordination and communication among students, university staff, local leadership, and residents. Successful Town and Gown relationships depend on proactive collaboration, including clear communication, shared resources, and coordinated planning.

Sustainability and Resiliency

Sustainability is the ability to meet the needs of the present without compromising the needs of future generations. This is often looked at through a three-pronged lens of environmental sustainability, economic sustainability, and social sustainability. Resiliency is the City's ability to survive, adapt, and thrive. Both concepts are crucial to the City's long-term vitality, livability, and environmental stewardship. As a growing university town, Clemson faces unique challenges related to development, infrastructure, and climate adaptation—all of which require thoughtful, future-focused planning. Recognizing that Sustainability and Resiliency is a required element in South Carolina, these concepts will be called out in every chapter rather than as their own separate chapter.

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PLANNING PROCESS

The Comprehensive Plan was developed through a collaborative process intended to guide growth and change over the next 5 to 10 years. Elected and appointed officials, City staff, residents, business owners, service providers, and other community stakeholders participated throughout to build consensus. The process included reviewing past plans and studies, preparing an Existing Conditions Memorandum, facilitating meaningful community engagement, and developing a clear vision and goals framework. Together, these efforts have shaped a plan that is both visionary and actionable.

Project Initiation

The planning process began by setting meetings with City staff, the Planning Commission, and the City Council to establish roles, responsibilities, and identify key community issues and opportunities. These early conversations ensured a strong foundation before broader community outreach efforts began.

Existing Conditions Analysis

This step included the preparation of an Existing Conditions Memorandum that inventoried and analyzed current conditions, establishing a baseline understanding of the community.

Community Engagement

As part of the initial stages of the planning process, community outreach was conducted using a variety of methods to gauge what issues, challenges, and opportunities City residents are facing. Input was received from a variety of stakeholders including residents, business owners, City staff, developers, and interest groups.

Vision, Goals, and Preliminary Land Use Element

The step established an overall “vision” for the future of Clemson that provided focus and direction for subsequent planning activities and serve as the “cornerstone” of the consensus building process. Based on previous steps in the planning process, the Vision, Goals, and the Key Recommendations Memo was prepared and presented for approval.

Preliminary Elements

City-wide policies and recommendations for the core elements of the Comprehensive Plan were developed in accordance with findings from the Existing Conditions Memorandum, community feedback, and the established vision and key recommendations.

Draft and Final Comprehensive Plan

The draft Comprehensive Plan was created based on feedback from earlier stages of the planning process and then presented for review by City staff and the community. Input gathered during these reviews, comments, and other suggestions, helped refine the draft into the final version, ready for adoption.

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COMMUNITY ENGAGEMENT

The *Clemson Comprehensive Plan* is founded on an inclusive and engaging community outreach process that is designed to gather input from a wide range of community members, including residents, business owners, City staff, property owners and more. Their ideas, concerns, and vision for Clemson are central to the planning process. To actively engage as many community members as possible the City has hosted several in-person outreach events and provided opportunities for online participation. This section briefly summarizes the community outreach efforts completed during the planning process.

In-person

In-person outreach included in-person meetings, roundtables, workshops, interviews, and focus groups. Participants were asked to generate a list of issues and to name specific projects or actions that could provide a solution. Responses from these outreach efforts assist in forming key issues and opportunities for planning topics.

Issues and Opportunities Workshops

Workshops with various groups were conducted to discuss issues, opportunities, and key strengths and assets of the community. Information from these workshops provided insight and was used to form the vision, goals, and recommendations of the Comprehensive Plan. Each workshop followed a similar structure, focused on open dialogue and collaborative brainstorming. The following workshops were held:

- Department Heads Meeting and Workshop
- Business Community Workshop
- Community Visioning Workshop
- Advisory Committee Meeting – Council and Planning Committee

Key Stakeholder Interviews and Focus Groups

Key individuals with unique perspectives and experiences in Clemson were invited to participate in interviews as part of the planning process. These interviews were conducted one-on-one or in small groups, using a conversational format guided by a series of questions about the community. A total of seven interviews were held, each lasting approximately 45 minutes, providing valuable firsthand insight into local issues, opportunities, and priorities.

Vision, Goals, and Land Use Presentation

The Advisory Group met in January 2025, to provide feedback on the Vision, Goals, and Preliminary Land Use Elements of the Comprehensive Plan. The Vision and Goals were developed based on input gathered through engagement. The presentation also included the Preliminary Land Use Element, featuring a draft Future Land Use Map and proposed land use categories, along with corresponding policies and recommendations for all areas of the City.

Community Open House

The Community Open House was held to give residents an opportunity to drop in, review the Comprehensive Plan draft, and ask questions. Following the Open House, the Plan went out for the public hearing presentation and the final adoption process.

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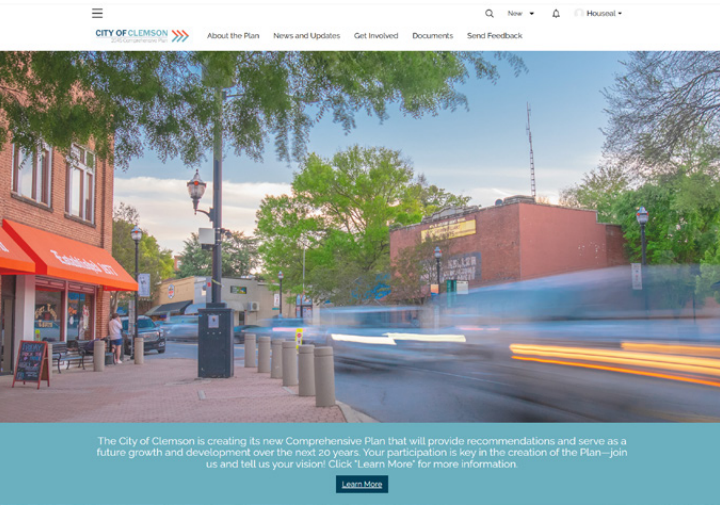
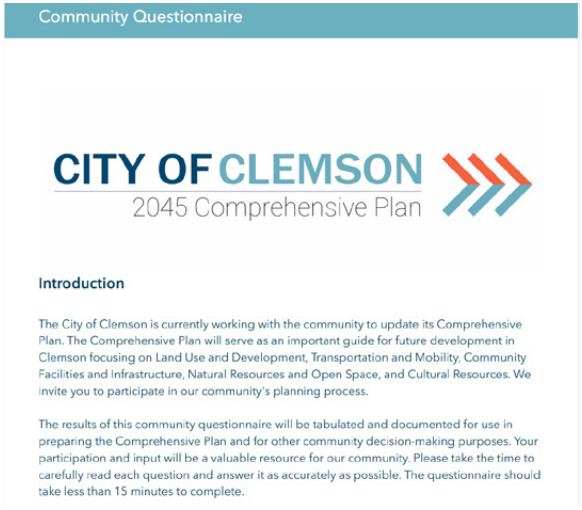


Online

Online outreach was designed to be accessible, interactive, and personal, providing a supplement to in-person events for those unable to attend. Using online tools, residents and community stakeholders provided feedback regarding the planning process at their own speed and in their own time. Online outreach also allowed the Plan to capture feedback from those unlikely to attend traditional events, generating a wider range of feedback in support of the Comprehensive Plan.

Project Website

A project website supported the planning process. The website contained information and updates concerning the Plan, including meeting notices, and project documents. The website remained active through the adoption of the Plan.



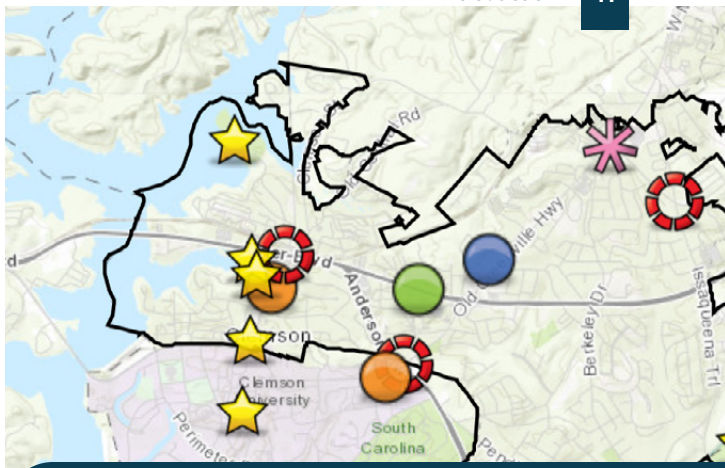
Online Community Survey

The online community survey featured multiple-choice and open-ended questions across different sections including housing, land use, community facilities, transportation, parks and recreation, image and identity, and top strengths and weaknesses. Supplemental questions about owning and operating a business in Clemson were available for members of the business community. A total of 269 responses were recorded.

map.social

map.social is a public outreach tool, allowing residents, stakeholders, and other participants to provide feedback and comments tied spatially to a point of area. The tool provided a way for anyone to create a map of their community, identifying their own issues, opportunities, weaknesses, and threats.

Participants provided map.social points on varying topics from priority development sites, ideas for new pedestrian connections and paths, and desired uses and developments. Points also identified issues in Clemson, such as problematic intersections, poor building appearance, and public safety concerns.



WAYS WE ENGAGED

IN-PERSON

- ADVISORY COMMITTEE MEETINGS
- DEPARTMENT HEADS WORKSHOP
- BUSINESS COMMUNITY WORKSHOP
- KEY PERSON INTERVIEWS
- VISIONING WORKSHOP
- PUBLIC OPEN HOUSE

ONLINE

- PROJECT WEBSITE
- COMMUNITY SURVEY
- MAP.SOCIAL

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Outreach Takeaways

Collectively, the community outreach and feedback identified a range of issues considered important to stakeholders. While many issues, concerns, and priorities were identified by participants both online and in person throughout the process, several categories rose to the top. The following captures some of the most important takeaways.

Housing and Neighborhoods

Respondents praised Clemson's charming and diverse neighborhoods, emphasizing their strong character. However, they highlighted the need for more quality and affordable housing in a range of options. Specifically, there was a demand for more non-student housing that appeals to new families, with a preference for townhouses rather than apartments and condominiums. Additionally, the need for more senior housing, disability-accessible housing, and intergenerational living options was emphasized. Respondents also expressed concerns about the lack of commercial services near residential areas.

Commercial and Industrial Areas

Residents expressed a desire for a more diverse mix of shopping, dining, service, office spaces, and entertainment options in Clemson. There was strong interest in policies and incentives to attract new businesses to the area. While Downtown Clemson was recognized as one of the strongest commercial districts, business owners voiced concerns over the lack of available parking, which they see as a barrier to economic growth.

Transportation and Mobility

Respondents suggested various transportation improvements, including additional parking garages, increased student parking, enhanced traffic control, and comprehensive traffic management studies. Many residents preferred more accessible mobility options that accommodate pedestrians and cyclists, such as completing the Green Crescent Trails and expanding other pathways. While the Clemson Area Transit (CATbus) system was noted as a strength, respondents emphasized the need for expanded public transportation options and improved pedestrian safety, particularly around busy streets.

Community Facilities, Infrastructure, and Services

Concerns were raised about the ability of Clemson's infrastructure to support a growing population, particularly regarding sewer and water system enhancements and maintenance. Additionally, there was interest in the creation of a community gathering space to serve as a hub for residents and local activities.

Natural Resources, Parks, and Open Space

The City's parks, recreational programs, and environmental features—such as Lake Hartwell and access to regional open spaces—were noted as significant assets. However, respondents expressed concerns about protecting and expanding conservation areas, minimizing the loss of tree canopy, mitigating heat island effects, and improving air quality. Proposed initiatives included reinstituting the City's recycling program, restoring Rock Creek and reconstructing the floodplain to enhance Clemson's natural environment.

Image, Identity, and Cultural Resources

Respondents recognized Clemson's strong connection to the University, benefiting from tourism and university-related activities. However, they felt that the City struggles with an identity crisis and should establish a distinct identity separate from Clemson University. Additionally, some respondents cited tensions between residents and students, suggesting that improving communication and collaboration between the City and the University could foster a stronger sense of community.

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PAST PLANS AND STUDIES

This section examines past plans and studies that helped shape policy, planning, and development guidelines in Clemson. It is essential to have a firm understanding of past plans and studies that have had an impact on the policy, planning, and development of the City. This insight ensures existing community policies and goals are carried forward within the Plan where relevant.

ClemsonNEXT (2020)

Following the 2019 review and update of the current Comprehensive Plan, Clemson undertook a strategic planning effort in 2020 to help address issues related to rapid growth. The greatest concerns identified were large student housing developments and traffic. This process blended analysis, identification of best practices, and community dialogue through roundtable interviews, surveys, a Virtual Town Hall, and social media outreach. A framework for action was developed with nine strategic recommendations.





Overall development framework for Uptown

Bikeways Plan (2022)

The *Bikeways Plan* is the guiding document for the City's network of paths and routes. As a partner in the development of the area-wide Green Crescent Trail system, the City is committed to playing an active role in helping promote and expand access to bikeways both in town and throughout the region. The Plan includes multi-use trails, protected and unprotected bikeways, and sharrows.

Comprehensive Plan (2014; 2019)

The 2025 *City of Clemson Comprehensive Plan* establishes direction for community planning in Clemson. The City's current Comprehensive Plan was adopted in 2014, and review and updated in 2019. These ten planning elements are required by South Carolina's Comprehensive Planning Enabling Act of 1994 and the Priority Investment Act of 2007. The Plan addresses population, economic development, natural resources, cultural resources, community facilities, housing, land use, transportation and priority investment.

Downtown Corridor Plan (2018)

The *Downtown Corridor Plan* developed a long-range plan for the College Avenue corridor from Highway 93 to Highway 123. It is intended to improve safety, reduce traffic, and enhance the pedestrian and biking experience. The Plan investigated issues such as the potential removal of on-street parking, increasing sidewalk widths, promoting safe bicycle traffic, promoting public transit, addressing private vehicular traffic and cut-through traffic, improving streetscape planting, enhancing lighting and signage, increasing pedestrian safety, creating pedestrian plazas, and adding public green/park space.

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COMMUNITY PROFILE

Clemson has seen significant growth over the past ten years in part due to the popularity and draw of the University, and in part due to its location in the fast-growing Greenville-Spartanburg-Anderson Metropolitan Statistical Area. Today, nearly 20,000 residents enjoy the City's natural beauty, charming downtown, and quality residential neighborhoods. This chapter provides a brief description of the community's location, a snapshot of its demographic conditions, a summary of local market trends, and identification of existing land use and zoning. This analysis of current socioeconomic conditions and has assisted in the development of a Comprehensive Plan that responds to current trends, addresses community needs, and supports well-informed recommendations.

IN THIS CHAPTER

Regional Context
Demographic and Market Snapshot
Existing Land Use and Development

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REGIONAL CONTEXT

The City is located in Upstate South Carolina, in both Pickens and Anderson counties. Clemson is part of the Greenville-Spartanburg-Anderson Metropolitan Statistical Area, which has a population of almost 1.5 million people as of the 2020 U.S Census. Clemson is nearly equidistant from Charlotte and Atlanta, located in the heart of the rapidly growing Piedmont Atlanta Megaregion. The City is approximately 8 square miles in area, and has a population of 17,557. Situated in the foothills of the Blue Ridge Mountains, the City of Clemson also offers its residents and visitors access to Lake Hartwell, Clemson University, and many other attractions.



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DEMOGRAPHIC AND MARKET SNAPSHOT

Demographic Overview

An evaluation of the City's demographic data is one of the bases for the Comprehensive Plan. Understanding Clemson's demographic profile allows the City to respond to community needs, provide services, and predict future service demands.

Population

Clemson has seen considerable growth in population over the last 50 years. As of 2022 Clemson has a population of 17,557. Over the years, its population has seen consistent growth. A population spike occurred in the 1960's as property owners who needed utility service petitioned the City to be annexed. More recently the City has seen nearly 30% growth over the last 10 years in population, outpacing Pickens County.

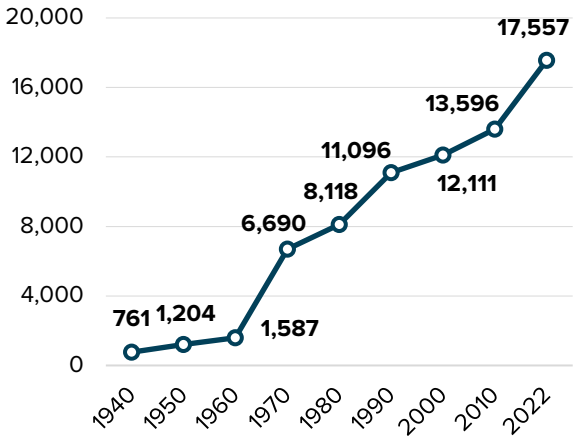
The University population continues to rise and should be at the forefront of conversations when considering the City of Clemson's future growth. From 1990 to 2010 student enrollment gradually increased. However, in the past 15 years the change in student enrollment has increased by nearly 50%. This Plan understands that as the University continues to grow and attract students, the City will have to manage and support that growth. The later chapters will provide further recommendations on how the City can manage that relationship.

Note: The U.S. Census Bureau includes college students in total population estimates. College students are counted at their usual residence, the place where they live for a majority of the year. If a student lives on campus, or elsewhere in Clemson during the academic year, they are counted at that address, not at their parents' home.

Age

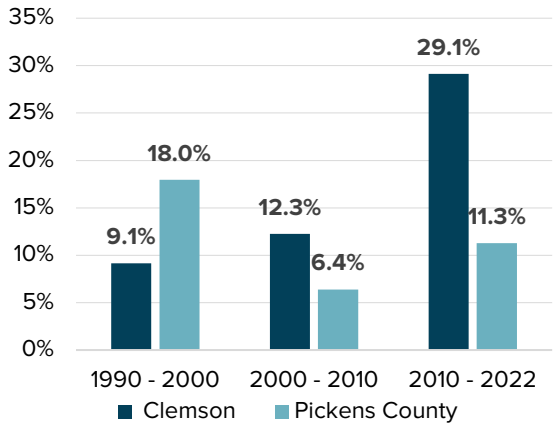
The median age in Clemson is 24.6 years, which is nearly ten years younger than Pickens County largely due to the presence of Clemson University and its significant student population. Students make up a substantial portion of the City's residents, contributing to the consistently young median age despite broader demographic shifts. The age group with the most significant population increase was the 5-19-year-olds, with a 62.1% growth from 2010 to 2022, compared to a 14.3% decline from 2000 to 2010. While median age has not changed, the 65+ population grew by nearly 40% in the past ten years indicating that larger country-wide aging trends may still influence the City overall.

Population Over Time
(1940 - 2022)



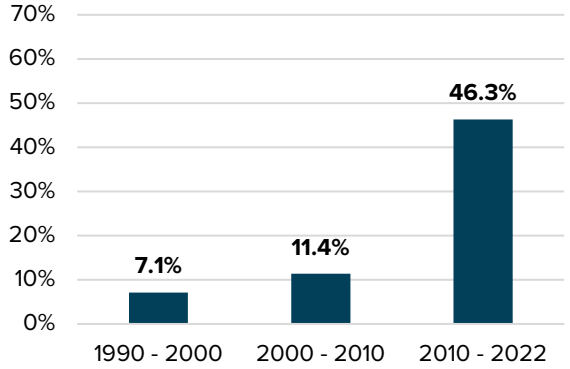
Source: U.S. Decennial Census

10-Year Population Change
(1990 - 2022)



Source: 1990-2022 ACS 5-Year Estimates

Change in Clemson University Student Enrollment
(1990 - 2022)



Source: Clemson University

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Race and Ethnicity

Most of Clemson's population is White, totaling more than 80% of its population. The second-highest racial group being Black or African American at 8.6%. There is a rich history of African American life within the City and several historically African American neighborhoods that hold significance in the City. The Cultural Resources Chapter (pg 122) provides more information about these areas.

Housing

As Clemson plans for the next 20 years, it needs a clear picture of how its housing works today. Just over 40% of homes in the City are single-family detached which is lower than what you'd typically see in peer communities. At the same time, about a third of housing units are in large buildings with 10 or more units. Put together, nearly 70% of all housing in Clemson falls into one of these two categories. That's largely due to the spread of large student apartment complexes, which have only become a major part of new development in recent years.

Clemson's housing market is competitive. More than 90% of units are occupied, which is on par with both Pickens County and the broader Greenville-Anderson metro area. But only 35.7% of those occupied units are owner-occupied which is far below the 68% in Pickens County and 71% in the region. That gap underscores how much student housing has shaped Clemson's rental-heavy market.

Racial and Ethnic Composition
(2022)



- White (80.5%)
- Black or African American (8.6%)
- Asian and Pacific Islander (6.4%)
- Hispanic or Latino (3.0%)

Source: 2022 ACS 5-Year Estimates

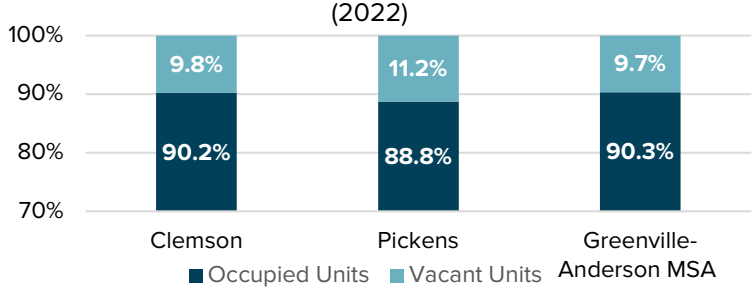
Household by Building Type
(2022)



- Single Family, Detached (41.2%)
- Single Family, Attached (4.5%)
- 2-4 Units (16.6%)
- 5-9 Units (8.2%)
- 10+ Units (29.2%)

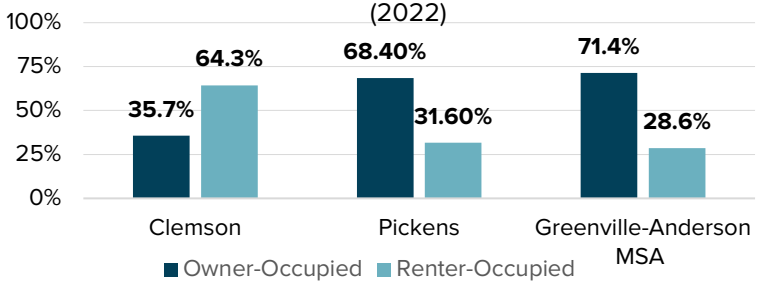
Source: 2022 ACS 5-Year Estimates

Occupied and Vacant Housing Units
(2022)



Source: 2022 ACS 5-Year Estimates

Housing Tenure
(2022)



Source: 2022 ACS 5-Year Estimates

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Income

Clemson has a median household income of $50,263, which is a 48% increase from the 2010 figure of $33,935. The median household income in Clemson has grown significantly in recent years but remains lower that surrounding areas, like Pickens County and the Greenville-Anderson metropolitan area.

Additionally, the poverty rate in Clemson is reported to be higher than the national average. The U.S Census Bureau defined households in poverty as earning less than the cost-of-living threshold. In 2022 it was reported that 6,284 Clemson residents live in poverty, totaling to 36% of the total population. In 2022 it was reported that 36% of City residents live in poverty, a statistic that can at least in part be attributed to the number of students without employment.

Employment

Clemson University plays a major role in shaping the City's job market. Educational Services is the largest employment sector in Clemson, followed by Accommodation and Food Services. According to 2022 Census OnTheMap data, nearly 6,300 people working in Clemson are employed in Educational Services which most of them likely tied to the University. Clemson University is also one of the largest employers in Pickens County.

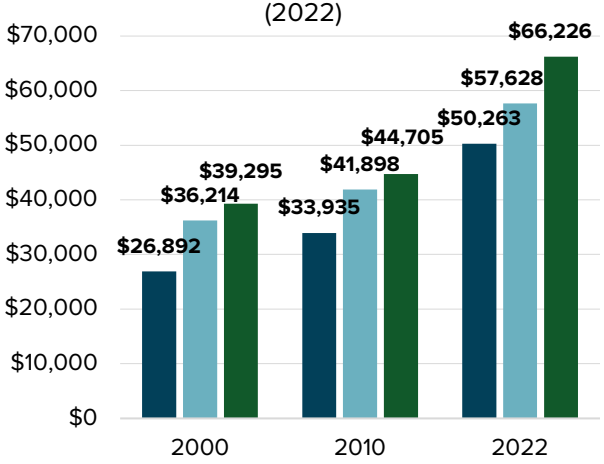
Most people who work in Clemson don't live there. Every day, a large share of the City's workforce commutes in from nearby places like Central, Pendleton, and Anderson. Here's how it breaks down: 1,374 people both live and work in Clemson; 3,357 live in Clemson but work elsewhere; and 8,502 work in Clemson but live outside the City.

Education

Educational attainment levels in Clemson are more than double the region's attainment level. The highest level of education for most of Clemson's workforce aged population is a bachelor's degree or higher (63.2%). Of Clemson's 17,557 population, 7,207 are currently enrolled in college or graduate school.

Median Household Incomes

(2022)



Source: 2000, 2010, and 2022 ACS 5-Year Estimates

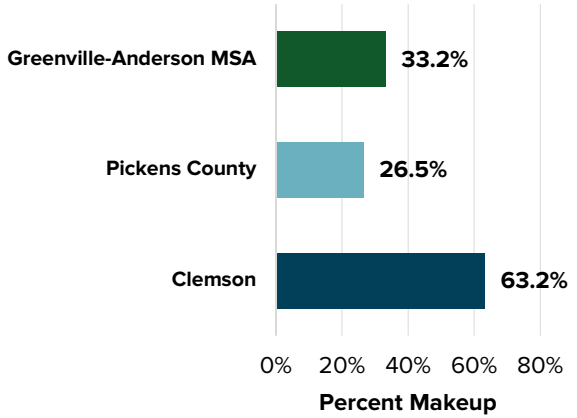
Top 5 Industries for Clemson Employees	
Educational Services	6,297
Accommodation and Food Services	1,414
Retail Trade	564
Health Care and Social Assistance	550
Public Administration	274

Top 5 Industries for Clemson Residents	
Educational Services	1,284
Accommodation and Food Services	555
Manufacturing	502
Health Care and Social Assistance	449
Retail Trade	439

Source: 2022 US Census On the Map

Level of Education

Bachelor's Degree or Higher (2022)



Source: 2022 ACS 5-Year Estimates

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LAND USE AND DEVELOPMENT

This section examines Clemson's existing land use composition and development patterns, and zoning. The existing land use inventory is based on field reconnaissance in November 2023 and aerial imagery examination.

Existing Land Use

An assessment of existing development and land use patterns was conducted to gain a better understanding of issues and opportunities that could be addressed in the Comprehensive Plan. Clemson's current land use reflects a mix of residential and commercial areas shaped by growing residential needs.

Single-family detached and attached residential areas outweigh other land use types within the City. Multi-family homes can be found scattered throughout the City and do not necessarily provide a buffer between single-family districts and commercial corridors. Many multi-family buildings around the City are dedicated to student housing. Commercial and mixed-use districts seem to be concentrated close to the Clemson University campus. These districts can also be found along major thoroughfares like College Avenue, Tiger Boulevard and Old Greenville Highway.

Single-Family Detached

Single-family detached refers to single-family homes on individual lots. Single-family detached is the predominant type of housing in Clemson and includes older established residential areas and new development.

Single-Family Attached

Single-family attached homes include townhomes and duplexes and can be found throughout the City. Single-family attached housing options are limited.

Multi-Family

Multi-family homes include higher density, multiple dwelling unit type buildings. Multi-family homes can be found throughout the City and are used for assisted living facilities and as apartments and condos.

Commercial

Commercial land uses in Clemson vary from single-story shopping center developments, outlot developments and small local businesses at varying sizes and scales. These developments include clothing, furniture, and drug stores in addition to restaurants, bars and grocery stores.

Office

The office land use refers to buildings or developments dedicated to small individual office buildings or medical offices. This land use is limited within the City.

Mixed-Use

The mixed-use land use includes various uses within one building or development area. Most common examples of mixed-use are ground floor retail or restaurant uses with residential or office uses on upper floors. Most of Clemon's mixed-use buildings are concentrated along College Avenue offering retail on the ground floor and student housing above.

Public and Semi-Public

Public and semi-public includes local government uses, municipal facilities, community service providers, schools, and places of worship and assembly. Clemson City Hall, police stations, fire stations, the library, churches, and the City's public schools are public/semi-public uses.

Agriculture, Parks and Open Space

Agriculture, Parks and Open Space include parks that provide both active and passive recreation options, preserved natural areas, and active agricultural lands. Parks consist of public and private parks either owned and maintained by the City or by developers of planned subdivisions. Open space areas include preserved natural landscapes, floodplains intended for long-term conservation. Agricultural areas, such as farmland found along Clarendon Drive, include working farms that contribute to the community's open landscape.

Utilities and Transportation

Utility and transportation land uses support local infrastructure and provide rights-of-way or easements for the transmission of gas, electricity, water, and sewer.

Vacant and Undeveloped

Undeveloped land includes areas that have not been prepared for development but have not been set aside for conservation. Some areas include vacant sites within planned subdivisions, property adjacent to large businesses, as well as space set aside for future development but with no active site work occurring.

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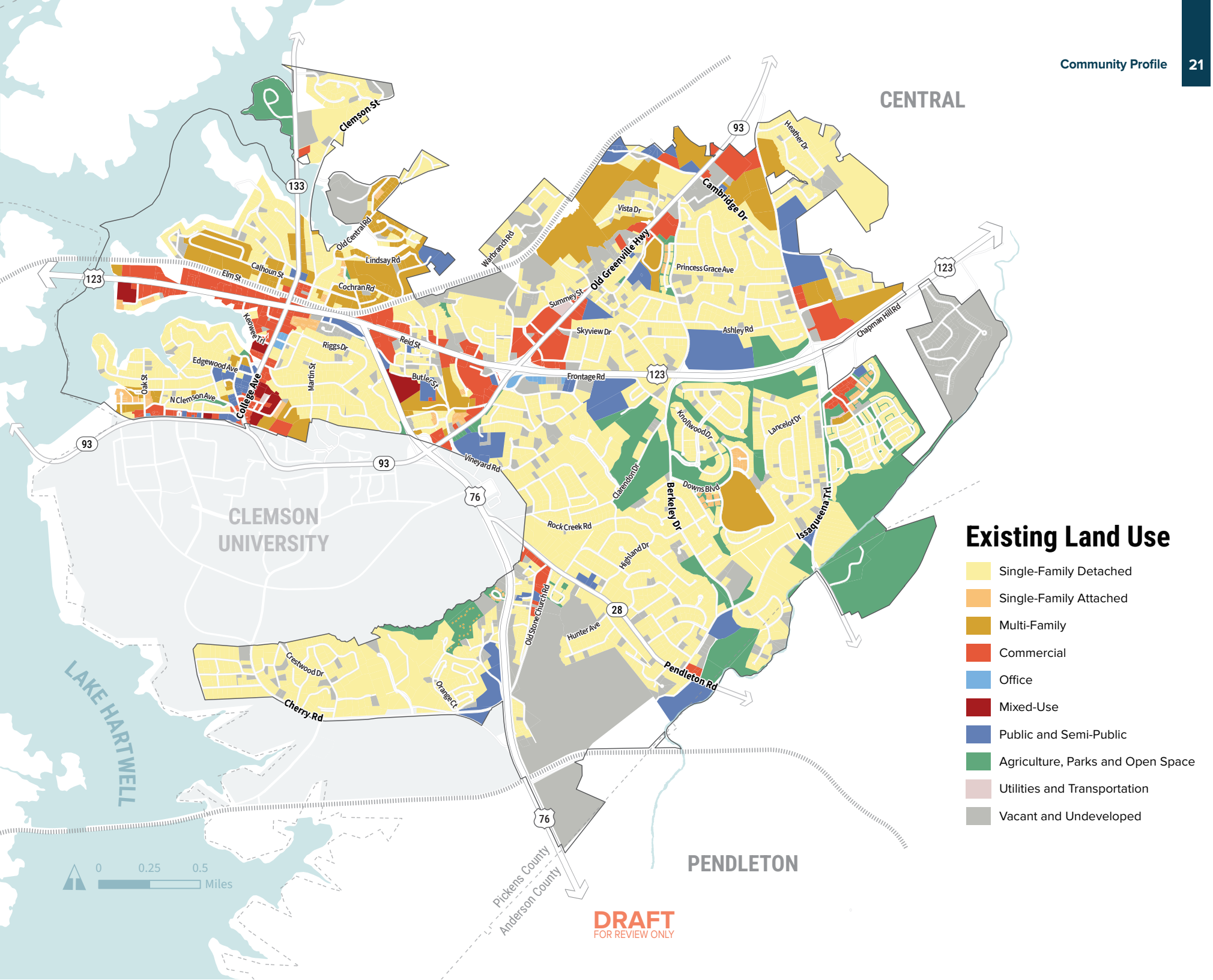

Existing Land Use

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Office
- Mixed-Use
- Public and Semi-Public
- Agriculture, Parks and Open Space
- Utilities and Transportation
- Vacant and Undeveloped



Zoning and Development Regulations

Zoning is critical to shaping the community and the implementation of land use and development goals. It establishes which specific land uses are permitted and the density, intensity, scale, and orientation of those uses.

Residential Districts

R-20: Single-family homes on large lots in low-density, environmentally sensitive areas.

R-12: Single-family homes on medium-sized lots, allowing moderate density.

R-7: Conventional residential development of single family homes on relatively small lots in areas where it is appropriate to increase density but maintain a neighborhood scale.

RM-1: Two-family or patio homes on small lots; serves as a transition from single- to multi-family areas.

RM-2: Similar to RM-1, but also permits manufactured homes on individual lots.

RM-3: Allows a mix of housing types (including multi-family) for a multi-generational market, promoting walkability and sustainability.

RM-3.5: A range of moderate to higher density residential uses designed to promote walkable, sustainable communities serving the needs of a multi-generational housing market with an emphasis on responsible environmental design principles.

RM-4: Medium-to-high density multi-family housing focused on walkable, environmentally responsible design.

Commercial and Mixed-Use Districts

C (General Commercial): Supports intensive, pedestrian-friendly commercial and mixed-use development in downtown.

CM (Commercial Mixed-Use): A transition zone encouraging walkable, mixed-use development and streetscape design between downtown and residential areas.

CP-1 (Neighborhood Business): Small-scale shops, offices, and services integrated into neighborhoods.

CP-2 (Community Business): Supports larger commercial developments and shopping centers.

Professional and Industrial Districts

OP (Office-Professional): Office parks and professional services acting as buffers between residential and commercial zones.

RIL (Research-Limited Industrial): Research and light industrial development tied to Clemson University, fostering innovation and economic growth.

M (Manufacturing District): Allows for industrial operation of all types, except certain potentially hazardous industries.

Special Districts

PD (Planned Development): Encourages flexible, site-specific development through coordinated planning and public input.

AR (Architectural Review Overlay): Promotes cohesive, high-quality design; protects historic, scenic, and architecturally significant areas.

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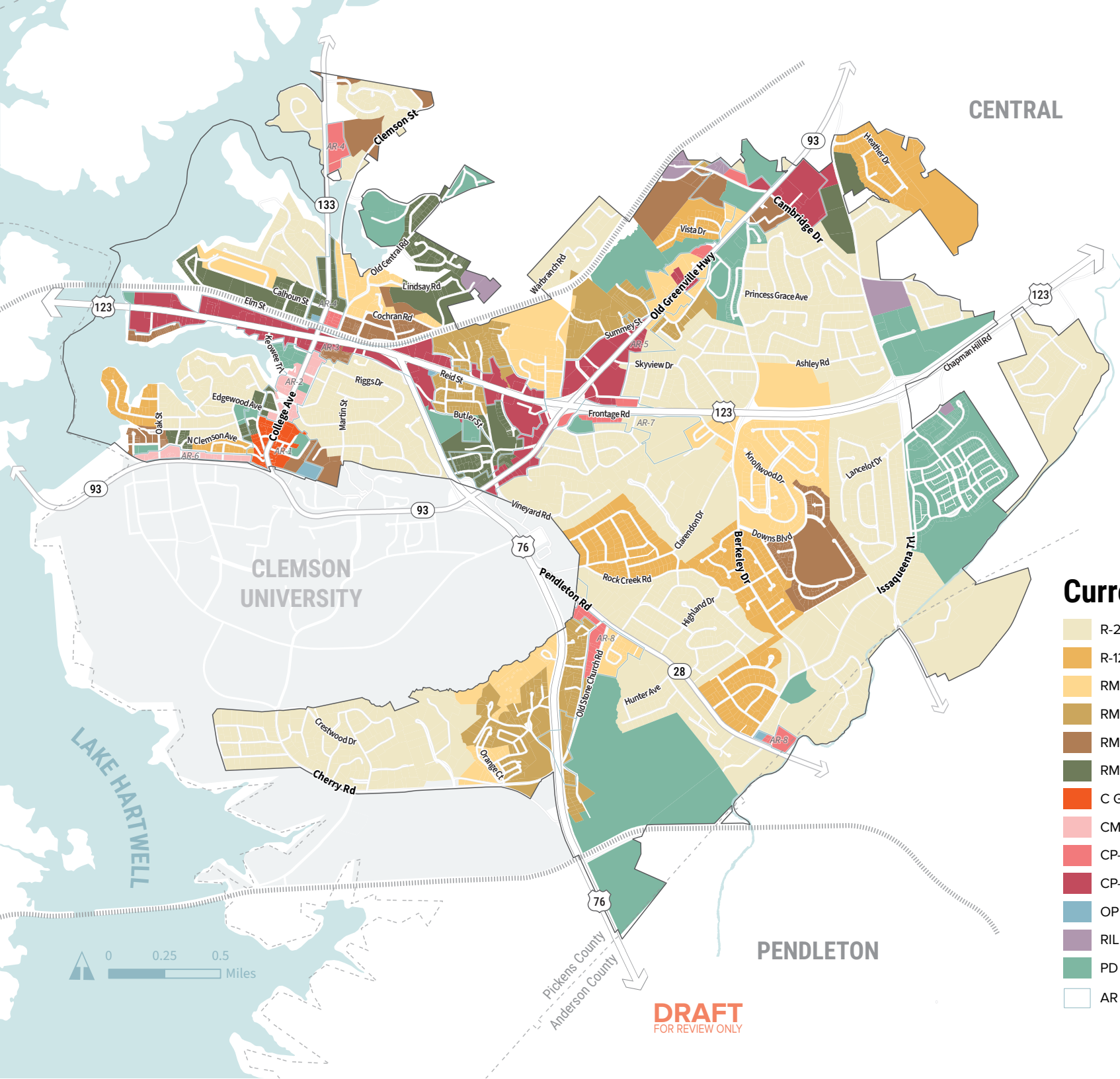

Current Zoning

- R-20 Single Family Residential
- R-12 Single Family Residential
- RM-1 Two-Family Residential
- RM-2 Two-Family Residential
- RM-3 Multi-Family Residential
- RM-4 Multi-Family Residential
- C General Commercial
- CM Commercial Mixed-Use
- CP-1 Neighborhood Business
- CP-2 Community Business
- OP Office-Professional
- RIL Research-Limited Industrial
- PD Planned Development
- AR Architectural Review Overlay

03



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VISION AND GOALS

The vision statement for Clemson outlines the ideal attributes of the City following the successful execution of the Comprehensive Plan. It incorporates feedback from the community and embodies the shared aspirations for Clemson's future. The vision statement is an aspirational description of what the City would like to accomplish over the next 10 years.

IN THIS CHAPTER

Vision Statement

Goals

DRAFT
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VISION STATEMENT

The City of Clemson will be renowned for its exceptional quality of life, characterized by natural beauty, a welcoming atmosphere, and a sense of community. By investing strategically in infrastructure, supporting local businesses and arts, prioritizing public safety, and fostering community partnerships, Clemson will create a thriving environment for all.

As the City continues to leverage its unique location in the foothills of the Blue Ridge Mountains and proximity to Lake Hartwell, Clemson will position itself as a premier destination for outdoor recreation and cultural experiences. The City will focus on sustainable growth that preserves its established character while accommodating future needs. This includes enhancing established neighborhoods, expanding housing options, and promoting economic diversity.

The City will continue to cultivate a sense of pride and tradition while embracing innovation and growth. The City will continue its strong partnership with Clemson University and other universities, balancing the year-round community alongside its college population and maximizing the university's contributions to the community's cultural, economic, and intellectual vitality.

Clemson will prioritize walkability, bikeability, and access to green spaces. The City will invest in public transit, strategically enhance streetscapes, and protect natural resources. These efforts will improve the health and well-being of residents and create a more resilient, sustainable, and accessible Clemson for the coming decades.

Overall, Clemson will cultivate a sense of community where everyone feels a sense of belonging and pride. By celebrating its unique identity and fostering inclusivity, the City will remain a beloved home for residents, students, and visitors alike.

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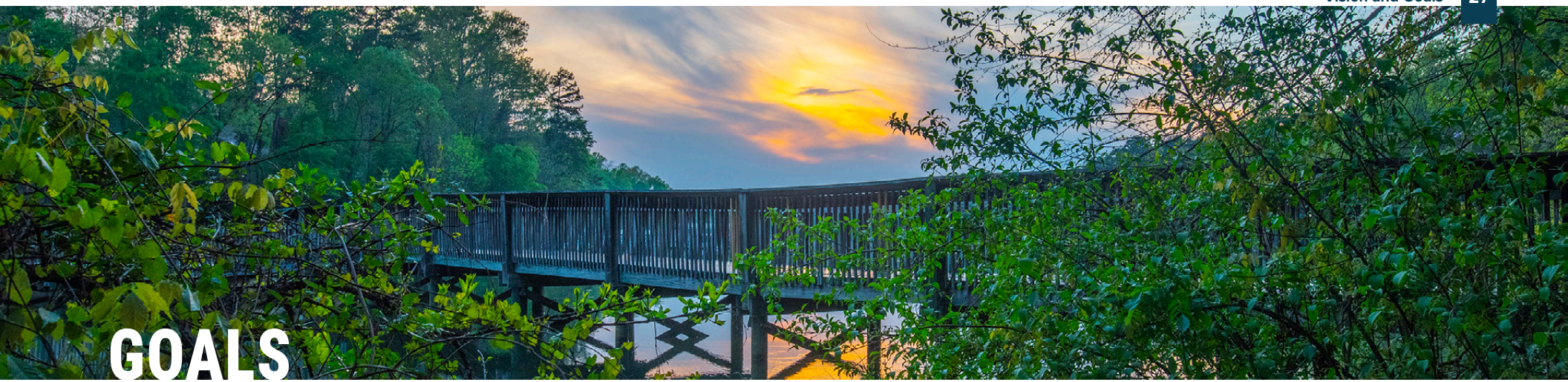

GOALS

Land Use and Development

Implement a framework for future growth that guides the City towards high-quality development while preserving its current character.

Housing

Provide various housing types to meet the diverse needs of the community, including mixed-use housing, townhouses, multifamily, purpose-built student housing, particularly attainable housing, to attract new families and future employers moving into this area.

Economic Development

Enhance the City's attractiveness for economic development by maintaining and elevating the quality of life, fostering an innovative and dynamic business environment, and supporting vibrant commercial areas.

Transportation and Mobility

Foster, develop, and improve the Clemson area multi-modal transportation systems and service to be compatible with a livable and connected environment in the Clemson community.

Community Facilities, Services, and Infrastructure

Enhance the City's infrastructure, services, and community facilities to support growth, improve quality of life, and foster community engagement.

Natural Resources and Open Space

Foster a healthy community through sustaining a thriving ecosystem and expanding high quality, inviting park and public gathering spaces.

Cultural Resources

Cultivate a sense of belonging and community pride for all residents by promoting cultural and historic resources and celebrating the City's unique and inclusive identity.

Town and Gown

Strengthen the partnership between the City and Clemson University by coordinating planning, communication, and shared resources to address challenges like housing, traffic, and noise while supporting cultural and educational opportunities.

Sustainability and Resiliency

Seek to embed sustainability and resiliency into relevant City decisions to balance growth with environmental stewardship, climate preparedness, and the long-term well-being of future generations.

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LAND USE AND DEVELOPMENT

The Land Use and Development chapter includes recommendations and policies for all land use areas in the City, including downtown, the residential neighborhoods, and the commercial areas. This chapter identifies issues and addresses a range of land use topics such as growth and annexation, opportunities for growth, and areas of change. This chapter also includes the Future Land Use plan, which establishes future land uses for all areas of the City. It provides a framework for future planning decisions that builds on desired characteristics of Clemson's established residential and commercial areas.

IN THIS CHAPTER

Development Constraints and Considerations

Growth and Annexation

Future Land Use Plan

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Goals and Key Recommendations

Implement a framework for future growth that guides the City towards high-quality development while preserving its current character.

- Build on the *2020 ClemsonNEXT Strategic Plan* to guide growth through strategic expansion, balancing housing and economic development needs while protecting our natural assets.
- Coordinate with adjacent communities of Central, Pendleton, Seneca, and Pickens, Anderson and Oconee Counties, to plan and manage City growth.
- Foster a collaborative relationship between the City and Clemson University to manage growth and development effectively.
- Update zoning regulations to allow more diverse uses such as mixed-use development and address housing needs in strategic locations.

Town and Gown

Clemson was named the best college town in the United States by Travel + Leisure in 2025. The interplay between the City and the University creates a desirable community for both students and residents. To sustain this quality of life, the City and the University must work together to achieve a balance in land use that meets the needs of current and future residents.

How the City manages growth is critical to accommodating each group. Land use and development in the City is affected by the University as much of the City's potential outward growth is limited by University-owned lands and the Clemson Experimental Forest. New growth therefore is pushed further and further from the University. This chapter addresses both new growth areas and areas that should allow developments which cater more towards students.

Sustainability and Resiliency

Community members identified a need to integrate sustainability and resiliency into the future planning for the City. The City can look to promote walkable neighborhoods that mix housing, retail, and workplaces to reduce vehicle dependence and protect open space. Land use tools like conservation easements, greenbelts, or cluster zoning could be used to maintain ecosystems, water quality, and biodiversity. To maximize walkability and minimize vehicle miles traveled while increasing housing stock and mitigating infrastructure cost infill development and redevelopment of vacant or underused urban land could be used. Improving social sustainability is also important in land use planning. Including underrepresented groups in land use decision-making and prioritizing investments in vulnerable neighborhoods is one way to do this. This chapter integrates these concepts into future growth planning and future land use planning.

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DEVELOPMENT CONSTRAINTS AND CONSIDERATIONS

The Future Land Use Plan is influenced and constrained by a number of factors. Clemson University, the Clemson Experimental Forest, Lake Hartwell, floodplains, and bordering municipalities all influence land use planning for the City. This section of the Land Use and Development chapter examines these factors to provide context for future growth and development.

Population Growth

For the past 50 years, Clemson has seen an average annual population growth of 1.8%, which is in-line with statewide growth. According to the South Carolina Department of Employment and Workforce, South Carolina has seen population growth in recent years. People are moving to the state due to a combination of lower cost of living (South Carolina prices are almost 7% lower than the U.S. average), the climate, and ease of access to outdoor activities, as well as job growth. Over the past ten years, the City saw a nearly 30% growth in population.

Bordering Municipalities

The communities of Central and Pendleton border the City to the northeast and south constraining development. Several decades ago, Clemson and Central established a fixed future annexation line that assigns affected properties to either the City of Clemson or the Town of Central. Development opportunities have increasingly brought each respective municipal limit closer and closer to the line.

Clemson University

The University and the City share an established boundary which will not change. All growth for the University will occur within the boundary with the exception of the campus extension to Ravenel located west of the City. While the University's boundaries are not expanding, the University's Long Range Framework Plan provides projections for growth needs including additional classrooms, study space, indoor recreation space, beds, and other needs. For the 2024-2025 academic year, the total enrollment reached 29,077 students which represents a 12.8% increase over five years, up from 25,822 students in 2019.

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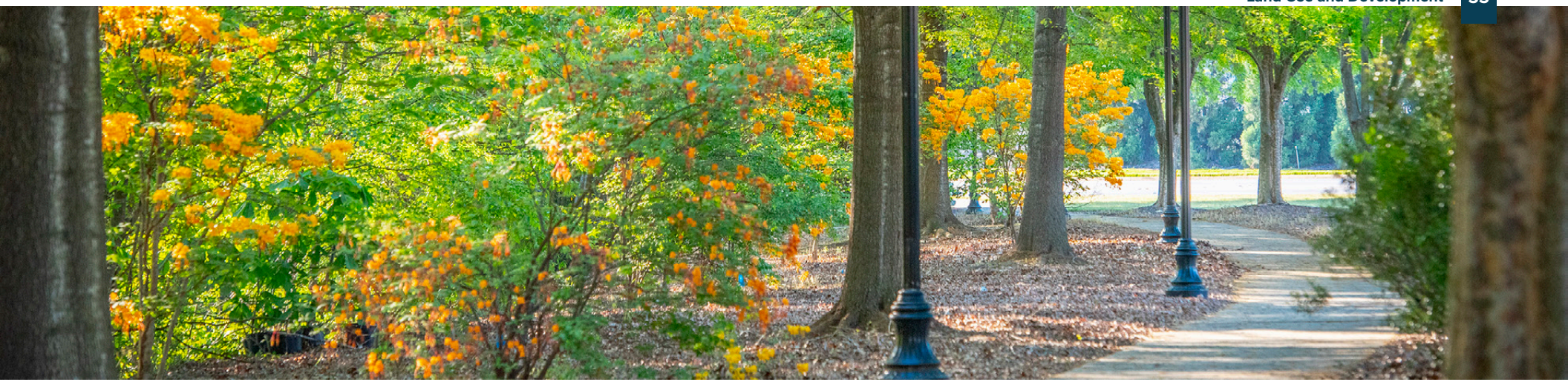

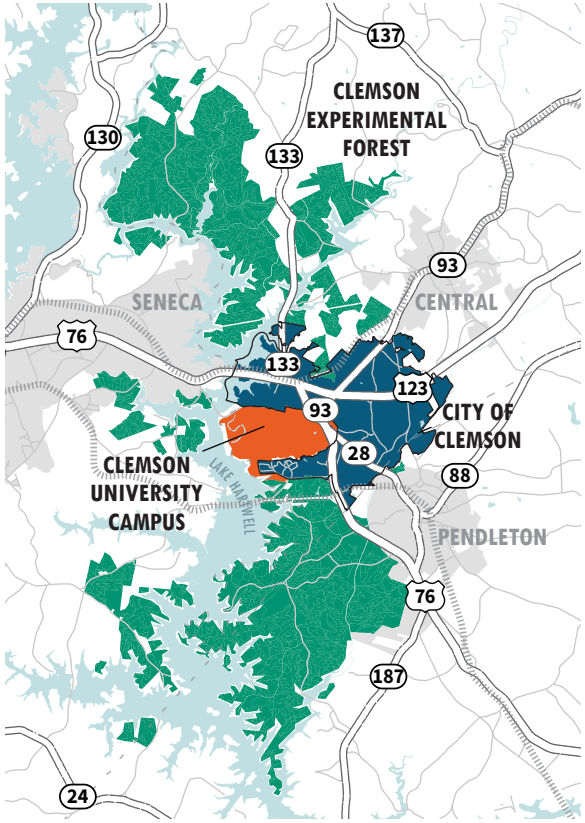

Clemson Experimental Forest

The Clemson Experimental Forest (CEF), encompasses approximately 17,500 acres around Clemson University. The CEF has protected status which limits City growth to the north and the south. The CEF has helped maintain the area's ecological balance and has provided recreational opportunities but limits future development opportunities. (See detailed discussion on page 115.)

Lake Hartwell

Lake Hartwell limits development to the west and is a natural barrier preventing growth. Clemson is the only municipality located on the Lake. While the Lake prevents continuous expansion of the City, its advantageous location offers opportunities for recreation, natural resource preservation, and unique development opportunities.

Floodplains

Eighteenmile Creek forms the southeastern boundary of Clemson, flowing through W.C. Nettles Park, with several tributaries extending north into residential areas in eastern Clemson. According to Federal Emergency Management Agency (FEMA) flood maps, land near the lake and land near the creek, including W.C. Nettles Park, is prone to flooding during heavy rainfall. As a result, the park is designed to accommodate overflow from the creek.

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GROWTH AND ANNEXATION

The Growth and Annexation Strategy provides a general guide to which areas are best suited to accommodate this future growth over the next 10 years and where such growth should be prioritized. The Growth and Annexation Strategy consists of three components: Infill Development, Primary Growth Areas, and Secondary Growth Areas. These components establish priorities for future growth with an emphasis on development within established areas first. The Growth and Annexation Strategy does not prohibit development from occurring outside priority growth areas. The uses within each of these growth and annexation areas should be informed and guided by the Future Land Use Plan.

A Note on Annexations

Annexation should promote coordinated regional growth and limit haphazard change by providing for the expansion of needed infrastructure capacity and service delivery in accordance with community goals. Annexation decisions should be fully transparent and coordinated with neighboring jurisdictions and utility providers, and respect all existing service areas, agreements, and partnerships.

Annexation in Clemson, SC is governed by South Carolina state law, which outlines three main methods: the 100% petition method, where all property owners agree to annexation; the 75% petition method, requiring 75% of property owners representing 75% of property value to request annexation; and the 25% petition and election method, where at least 25% of registered voters in the area can trigger a public vote on annexation. All methods require the area to be contiguous to existing city boundaries.

Development Intensification

Development Intensification areas include the established mixed-use area in Downtown and an emerging area in Uptown. Both areas should have commercial and residential land uses intermixed in various building types. As the heart of the City, future growth and investment in Clemson should be prioritized within these areas to stabilize and strengthen existing uses. The City should encourage the redevelopment of underutilized properties to intensify uses, creating opportunities for a variety of commercial and residential options. Investment in these areas is needed to support the core of the City.

Infill Development and Redevelopment

Infill Development and Redevelopment is centered within the municipal boundary and consists of portions of the City that are established residential and commercial areas. Within these established areas are both vacant and underutilized parcels which have the potential to develop or redevelop to accommodate a more compatible use. Future growth in Clemson should occur within these specific locations within the municipal boundary to stabilize and strengthen existing neighborhoods and commercial areas. These areas are able to utilize City sewer and water because they are within the municipal boundary.

Growth and Annexation Areas

Growth and Annexation Areas are areas touching the City boundary but may closely border Central and the Experimental Forest. While these areas have development potential, the City should continue to follow the court ordered utility service boundary established in 1988 to determine future annexations. These areas should be considered for annexation as they present both new development opportunities and contain existing developments such as Heritage at Riverwood or the Cottages of Clemson. Opportunities exist south of Old Central Road for new development as projects such as the Orchard have begun to move north of the City. These areas would be eligible for City sewer and water with annexation.

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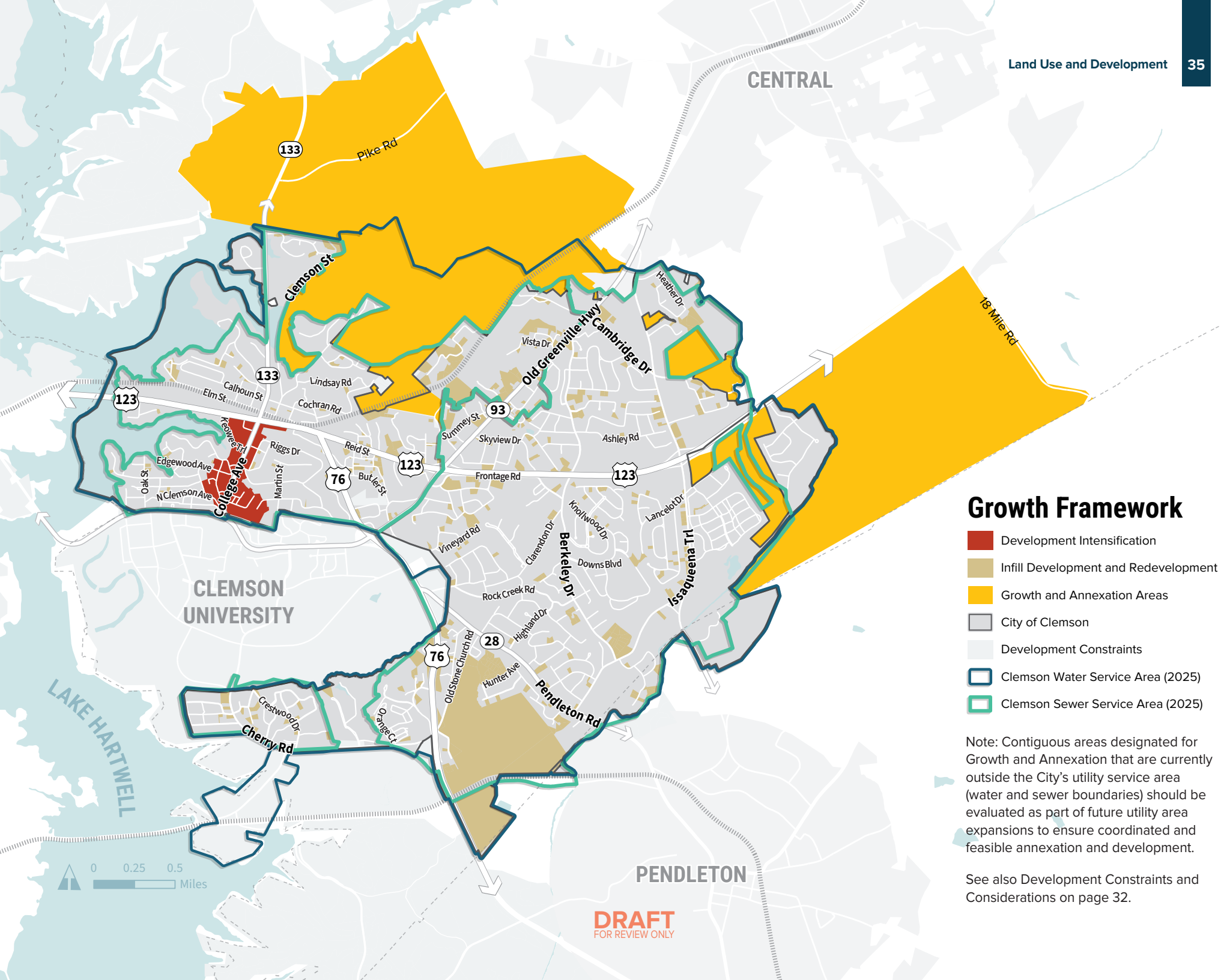

Growth Framework

- Development Intensification
- Infill Development and Redevelopment
- Growth and Annexation Areas
- City of Clemson
- Development Constraints
- Clemson Water Service Area (2025)
- Clemson Sewer Service Area (2025)

Note: Contiguous areas designated for Growth and Annexation that are currently outside the City's utility service area (water and sewer boundaries) should be evaluated as part of future utility area expansions to ensure coordinated and feasible annexation and development.

See also Development Constraints and Considerations on page 32.







FUTURE LAND USE PLAN

Every parcel within the City has been assigned one of nine land use designations, covering the full range of Clemson's land use types. These designations should serve as the basis for development standards and future zoning amendments. An evaluation of the City's current zoning code must be done to fully realize the implementation of the Plan's recommendations. District borders and intensity described should be used as guidance for broad considerations not parameters that must be adhered to in the Zoning Ordinance.

Low Density Residential

Low Density Residential uses are intended for traditional single-family neighborhoods with consistent housing types on large or medium-sized lots. These areas typically feature private yards, playfields, and preserved open spaces, fostering a spacious and serene living environment. Buildings are typically no more than three stories high, with a density of up to six units per acre. These uses are found in established neighborhoods such as Cold Springs near Riggs Drive and Woodland Heights near Pendleton Road, as well as newer residential subdivisions, including Patrick Square and The Grange. Infill development is appropriate and should continue the existing visual pattern, rhythm, and orientation of the surrounding dwelling units.

Medium Density Residential

Medium Density Residential uses include structures that are typically no more than three stories. These typically include a variety of housing types that coordinate in massing and architectural details such as townhomes, duplexes, triplexes, quadplex, assisted living communities. With a density of 6-20 dwelling units per acre, they can be found throughout the City. Medium density residential uses should feature non-student housing, workforce housing, and opportunities to age in place. Opportunities to expand this use to buffer commercial areas from low density residential exist and are reflected in the Future Land Use map.

High Density Residential

High Density Residential areas are typically consist of multifamily apartments or purpose-built student housing. Some current examples include Clemson Towers, Clemson Lofts, and Heritage Pointe Apartments. With a density of 20 or more dwelling units per acre, high-density residential areas provide ample housing opportunities within a compact and efficiently utilized space. These areas should be located near commercial corridors, creating more complete neighborhoods where residents have access to amenities and transportation options.

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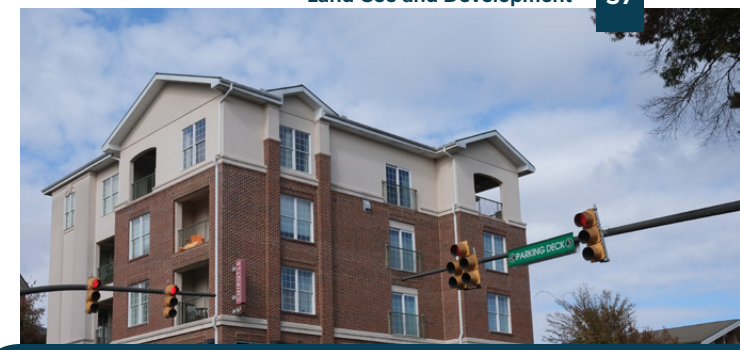


Mixed-Use

Mixed-Use Developments in Clemson integrate various uses such as commercial, residential, and office spaces within one building or across a larger development site in a walkable environment. These developments often feature retail or dining on the ground floor with housing above or are arranged horizontally across a site. Currently, most mixed-use developments cater to students, with examples including Campus View, 114 Earle, The Bixby on College, and ONE Clemson. Mixed-use areas are also emerging along major corridors, such as Highway 93 across from the University Campus, in the uptown neighborhood, as well as the Kadera development. These areas are strategically positioned where there is access to essential urban services, ensuring they are well-connected and supportive of the City's growth.

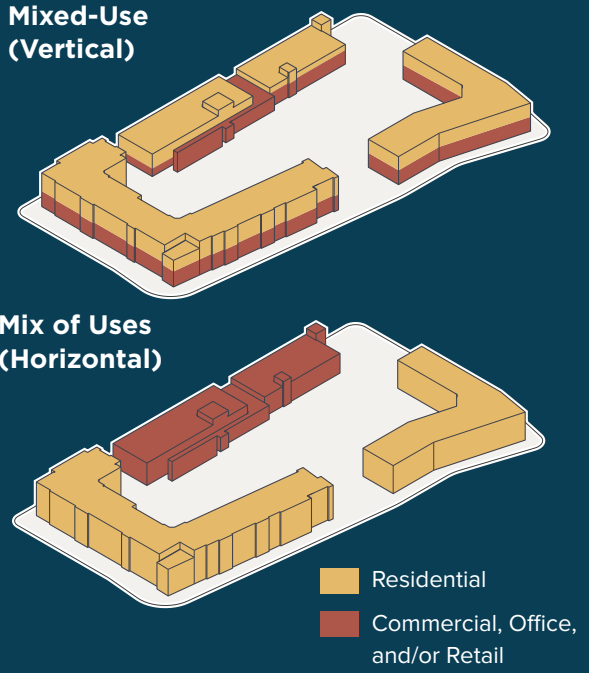
Downtown

Downtown uses are intended to create an active, diverse, and sustainable urban core by accommodating a broad mix of residential, commercial, and entertainment options. The Downtown area is defined as an area bounded by: Highway 93 and Edgewood Avenue/Strode Circle. Buildings within the mixed-use corridor along College Avenue range from one-story retail shops to a six-story hotel and mixed-use residential complexes. Additionally, there are churches and schools along Sloan Street.

Clemson's Downtown should offer a spirited urban lifestyle that supports a lively, accessible, and walkable community. It should attract residents, businesses, and visitors, contributing to the economic and social vitality of the City. The Downtown land use should encourage a diverse assortment of businesses catering to residents, tourists, and students. To achieve this vision, the City should promote implementation of the *Downtown Corridor Plan*.

Mix of Uses vs. Mixed-Use

Mix of uses describes the distribution of uses and buildings across a single site. Mixed-use describes buildings that stack uses vertically within the same structure, with retail, restaurant, service, small-format grocery store, or office space on the ground-floor and office or residential uses on the upper-floors(s). The mixed-use category includes the option for both a mix of uses and mixed-use developments.



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Commercial/Office

Commercial/Office uses include businesses for buying, selling, or trading merchandise or services. They include clothing, furniture, and drug stores but also include restaurants, bars, and grocery stores. U.S Highway 123 and SC 93 share the highest concentration of commercial land uses. These uses vary from single-story shopping center developments to outlot development, and small local businesses. The office land uses include small individual office buildings or medical offices. Commercial/Office uses should be expanded in key areas to provide more complete corridors that offer diverse employment options while also providing services and amenities catering to residents.



Public and Semi-Public

Public and Semi-Public uses include local government and municipal facilities, community service providers, schools, and places of worship and assembly. Clemson City Hall, the police station, the fire stations, the public works facility, the Clemson Area African American Museum, and Clemson Elementary School are all established public/semi-public land uses. These land uses provide essential facilities and services to the community and are dispersed throughout the City. It is crucial to identify and preserve these valuable facilities and maintain the infrastructure necessary for the City's smooth functioning.



Parks and Open Space

Parks and Open Space uses include parks that provide both active and passive recreation options and open space areas. Parks consist of public parks owned and maintained by the City, and private parks in planned subdivisions. Open space areas include preserved natural areas, and ponds and creeks in planned subdivisions. The intent of these areas is to preserve open space and natural areas in key locations, conserve environmentally sensitive ecosystems and habitats, ensure access to recreational opportunities for all residents, and preserve natural assets for public use.

Utilities and Transportation

Utilities and Transportation uses support local infrastructure and provide rights-of-way or easements for the transmission of gas, electric, water, and sewer. This includes both facilities and infrastructure as well as related rights-of-way. Parcels and rights-of-way associated with the City's Amtrak station and rail line are included.

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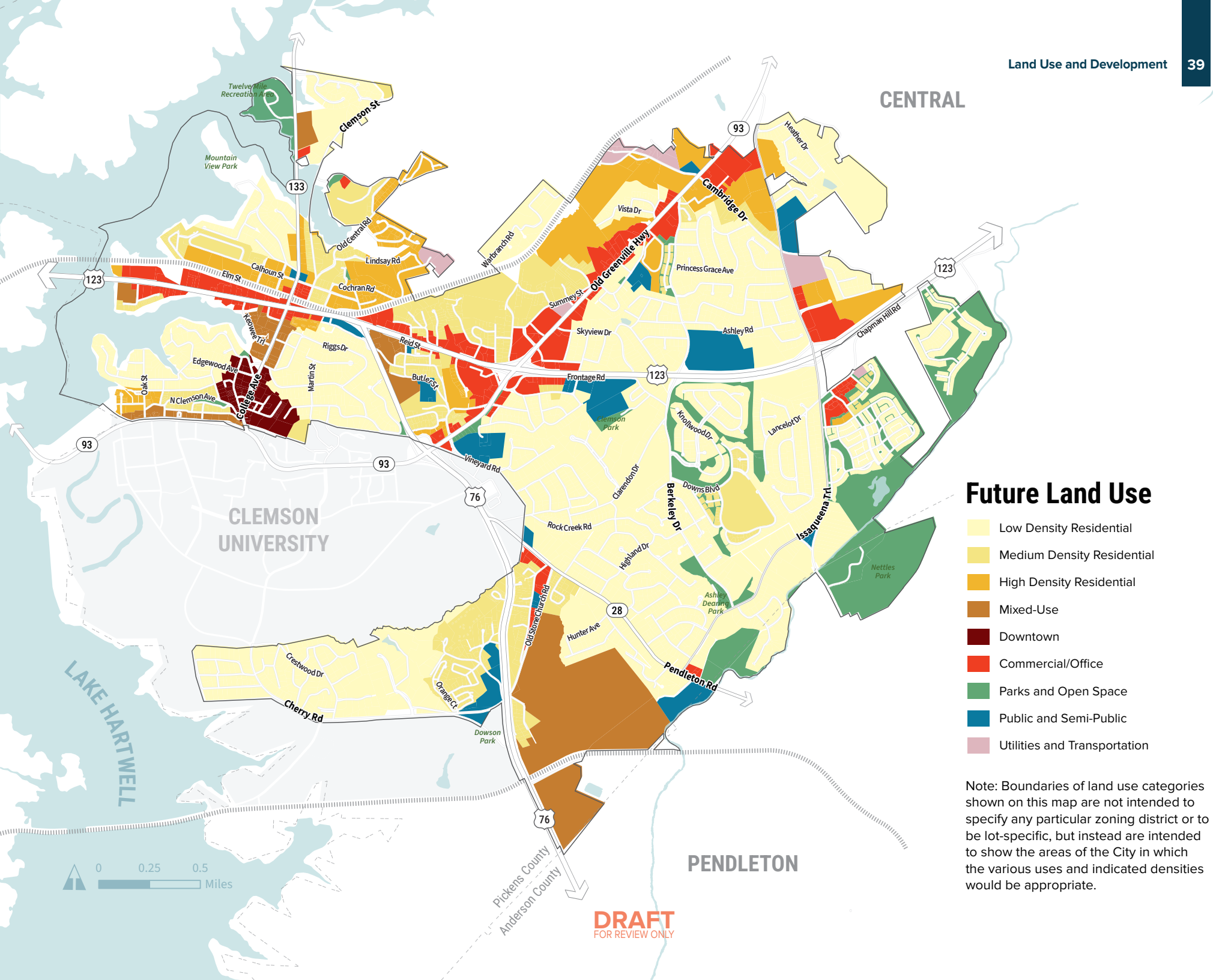

Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use
- Downtown
- Commercial/Office
- Parks and Open Space
- Public and Semi-Public
- Utilities and Transportation

Note: Boundaries of land use categories shown on this map are not intended to specify any particular zoning district or to be lot-specific, but instead are intended to show the areas of the City in which the various uses and indicated densities would be appropriate.

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HOUSING AND NEIGHBORHOODS

Housing and neighborhoods in the City require careful balance between long-time residents, new residents, and students. Aligning the needs of these groups is essential to providing housing that serves both current and future populations. The Housing and Neighborhoods chapter addresses key issues affecting residential areas in Clemson. It aims to preserve and strengthen established neighborhoods while encouraging opportunities for higher-density and workforce housing. The chapter outlines the locations and characteristics of diverse housing options to meet the evolving needs of Clemson's residents.

IN THIS CHAPTER

Existing Neighborhoods

Housing Availability

Student Housing

Short-Term Rentals

Residential Framework

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Goals and Key Recommendations

Provide various housing types to meet the diverse needs of the community, including mixed-use housing, townhouses, multifamily, purpose-built student housing, particularly attainable housing, to attract new families and future employers moving into this area.

- Build more attainable housing by facilitating both the identification and acquisition and/or revitalization of sites; and, the diversification of housing types, sizes and densities.
- Redevelop properties in appropriate locations for purpose-built student housing to alleviate pressure for developments in existing single-family neighborhoods.
- Identify student housing developments in key areas of the City that optimize proximity and walkability to the University.
- Develop senior housing and intergenerational housing options to meet the needs of the aging population and people with disabilities.
- Continue to preserve and reinvest in established residential neighborhoods.
- Develop taller residential buildings where appropriate to accommodate housing needs strategically.
- Promote the construction of multifamily housing and mixed-use developments to both buffer single-family home neighborhoods from adjacent businesses while also increasing foot traffic and the local customer base.

Town and Gown

In college towns, balancing the needs of long-term residents and off-campus students often presents challenges. Homeowners may be concerned about the impact of student lifestyles on residential neighborhoods. In Clemson, this dynamic is further complicated by the University's policy requiring only first-year students to live on campus, combined with a limited supply of on-campus housing. Residential areas in the City are further affected by the University as land use decisions often cater to students. New developments, especially new mixed-use developments, almost always have a student housing component and recent development proposals have been met with both community support and resistance. This has led to a strained Town and Gown relationship from a residential perspective. This chapter includes recommendations that should be utilized to create more cohesion between residents, developers, the City, and the University.

Sustainability and Resiliency

Promoting sustainability and resiliency in residential areas is essential for creating inclusive, adaptable communities that can withstand both economic and environmental challenges. Ensuring that zoning regulations allow for a diverse range of housing types – such as duplexes, townhomes, accessory dwelling units, and multifamily developments – helps meet the needs of different income levels and household sizes, while reducing the risk of displacement during times of economic or climate-related stress.

To support this, Clemson should encourage housing at a variety of price points and densities to increase choice and flexibility for residents. In parallel, protecting critical natural features like wetlands, floodplains, steep slopes, and wildlife habitats through conservation overlays, zoning restrictions, and incentives for open space preservation not only safeguards the environment but also improves long-term resilience. Additional strategies include integrating green infrastructure, requiring energy-efficient building standards, and promoting climate-adaptive site design to ensure that new and existing residential areas are prepared for future conditions.

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EXISTING NEIGHBORHOODS

Clemson is an established community with over half of the housing being built before 1990. Most of the older neighborhoods exhibit charming qualities with winding roads, established tree canopy, and interesting topography. While people generally felt that the overall quality of the housing stock remains good, there is a sense that it has been gradually declining. This perception is often linked to the increasing presence of student housing and short term-rentals within established neighborhoods. The following section provides guidance to improve, preserve, and promote investment the City's existing neighborhoods.

From 2010 to 2022, the median home value increased by

92.7%

Neighborhood Reinvestment

During outreach, participants pointed to several older neighborhoods in need of investment and improvement. While only a few of these neighborhoods remain in Clemson, they are located in key areas that are increasingly targeted for student housing development. This trend raises several concerns. These neighborhoods are often among the most affordable in the City, and replacing them with student housing could displace current residents and their families. Many of these areas also have deep cultural and historical significance, particularly as historically African American communities. The Cultural Resources Chapter (pg 120) provides more detail on this issue, but it is critical that future planning prioritizes inclusion and support for these residents.

Rather than allowing the redevelopment of these neighborhoods for student housing, the City should collaborate with property owners, developers, and residents to revitalize them. Potential strategies include creating a Neighborhood Revitalization Program, utilizing Community Development Block Grants, establishing home improvement loan programs, and offering incentives for renovating blighted properties. Additionally, the City can continue to promote its Simple Lot Subdivision process which can create up to four new lots. By enabling property owners to subdivide and sell or develop a portion of their land—while maintaining the character and scale of the neighborhood—owners can generate funds that may be reinvested into property improvements such as roof repairs, landscaping, or structural maintenance. Subdivision must conform to the existing zoning and should be accompanied by clear design standards to ensure new development is context-sensitive, maintains walkability, and contributes to the visual cohesion of the area.

Recommendations

- Consider creating a targeted program to support reinvestment in aging or underperforming residential areas, particularly in locations identified in the Residential Framework. (e.g., Old Stone Church Road, Helton Street, Clemson Village, the Den at Clemson, and the Retreat of Clemson). The program should aim to attract developers, raise funding, and guide coordinated improvement efforts.
- Seek funding opportunities and contributions to the Clemson Community Foundation – such as Community Development Block Grants (CDBG) – to support housing rehabilitation, infrastructure upgrades, and community services as part of a broader revitalization strategy.

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- Explore policies that allow and encourage the strategic subdivision of oversized or underutilized residential lots, particularly in older neighborhoods, as a tool for reinvestment.
- Promote programs to assist property owners with repairs and upgrades, helping preserve housing quality and affordability.
- Provide financial or regulatory incentives to encourage the rehabilitation of vacant or deteriorated homes, reducing blight and expanding the supply of quality housing.
- Promote higher-density housing types such as townhomes, duplexes, triplexes, and quadplexes in reinvestment areas by aligning infill opportunities with the Future Land Use Plan.
- Revise zoning and design standards to include guidance on materials, siting, and architectural styles, ensuring that new infill development complements the character of existing neighborhoods.

Code Enforcement and Property Maintenance

Given the aging housing stock in Clemson, it is important to address signs of deterioration to preserve the appeal and character of it neighborhoods. Enforcing property maintenance adds to the overall feel of a neighborhood and maintains a consistent level of upkeep. Code enforcement can help to combat deterioration and property distress by keeping neighborhoods attractive and desirable.

Proactive, fair, and well-managed code enforcement is important for preserving the quality of Clemson's housing stock and revitalizing neighborhoods in need of improvement. To address this, the City should explore initiatives to assist property owners in maintaining their homes, ensuring the long-term vitality and desirability of Clemson's residential areas.

Recommendations

- Identify areas within the City with chronic code enforcement issues and create a city-wide assistance program to work with property owners to aid in upkeep.
- Consider establishing a public education effort aimed at property upkeep to educate residents on the importance of property maintenance focusing on weeds, litter, and inoperable vehicles.
- Support residents in the upkeep of their property through programs and incentives, like permit fee waivers for qualifying home repairs and maintenance projects.
- Explore partnerships between the City and health providers to ensure high quality of living environments through home safety inspections and wellness checks.
- Continue to support City staff to maintain consistent code enforcement operations.
- Continue to approach community code enforcement proactively, citing visible code violations before complaints occur.
- Continue to enforce Clemson's Code of Ordinances to maintain quality neighborhoods.
- Continue to enforce the Rental Housing Inspection Program including inspections for both single and multifamily buildings.

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Attainable vs. Affordable

Affordable housing refers to housing that costs no more than 30% of a household's gross income, typically serving low- to moderate-income households earning up to 80% of the Area Median Income (AMI). This type of housing often relies on public subsidies like Low-Income Housing Tax Credits (LIHTC) and Section 8 vouchers to ensure that people with lower incomes can access safe and stable housing.

Attainable housing, on the other hand, targets middle-income households earning between 80% and 120% of AMI. It focuses on providing market-rate housing options for workers who earn too much for affordable housing programs but struggle to afford traditional housing. This type of housing is typically supported by zoning reforms, smaller lot allowances, and incentives to increase the supply of diverse housing types such as townhomes, duplexes, and accessory dwelling units. While affordable housing provides a safety net for low-income residents, attainable housing aims to expand accessible market-rate options for working families and young professionals, fostering economic diversity and supporting sustainable community growth.

HOUSING AVAILABILITY

Based on Census data, the City is served well by single-family and multifamily housing. Just over 40% of residential housing is single-family detached while almost 30% of housing consists of buildings with 10+ units. This mix indicates the diversity in options while also highlighting the student housing population. While the City continues to attract developers to construct non-student housing, the local market is heavily driving the demand for student housing. Almost 70% of survey respondents said student housing would have a negative impact on the community and over 50% felt that single-family homes, townhomes, and senior housing would have a positive impact on the community.

While it is unlikely that student housing will cease being proposed in the City, the City should continue to prioritize housing that serves the broader community, with a focus on expanding attainable housing and introducing more missing-middle housing options.

Attainable Housing

Over the past two decades, median housing values in the City have increased from $133,000 to $347,800 as of January 1, 2026. While the exact cause is unclear, contributing factors likely include increased university enrollment, rising household incomes, limited new housing supply, and an influx of higher-income residents – all of which reduce options for working- and middle-class households. This trend reflects a broader national issue, prompting many cities to explore solutions that support residents, like teachers, who may not qualify for subsidized housing but still struggle with affordability.

One emerging strategy is the promotion of attainable housing. Attainable housing refers to a range of housing options that are affordable to working- and middle-class households - those who may not qualify for subsidized housing but still struggle to find reasonably priced homes in the current market. The City should explore possible avenues for increasing attainable housing options in existing neighborhoods and in new developments by working with developers and property owners.

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Recommendations

- Access and use a combination of local, state, and federal funding sources, such as Community Development Block Grant funds, Low Income Housing Tax Credits, and local housing trust fund dollars, to support the inclusion of attainable units in new developments.
- Work with developers to consider cross-subsidization which could use market-rate housing to help offset an attainable housing product.
- Promote first time homebuyer assistance programs such as the SC Housing Homebuyer Program, to assist residents in purchasing homes in the City.
- Encourage developers to include income-sensitive units or workforce housing in new housing developments.
- Consider utilizing incentives such as, tax abatements, expedited permitting, direct subsidies, density bonuses, or other regulatory flexibility to promote more attainable housing options.

Missing Middle Housing

Missing middle housing provides a way to gently increase residential density while preserving the character of existing neighborhoods. These housing types were historically common throughout the country but have become less feasible due to modern zoning code restrictions. By reintroducing them, the City can expand its housing supply in a context-sensitive manner.

In Clemson, there are opportunities to introduce missing middle housing in existing single-family neighborhoods and on underused commercial lots, allowing for additional units while preserving neighborhood identity. The City should use the Growth Framework and Residential Framework maps to strategically prioritize infill development that supports this type of housing.

Recommendations

- Consider reducing minimum lot size and frontage requirements to allow for more diverse housing options.
- Maintain minimum parking standards for missing middle housing types and include design standards to reduce visibility.
- Reassess setbacks for multifamily housing projects to facilitate better site efficiency design.
- Update the City's Zoning Ordinance to allow for single-family attached, triplexes, and quadplexes in more districts.

Housing Trust Fund

A Housing Trust Fund (HTF) is a dedicated pool of money established by a city, county, or state to support affordable housing development and preservation. These funds help fill financial gaps in housing projects, ensuring access to safe, stable, and affordable homes.

Outreach participants mentioned a growing need for affordable housing, and a local Housing Trust Fund could assist in establishing more affordable housing in the community. By securing resources for housing development, land acquisition, home repairs, and title assistance, the City can accelerate the work of the Community Housing Foundation and support long-term housing solutions.

Affordable housing requires sustained investment. As mentioned in the ClemsonNEXT White Paper, for example, if each unit of affordable housing needs $15,000 in gap financing, then developing 200 units would require $3 million over ten years – or about $300,000 per year. A dedicated Housing Trust Fund would provide the financial backbone needed to meet this challenge and ensure Clemson remains a diverse and inclusive community for all. The City should conduct a study to determine an appropriate funding goal and explore potential revenue sources.

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Aging in Place

To address the challenges of an aging population in Clemson, it is important to update development regulations and implement strategies that support aging in place. Over the past decade, the City's 65+ population has increased by nearly 40%, reflecting national trends and highlighting the need to accommodate residents at all life stages.

By revising development policies, Clemson can promote diverse housing options designed for older adults, including age-friendly features and accessible amenities. To fully capture the needs of its older population, the City should support developing housing types that are accessible, affordable, and attractive to seniors and aging residents. Housing for aging in place could include small-lot single-family detached/single-family attached and multifamily developments. The City should identify appropriate locations for senior housing near amenities for easy and convenient access. Age-targeted residential developments, including senior living communities and assisted living facilities, should be encouraged.



Over the past decade, the City's 65+ population has increased by nearly

40%

Recommendations

- Continue to permit Accessory Dwelling Units (ADUs) to promote multi-generational living and allow seniors to age in place.
- Encourage a variety of housing types that anticipates future market demand and allows seniors to age in place.
- Facilitate intergenerational programs and volunteer opportunities to foster connections between older adults and younger residents.
- Improve sidewalk infrastructure, crosswalks, and traffic signals to enhance pedestrian safety, particularly near senior living facilities, parks, and community centers.
- Encourage the development of universally designed housing options that accommodate varying mobility needs, such as single-story homes, zero-step entrances, wider doorways, and accessible bathrooms.
- Continue to coordinate with local organizations such as the Shaw Center to support programs that provide housing repair and rehabilitation assistance, particularly in historic neighborhoods.

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STUDENT HOUSING

The City of Clemson and the University are inextricably linked as the City benefits from the economic activity of the University and the University benefits from the supportive uses and residential areas for its students. This symbiotic relationship is important to maintain the success of both entities. Since the University only requires on-campus housing for freshmen, much of the demand for student housing has shifted into the City. Student housing developments also play an important role in meeting the City's overall housing needs, with a notable share of residents being non-students, including graduate students with families and younger faculty.

From 2010 to 2022, Clemson University enrollment increased by

46.3%

On-Campus Housing

Housing is not guaranteed on-campus for upper-classmen due to a lack of available space. On-campus student housing development has not kept up with university growth. Douthit Hills, the most recent student housing project, was built in 2018. The University recognizes this and is looking to expand on-campus options. The Douthit Hills expansion was approved in the FY25 University budget and it set to add 360 beds to the existing facility. However, student housing is still expanding into the City to accommodate growth. The University's Carnegie Classification is based on the percentage of full-time undergraduates who live in institutionally-managed housing; currently this is about 20 percent of its students.



Douthit Hills On-Campus Student Housing, Source: Jonathan Ceci Landscape Architects



Dockside Clemson, Off-Campus Student Housing

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Local Regulatory Limitations

While the City cannot restrict occupancy based on whether residents are students, it can regulate student housing as a land use, as well as the housing types, design, and development patterns that typically attract student populations. The City currently employs several zoning and development strategies to manage the expansion of student-oriented housing into Clemson's neighborhoods. These regulations attempt to mitigate the effects of the rental units on the surrounding neighborhoods. Some current regulations include:

- **Roommate Limits:** The City regulates the number of unrelated individuals who may reside together in rental properties and other residential dwellings. This means there is a defined limit to the number of non-related roommates permitted within a household.
- **Zoning and Occupancy:** The number of unrelated occupants allowed in a dwelling is determined by the property's zoning district and, in some cases, the rental licensing history. The following zoning-based occupancy table outlines the maximum number of occupants permitted per district.



Clemson Lofts, Off-Campus Student Housing



Campus View Apartments, Off-Campus Student Housing

Dwelling Occupancy Permissions by Zoning District

Dwelling Occupancy	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4
Single-Family Dwelling	2	2	2	2	2	3	3	4
Manufacturing Home					2			
Two-Family Residential Dwelling				2	2	3	3	4
Various Residential Developments				2	2	3	3	4
Townhouse						3	3	4
Multi-Family						3	4	4

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- **Definition of Relatives:** Under City Code, relatives include a spouse, sibling, child, grandparent, aunt, or uncle. Any individual outside of these defined relationships—such as a cousin or a more distant relative—is not considered a family member for occupancy purposes.
- **Occupancy Sticker Requirement:** Every rental dwelling is required to display an occupancy sticker indicating the maximum number of unrelated individuals legally allowed to reside there.
- **Homeownership and Roommate Use:** If a student or their family purchases a home and intends to have roommates, the property will be classified as a rental dwelling. This classification requires an annual rental license, a yearly fee, and compliance with the City's rental housing standards.
- **Annual Rental Inspections:** The City conducts annual inspections of rental properties to verify compliance with minimum life-safety standards.
- **Parking Regulations:** Parking in the front yard of a residential property is prohibited, including the parking of boats and recreational vehicles. Vehicles must remain off grass and landscaped areas, as these standards are actively enforced by the City.

Recommendations

- Collect and maintain a GIS-based inventory of student housing developments to adequately track the number of student housing units.
- Enforce regulations limiting the number of unrelated individuals who can live in a single dwelling unit (e.g., no more than three unrelated occupants).
- Mandate that new student housing developments within existing neighborhoods match the architectural character, scale, and setbacks of surrounding homes.
- Continue to require the annual rental inspection to protect tenant and landlord interests, promote compliance, document property condition, and prevent deterioration.
- Encourage regular communication between City and the Director for Housing Operations at Clemson University.

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Case Study: New Brunswick Zoning Overlay

New Brunswick, New Jersey, home to Rutgers University's main campus, has experienced mounting pressure on its housing stock due to increasing student enrollment and limited on-campus housing expansion. This has led to heightened demand for off-campus housing, particularly in neighborhoods adjacent to the College Avenue Campus. The Sixth Ward has felt this impact most acutely, with long-established single-family neighborhoods facing encroachment from private student rentals. To preserve the character of these neighborhoods while accommodating housing demand, the City proposed a graduated density overlay zone focused on areas immediately south of College Avenue and north of Easton Avenue. This strategic zoning tool aims to concentrate new multi-family and student housing near campus, thereby reducing spillover into residential areas.

The overlay zone allows for higher-density residential uses, including private student housing and multi-family units, while maintaining appropriate transitions in height and bulk to buffer adjacent low-density neighborhoods.



Future Student Housing Development Policy

While the zoning code and City regulations set standards for rental housing, the City can take a more proactive approach in guiding where student housing is built. The City is not able to eliminate existing student housing within the neighborhoods as long as it is up to date with inspections, permitting, and meets code. To minimize future conflicts with existing neighborhoods, Clemson should consider designating specific areas for student housing development.

One approach is to create a student housing zoning category with tailored development standards, parking requirements, height limits, and density regulations that differ from general multifamily housing. This would give the City more control over student housing locations and ensure they are developed in appropriate areas.

New for-sale housing in key development areas, like townhomes, can include Homeowners Associations (HOAs) designed to attract and prioritize non-student households. Under South Carolina law, HOAs can legally prohibit property owners from renting to students, helping to maintain these homes as affordable and attainable housing for families and other residents.

The Residential Framework at the end of this chapter provides guidance on where student housing should be encouraged. In contrast, student housing should be discouraged in other areas of the City to preserve neighborhood character and housing diversity.

Recommendations

- Consider student housing as a conditional use within mixed-use areas established in the Residential Framework giving the City more control over the type of development that could occur within these areas.
- Encourage Clemson University to prioritize developing student housing on campus.
- Encourage Clemson University to consider a policy requiring all freshman and sophomores to live on campus.
- Use the Residential Framework to identify areas to specify zones for student housing near campus, allowing higher-density development while limiting student accommodations in established residential areas.
- Implement buffer requirements to maintain separation between student housing and traditional single-family neighborhoods.

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SHORT-TERM RENTALS

The City of Clemson deals with population fluctuation throughout the year depending on the events schedule for the University. Memorial Stadium alone can accommodate over 80,000 people, drawing large crowds of spectators seven weeks of the year for home games in addition to other events such as concerts and graduation ceremonies. Due to the influx in population for university-related events, hotels within the area often book up or are cost prohibitive.

Entrepreneurial property owners have bought up homes or used their own homes for short term rentals throughout the year. Apps like Airbnb or VRBO allow visitors to stay in residential neighborhoods instead of hotels. While these short-term rentals are a great option for visitors and property owners, permanent residents of the neighborhoods can be negatively affected. Short-term rentals often artificially inflate rental costs, can limit the available housing stock, and can disrupt neighborhoods with tourists who have no stake in the community.

It is important that the City keep utilizing its Short-Term Rental ordinance to protect its neighborhoods. Without this ordinance the City could lose long-term housing supply, erode neighborhoods, lose character, or miss-out on revenue from hotels. For specific information on the ordinance see Chapter 13 Article IV of the City Ordinance.

Recommendations

- Consider creating a GIS database tracking the number of registered short-term rentals in the community.
- Set a maximum number of short-term rentals allowed within a neighborhood or building to prevent overconcentration.
- Consider requiring short-term rentals to be operated by primary residents to prevent large-scale commercial operations.

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RESIDENTIAL FRAMEWORK

The Residential Areas Framework addresses the City's residential areas, and guides change over time. The Framework should help the City enhance its residential character, expand to its western edge, and ensure that Clemson offers housing products that meet existing and future needs. The Residential Areas Framework builds on the residential categories established for all residential areas in the Land Use Plan. The Framework supports the City's identity and further defines the type and character of each residential land use. The Framework should be used to achieve the goals and objectives articulated by community residents and leaders.

Downtown Intensification and Redevelopment

As the heart of the City, Downtown is a primarily mixed-use area. What was a low-profile downtown is transitioning to a more dense area. Downtown is appropriate for student housing and developments like U Centre on College and the Earle are local examples of mixed-use student housing. The City should also promote mixed-use buildings with condos to support those who want to live in an amenity rich area. Increased residential Downtown not only provides more housing but also can support local retail and restaurants. Developments in Downtown should advance the *Downtown Corridor Plan* to promote a pedestrian-friendly environment by encouraging mixed-use developments at the property line with business that engage with the street. For developments with parking, access should be provided to the rear of the site eliminating excess curb cuts. To promote the desired form of Downtown the City should continue to utilize the Architectural District Standards.

Uptown New Mixed-Use

Uptown is a redevelopment opportunity at Tiger Boulevard and College Avenue which would create a lively and inviting mixed-use district at the intersection welcoming visitors to Downtown Clemson. Uptown should be developed primarily as a residential mixed-use area while reinforcing the retail and storefront environment along College Avenue and enhancing lake access and recreational opportunities. Uptown should feature a mix of non-student and student oriented residential options to meet the needs of the local market while also considering community needs. Massing should be moderated using setbacks and stepbacks to maintain a human scale. Streetscape design should incorporate high-quality materials, landscaping, public art, and stormwater best practices, while parking solutions should prioritize integration with transit and non-automotive travel options.

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Clemson HUB

The HUB was approved in April 2024 and is now under construction. The project includes about 1,300 beds across 450 market-rate multifamily units, along with 20 townhomes. Plans also call for at least 10,000 square feet of commercial space, roughly 600 parking spaces, and a 30,000-square-foot public plaza next to Keowee Trail and Abernathy Park. Completion and occupancy are expected in 2027.



Proposed design rendering of the Clemson HUB

Kedera Master Plan

The 350-acre Kedera Master Plan is planned to include approximately 1,400 to 1,600 new homes and up to 500,000 square feet of commercial space. The development should establish a walkable, integrated community where residential areas, a central town center, cohesive architecture, and vibrant public spaces come together to create a distinct and enduring sense of place for residents, businesses, and visitors alike. The development should also include student housing opportunities due to the proximity to the University. These opportunities should be on the exterior of the development on the northwest side of the site.

The development should feature a mix of uses, including residential, commercial, and office organized into compact, walkable districts that support a complete neighborhood experience. Mixed-use buildings in the center should anchor the development, providing a range of goods and services within close proximity to homes. Development is expected to occur in phases, with the first phase beginning at the northern edge of the site and focusing on single-family detached homes.

Residential Reinvestment

Residential Reinvestment areas are located near key commercial corridors, offering strong connectivity to amenities. These neighborhoods often lack sidewalks, have overhead utility lines, and include housing types ranging from mobile homes to single-family homes. Some properties face maintenance challenges such as overgrown landscaping, outdoor furniture, and vehicle storage. Areas like Red Hill and Abel—historically African American neighborhoods—fall within this category and could be at risk of losing attainability and local character to outside developer interest.

To support current residents and preserve neighborhood identity, the City should utilize a variety of reinvestment strategies. Strategies could include promoting infill development, encouraging accessory dwelling units (ADUs), and exploring incentives such as permit fee waivers or home improvement loan programs. In cases of redevelopment, denser housing types – such as duplexes, triplexes, quadplexes, and townhomes – should be encouraged to ease development pressure and support revitalization. Based on the Future Land Use Plan, many of the lots within these identified areas could accommodate more dense housing. Consideration could also be given to strategic subdividing of lots as a tool for reinvestment. The City should actively work with property owners to identify opportunity sites for reinvestment and housing diversity.

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Stable Neighborhoods Near the University

Stable Neighborhoods Near the University, located directly north and south of campus, are well-established, predominantly single-family residential areas known for their charm, historic character, mature tree cover, and well-maintained properties. These neighborhoods are considered among the most prestigious in the City and are anticipated to remain stable. Infill development may be appropriate in select cases provided it maintains that existing character. Student housing development should be are discouraged to maintain neighborhood character and stability.

While these areas experience little turnover, targeted improvements can enhance quality of life and connectivity. Priorities include street and streetscape upgrades, burying utility lines, and expanding sidewalks, trails, and bike infrastructure to improve walkability, promote aging in place, and ensure safe routes to schools. Enhancing neighborhood access and circulation can also help reduce travel inefficiencies. For additional guidance, see the Transportation and Mobility Chapter (pg 74).

Student Housing Prioritization

Student Housing Prioritization Areas are not only existing areas of student housing, but also priority areas for future concentration and development. These areas were identified based on proximity to the University, existing student housing density, and ability to accommodate more intense residential development (i.e. a two-story apartment complex with a low dwelling units per acre abutting University property could accommodate a more dense use). They include a range of development types, from apartment complexes to townhomes and dense single-family homes, with varying conditions depending on age and property upkeep.

Rather than allowing developers to build student housing in existing neighborhoods, new student housing should be built using two different pathways. Firstly, the redevelopment of current underperforming housing developments should be prioritized to improve aging or poorly maintained properties. The City should work with property owners to encourage reinvestment or facilitate redevelopment through partnerships with developers. Secondly, new developments should be contained to the Student Housing Prioritization areas. Limiting student housing to these defined areas helps preserve established neighborhoods, supports University growth, and encourages infill and higher-density development where appropriate. There are several opportunities within these areas to develop vacant/underdeveloped land and the City should encourage any new student housing developments in these areas. As a note, development in these areas is not only reserved for student housing, housing in alignment with the Future Land Use plan is also appropriate.

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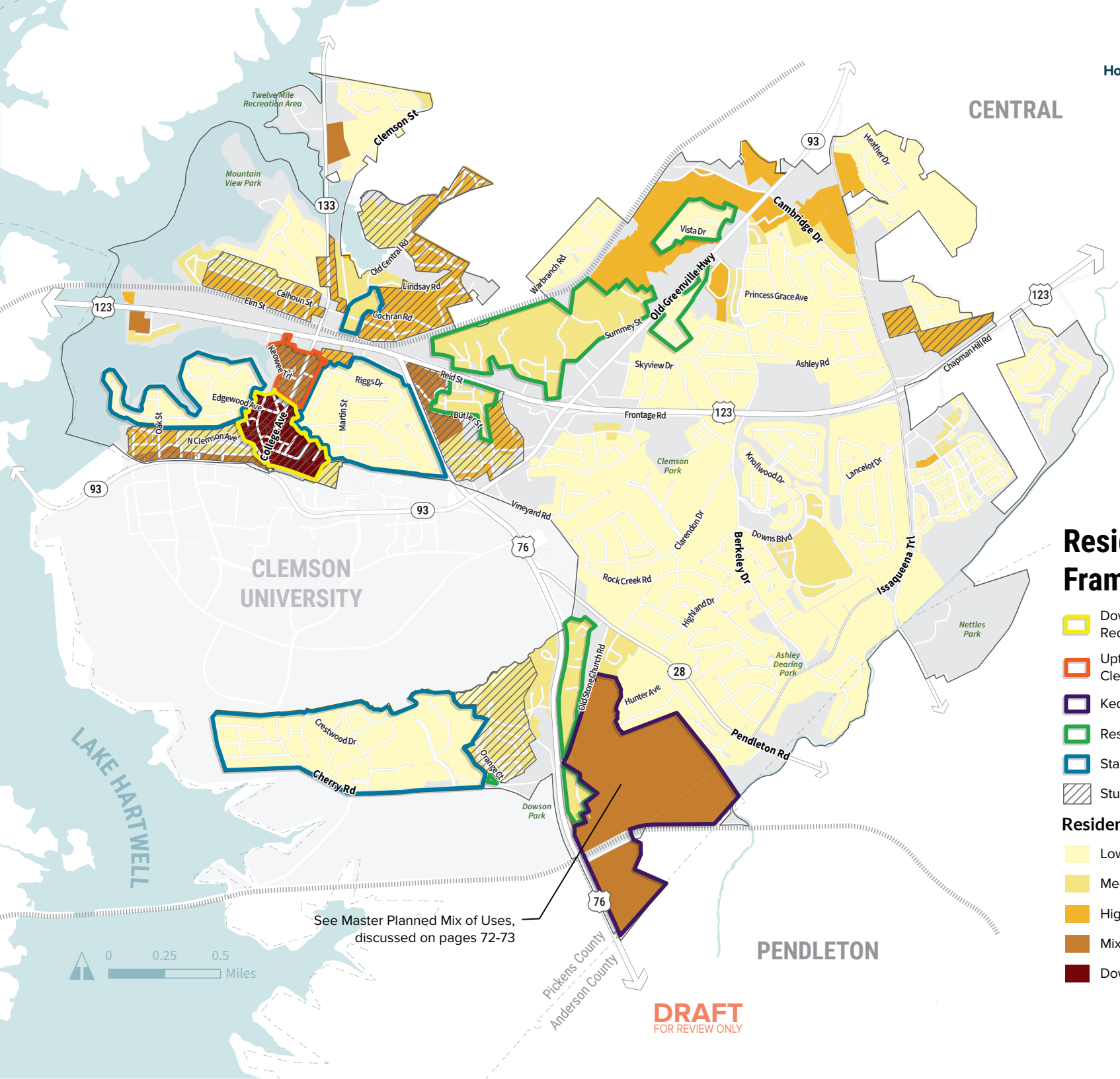

Residential Framework

- Downtown Intensification and Redevelopment
- Uptown New Mixed-Use (Includes Clemson HUB)
- Kedera Master Plan
- Residential Reinvestment
- Stable Neighborhoods Near University
- Student Housing Prioritization

Residential Areas

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use
- Downtown

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ECONOMIC DEVELOPMENT

The Economic Development chapter builds on the Future Land Use Plan and offers an achievable approach for maintaining and expanding Clemson's commercial, employment, and office areas. This chapter aims to grow businesses and local job opportunities to diversify the economy. Equally as important is increasing shopping options for residents, parents, alumni, and tourists. These recommendations are intended to support local business growth and diversity, expand employment sectors, and strengthen connections between the City's commercial areas.

IN THIS CHAPTER

Business Diversification

Strengthening Major Commercial Corridors

Regional Location and Influence

Economic Development Framework

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Goals and Key Recommendations

Enhance the City's attractiveness for economic development by maintaining and elevating the quality of life, fostering an innovative and dynamic business environment, and supporting vibrant commercial areas.

- Diversify the City's employment base by attracting a variety of businesses through policies and incentives.
- Cultivate a varied business environment with mixed commercial spaces and incentives to attract new businesses and provide more opportunities for employers.
- Develop neighborhood commercial areas in appropriate locations to permit bodegas/markets, cafes, and other similar business to be situated near residential housing in both established and future developments.
- Make Uptown a lively destination and reinforce existing commercial corridors, including Downtown, U.S. Route 123 and Highway 93.
- Identify appropriate City-sponsored economic development programs to partner with related University programs.
- Promote Lake Hartwell as a destination for recreation and tourism.

Town and Gown

The Town and Gown relationship plays a central role in the community's economic development. While this relationship can be complex, it brings significant mutual benefits, with the University acting as a major driver of local growth through innovation, workforce development, and cultural enrichment. Clemson's identity is deeply linked to the University, creating a dynamic community where academic and entrepreneurial activity enhances local business opportunities.

Athletic events, especially Clemson home football games, demonstrate how University activities have major economic impacts for the City. Each home game brings more than 80,000 people to Clemson, creating significant opportunities for local retailers, restaurants, and bars. These events help sustain a strong local economy that connects the University's presence with community growth and business development.

Sustainability and Resiliency

The City can advance sustainability and resiliency in its economic development strategy by fostering a diverse, inclusive, and environmentally responsible local economy that can adapt to future challenges. This includes incentivizing clean technology, green building, and low-carbon industries – especially those connected to Clemson University's research strengths – and promoting entrepreneurship through spaces like the Brook T. Smith Launchpad that prioritize sustainable practices. Compact, mixed-use development should be encouraged to reduce car dependency and support local businesses, while partnerships with the University can drive innovation in resilient sectors like energy and environmental sciences.

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BUSINESS DIVERSIFICATION

Clemson's economy benefits from its strong ties to Clemson University but diversifying the business sector is key for long-term resilience. Clemson has taken steps to be more actively involved in attracting new businesses and supporting existing ones. The City leverages various resources to market and promote its commercial and industrial areas to encourage business growth. The Clemson Area Chamber of Commerce provides networking opportunities, advocacy, and training to support local businesses. Additionally, the South Carolina Small Business Development Centers (SBDC) offer consulting services, resources, and guidance to help entrepreneurs start and grow their businesses. The South Carolina Department of Commerce also plays an important role in providing economic development data, resources, and incentives to attract and retain businesses. These programs work together to strengthen the local economy by fostering business expansion and investment.

Attracting Office Development

Supporting office development can attract businesses and high-paying jobs, strengthening the City's economic base. A well-planned commercial and office sector will enhance downtown and mixed-use districts by increasing daytime foot traffic, sustaining local restaurants, coffee shops, gyms, and retail stores. Additionally, office spaces create opportunities for startups, entrepreneurs, and corporate headquarters to establish a presence in Clemson, leveraging proximity to the University to foster innovation and retain talent. Office spaces can also contain service-based businesses such as doctors offices, dentists, and lawyers offices. These types of offices are necessary to have in close proximately to residential areas. Encouraging office growth as part of a diversified economy will enhance Clemson's ability to adapt to economic shifts while maintaining a sustainable business environment.

Recommendations

- Conduct a study to evaluate the viability of small-scale office development within or near residential neighborhoods, and identify opportunity sites where appropriate.
- Expand office opportunities by supporting the development of new commercial space, including office environments with smaller retail spaces to support small businesses.
- Leverage Clemson's location and connections to major transportation routes to attract new businesses.

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Supporting Local Businesses

The South Carolina Small Business Development Centers (SBDC), located at Clemson University, plays a significant role in supporting small businesses and entrepreneurs in the City through free consulting services, business training, and access to financial resources. These services are especially important in a community like Clemson, where high commercial rents and the dominance of student-focused development have made it increasingly difficult for small businesses to take start, grow, and succeed. Outreach participants expressed a desire for more locally owned "mom and pop" shops, diverse dining options, and everyday services that cater to permanent residents, not just students and visitors.

As Clemson continues to develop its economic strategy, expanding support for small businesses should remain a priority. Many residents feel that Downtown lacks a strong year-round identity, and that more proactive steps are needed to recruit the kinds of businesses that reflect community needs. Investing in locally owned businesses enhances the City's economic diversity, keeps more money circulating within the community, and contributes to Clemson's unique identity. To support Clemson's small business community the SBDC offers guidance on business planning, marketing, and sourcing funding. Additionally, through partnerships with the U.S. Small Business Administration (SBA) and local economic agencies, the SBDC ensures that small business owners in Clemson have the tools and resources they need to thrive.

Participants expressed the need for effective strategies to attract and retain qualified job applicants for small businesses.

Recommendations

- Promote "Buy Local" initiatives like Small Business Saturday and Small Business Months to invest in small business success.
- Work with the Clemson Area Chamber of Commerce to maintain regular communication with local businesses, staying informed about expansion plans, operational needs, and opportunities for enhanced support.
- Support and promote the Clemson Area Chamber of Commerce's annual Small Business Expo.

Clemson Area Chamber of Commerce

The Clemson Area Chamber of Commerce supports local businesses, fosters regional collaboration, and promotes economic growth throughout the City and surrounding communities. As a key partner in shaping Clemson's future, the Chamber empowers businesses and individuals to thrive and contribute to the overall prosperity of the Clemson area.

Source: clemsonareachamber.org

CLEMSON AREA Chamber of Commerce

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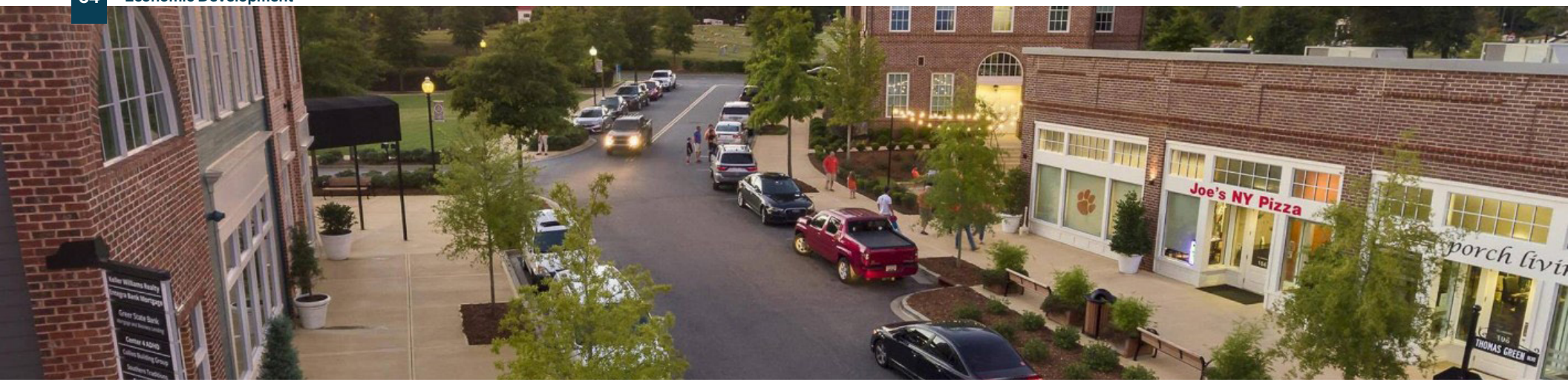

Promoting More Diverse Businesses

Clemson is committed to fostering a diverse and dynamic business environment that serves long-term residents, alumni, students and visitors alike. Outreach and engagement efforts identified that there is a strong desire for a broader mix of commercial offerings, including locally owned retail stores, diverse dining options, and office spaces. Expanding business diversity not only strengthens the local economy but also enhances Clemson's identity beyond its role as a college town by attracting a variety of businesses that meet the needs of all Clemson residents.

Recommendations

- Support business attraction through targeted programs such as façade grants or start-up assistance to encourage business diversity.
- Strengthen business retention by creating and expanding programs that provide mentorship and resources to help small businesses.
- Develop neighborhood commercial areas in appropriate locations that allow for small neighborhood markets, cafés, and other businesses to be situated near existing and future residential developments.
- Investigate opportunities to establish neighborhood-scale grocery stores, pharmacies, and similar businesses that serve residential neighborhoods.
- Continue to implement the City's bonding requirement for vacant commercial spaces in new mixed-use developments to support active and economically vibrant mixed-use areas.

What kind of impact would each of the following types of development have on the community?

Categories	Positive	Neutral	Negative
Retail Stores	70%	22%	8%
Personal Services	64%	34%	2%
Restaurants	77%	18%	5%
Entertainment	75%	17%	8%
Gas Stations	15%	49%	36%
Hotels	28%	50%	22%
Offices and Business Parks	31%	50%	19%
Industrial	13%	37%	50%

Source: Comprehensive Plan Online Community Questionnaire

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Expanding Employment Sectors

Clemson's economy is strongly tied to education, healthcare, retail, and accommodation and food services. Clemson University is one of the City's largest employers and is a key economic driver for economic activity.

Research and Technology

Clemson's College of Engineering, Computing, and Applies Sciences is one of the top-ranked programs in the country. Supporting university-affiliated research and startup incubators can foster job growth in engineering, technology, and software development. Expanding partnerships with university-led initiatives can attract private-sector investment in small-scale innovation spaces, such as flexible office hubs or coworking spaces, tailored to early-stage and technology driven businesses.

27.1%
of Clemson residents work in Educational Services

Healthcare

With major healthcare providers like Prisma Health Upstate and AnMed, capitalizing on the City's strong healthcare employment base will be key to driving economic growth. By encouraging the development of smaller medical office buildings and specialty care centers, the City can support outpatient services, specialty practices, and medical research. Integrating these facilities into existing commercial areas, mixed-use developments, and along major corridors, can help attract high-paying medical jobs and expand healthcare access for residents.

Accommodation and Food Service

Clemson's economy also benefits from accommodation and food services, driven by the University's events, sports tourism, and year-round visitors. The City can support job growth by promoting investment in boutique hotels, entertainment venues, and cultural attractions that create new hospitality and service industry jobs.

Recommendations

- Encourage mixed-use developments that integrate office and retail to create diverse job opportunities.
- Examine the City's economic assets and competitive disadvantages to determine achievable target industries for business recruitment.
- Support the Clemson Area Chamber of Commerce in conducting a study to determine which business sectors most appropriate for the City.
- Support the Clemson Area Chamber of Commerce to create a marketing and business recruitment strategy to position the City as a destination for business investment.
- Actively recruit tech and research-oriented businesses that align with the University's academic strengths and talent pipeline. Focus on emerging fields to retain graduates, foster innovation, and diversify the local employment base.

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Tourism and Recreation

With its strong sports culture, Clemson University already makes the City of Clemson a prominent destination for sports fans and alumni. However, beyond game days, the City has the potential to leverage its unique assets to increase tourism and attract more visitors to the community to boost its tourism economy and establish it as a destination.

Incorporating cultural heritage, outdoor recreation, and local arts scene elements into a unified tourism strategy will ensure Clemson stands out as a diverse destination, offering something for every visitor. These efforts would complement the University's sports presence but also enhance its appeal as a destination for family vacations, weekend getaways, and cultural exploration.

Athletics

Clemson University and its sports programs serve as an anchor for tourism. The City should continue to partner with the University and local businesses to enhance the visitor experience, expanding the reach of Clemson's sporting events through creative programming and fan experiences. Events could include fan festivals, sports clinics, or opportunities for visitors to engage with the University's history and athletic achievements.

Beyond collegiate athletics, the City can grow year-round tourism by leveraging its unique recreational amenities and available hotel capacity. Facilities like the pump track, skate park, and pickleball courts can support regional competitions and events. Lake Hartwell also offers potential for hosting triathlons, paddleboard races, and other water-based recreation. These efforts would not only build on the City's established identity but also serve as a catalyst for drawing in visitors throughout the year.

Cultural Heritage

Clemson's is rich with history, especially in its African American culture and heritage. The legacy of African American communities in Clemson offers a unique opportunity to attract cultural tourism. The City should continue to highlight historical landmarks and community-driven cultural events that celebrate this important history. Creating a cultural tourism experience that connects visitors to Clemson's diverse roots can further set it apart from other destinations. The City can strengthen its cultural tourism offerings by partnering with organizations like the Clemson Area African American Museum (CAAM), the Call My Name Project, and Clemson University's Black Heritage Trail Initiative. Collaborating with these groups and local businesses creates opportunities to attract visitors interested in Clemson's history.

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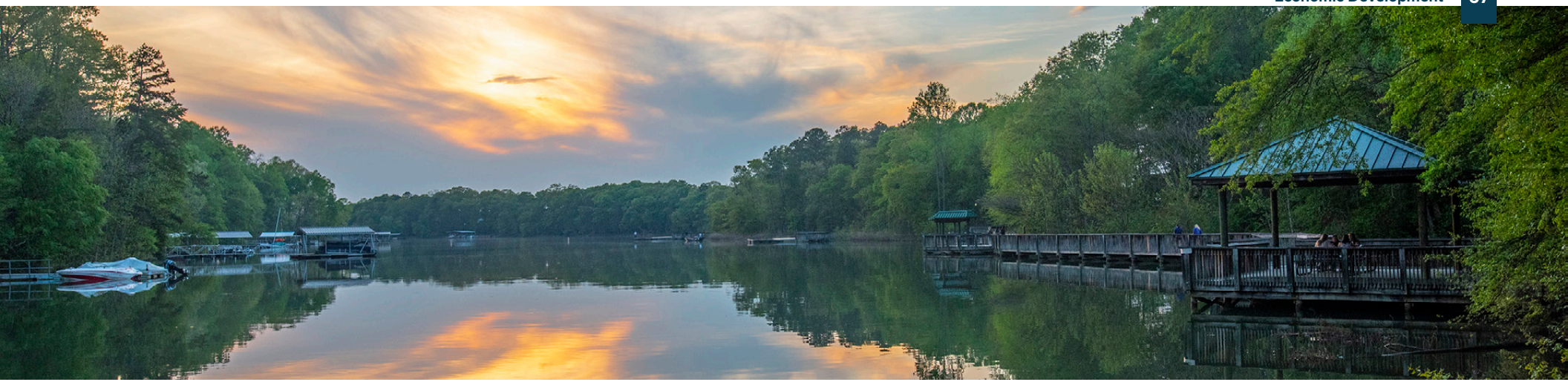

Outdoor Recreation

The natural beauty of Lake Hartwell provides a perfect setting for outdoor recreation. The lake offers opportunities for boating, fishing, hiking, and watersports, making it an ideal year-round draw for outdoor enthusiasts. Twelve Mile Recreation Area has a popular and well-maintained beach offering both recreation and relaxation on the lake. Nearby, Mountain View Park provides a more natural and quiet experience, with a small boat ramp, disc golf course, and a one-mile wooded trail for walking and biking. Continuing to invest in recreational infrastructure, such as boat launches and trails will help bring more visitors who seek to explore the area's natural resources.

Public Art

Clemson's thriving arts community is a critical asset that can attract tourists with interests in local arts, crafts, and performances. Supporting local artists and fostering public art installations can add to the City's vibrancy and make it a destination for art lovers and creators. The City of Clemson should contribute to promote the Arts Center as a hub for events and exhibitions, while exploring ways to enhance its offerings. By offering a space for performances, art shows, and community gatherings, the Arts Center can draw in visitors and showcase local talent. Additionally, an arts district within the City could bring together studios, galleries, and other programs.

Recommendations

- Explore the feasibility of creating an Arts District within the City.
- Continue to support year-round events like cultural and community events in Downtown Clemson.
- Partner with CAAAM to create culturally driven events to educate residents and visitors on Clemson's history.
- Continue to promote Lake Hartwell and surrounding natural resources as a destination for recreation and tourism.
- Encourage more outdoor recreation businesses to take advantage of the unique natural environment in the City.
- Support the Chamber of Commerce Sports Tourism Council to attract additional sporting events in Clemson.

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STRENGTHENING MAJOR COMMERCIAL CORRIDORS

Clemson has a significant opportunity for regional commercial growth, particularly along key corridors such as U.S. Route 123, College Avenue, U.S. Route 76 and U.S. Route 93, which serve as economic arterials for the City. These corridors experience high traffic volumes, highlighting their importance for both local and regional connectivity. To maximize their potential, strategic improvements in access management, land use, and design can enhance functionality, attract new businesses, and create more engaging commercial spaces. Reducing curb cuts in favor of shared access points, promoting higher-density mixed-use development, and addressing fragmented land ownership will help strengthen these corridors while improving traffic flow and safety.

U.S. Route 123

U.S. Route 123 serves as Clemson's primary commercial corridor, linking the City to regional economic hubs like Greenville and other surrounding communities such as Easley and Seneca. This corridor is a driver for regional economic activity, and already supports a mix of retail, dining, office, and service-oriented businesses. Given its strategic location and high traffic volume, U.S. Route 123 is well-positioned to attract commercial investment, including national retailers, office, and mixed-use developments. Future enhancements to the corridor could include encouraging new commercial opportunities and encouraging the development of office space to support economic growth and community needs.

State Route 93

State Route 93 is another key corridor in Clemson. This area hosts a concentration of commercial uses in the city, including businesses like the Walmart Neighborhood Market, auto-oriented services such as Advanced Auto Parts and O'Reilly Auto Parts, as well as some medical office spaces and dining businesses. The corridor is supported by both single-family, multi-family residential areas, and student housing.

From Williams Street to Cambridge Drive, there are several vacant lots that present opportunities for future development. Following guidance from the Future Land Use Plan, this area is designated for commercial, and office uses. Outreach participants showed a strong desire for more retail, restaurants, and entertainment options, expanding on this could create a more dynamic space that caters to residents' needs.

U.S. Route 76

U.S. Route 76 is a significant highway in South Carolina, connecting Clemson to various cities and towns in the region. Within the City, U.S. Route 76, along with U.S. Route 123, forms Tiger Boulevard, a primary thoroughfare linking Clemson University to downtown Clemson.

As development continues along this major corridor, the City should follow guidance from the Future Land Use Plan to encourage mixed-use developments. Mixed-use development along U.S. Route 76 can enhance the corridor's vitality by supporting a diverse range of housing options, attracting local-serving businesses, and creating active streets that are accessible to both students and long-term residents.

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College Avenue

College Avenue is the main artery of Downtown Clemson, this busy thoroughfare is a gathering spot for residents, students, and visitors. College Avenue is lined with a variety of restaurants, coffee shops, boutiques, and Clemson apparel stores on the south side of U.S. Route 123. In addition to its lively commercial scene, College Avenue is key to accessing important recreational areas, such as Larry W. Abernathy Park, which offers access to Lake Hartwell, and the Twelve Mile Recreation Area, a lakeside park with a beach, boat ramp, and picnic areas.



Proposed streetscape of College Avenue, Downtown Corridor Plan (2017)

Recognizing the need for a more pedestrian- and bike-friendly corridor, the City of Clemson completed the Downtown Corridor Plan in 2017. The plan outlined recommendations for improving the streetscape along College Avenue between Tiger Boulevard and Walter T. Cox Boulevard. Proposed improvements included removing on-street parking, widening sidewalks, and adding larger street trees to enhance safety and walkability. An improved streetscape boosts foot traffic and encourages patronage of shops, bars, and restaurants. More patrons attract businesses, improve property values, and aid in placemaking. College Avenue is a critical commercial and transit corridor, intersecting with major highways and providing access to key destinations such as the Clemson Amtrak station supporting the need to capitalize on potential pedestrian foot traffic.

Recommendations

- Prioritize U.S. Route 123, U.S. Route 76, and State Route 93 as the community's major commercial corridors, promoting a variety of retail, restaurant, entertainment, and service uses.
- Consider amending the zoning code to permit higher density residential uses along College Avenue to support mixed-use development.
- Invest in access management strategies, such as consolidating curb cuts and enhancing traffic flow, to improve safety and reduce congestion along U.S. Route 123.
- Identity infill opportunities along State Route 93 for new commercial, office or mixed-use developments.
- Review the Architectural Review Overlay regulations to ensure that architectural and site design along the City's main corridors is not only consistent, but also well-designed and visually appealing to attract new businesses.
- Continue prioritizing pedestrian improvements along College Avenue by incorporating wider crosswalks, bike lanes, and street furniture to create a more walkable environment for all users.

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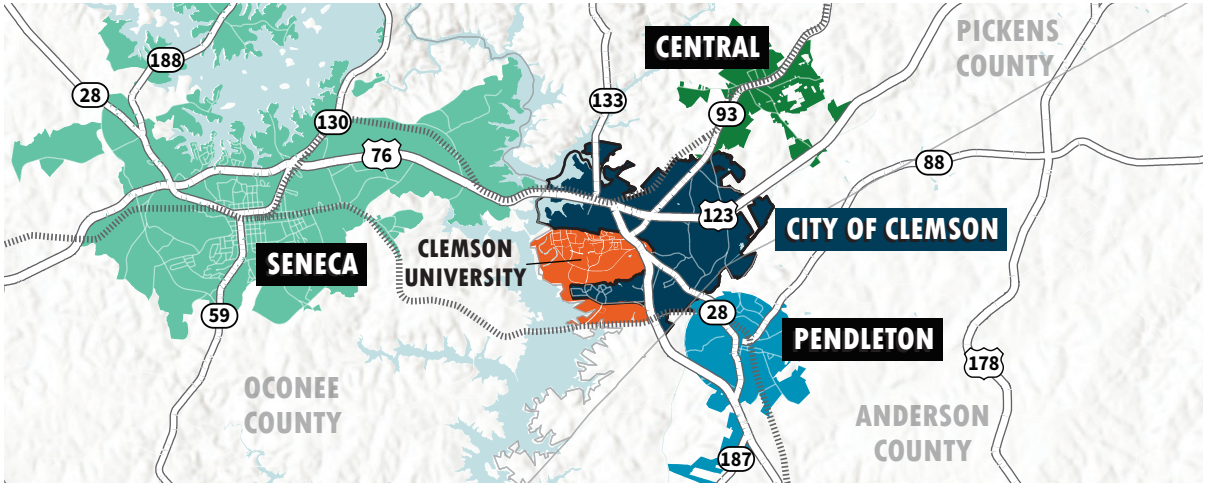
REGIONAL LOCATION AND INFLUENCE

The City plays an important role in the Seneca-Clemson-Pendleton region, serving as an anchor for commerce, education, and culture. Its strategic location enhances regional connectivity, with major highways like U.S. Route 123 and 76 linking it to neighboring communities. Clemson University serves as the primary economic driver, attracting businesses, fostering innovation, and supporting key industries. The City's influence extends beyond the economic sphere, with cultural events, sports, and community activities drawing in residents and visitors from surrounding areas. Ongoing partnerships between Clemson and nearby towns like Seneca, Central, and Pendleton focus on regional development, driving initiatives that promote sustainability and enhance the quality of life for residents. As a regional leader, Clemson is shaping the future trajectory of the Seneca-Clemson-Central-Pendleton area, ensuring its continued growth and prosperity.

Clemson and nearby towns like Seneca, Central, and Pendleton are implementing strategic regional development initiatives, like the Green Crescent Trail Network, enhancements to the Clemson Area Transit (CAT), and the Pendleton Recreation Collaboration with Clemson, through collaboration and shared planning efforts. Clemson, Seneca, Central, and Pendleton are simultaneously updating their comprehensive plans with a shared focus on regional coordination, ensuring that land use decisions support cohesive and sustainable growth across municipal boundaries. A key focus is improving regional transportation infrastructure by enhancing road networks and strengthening connections between major highways like U.S. Routes 76 and 123. Additionally, these towns are actively attracting businesses and investment in emerging sectors such as technology, manufacturing, and education to diversify and strengthen the regional economy.

To further promote growth, these cities and their counties engage in marketing initiatives that highlight the unique assets of each community, such as Clemson University's cultural and academic influence, Seneca's lakeside attractions, and Pendleton's historic charm, positioning the area as a cohesive and desirable destination for residents, businesses, and visitors.



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ECONOMIC DEVELOPMENT FRAMEWORK

The Economic Development Framework outlines strategies for strengthening Clemson's commercial corridors, office areas, and urban centers. The accompanying map is intended to help the City support and grow existing businesses, attract new investment, diversify the local tax base, and create high-quality employment opportunities. It also highlights key areas, such as U.S. Route 123, Uptown, and Downtown Clemson, where revitalization, infill development, and placemaking efforts can enhance both economic vitality and community character.

West Gateway

U.S. Route 123 is the primary thoroughfare in and out of Clemson and serves as a key connector to nearby cities like Seneca. As one of the first impressions visitors have of Clemson, the corridor plays a significant role in shaping the City's identity, sense of place, and economic diversity. This guidance applies specifically to the western portion of U.S. Route 123, where targeted improvements can have the greatest impact on the City's gateway experience. Commercial along this corridor should emphasize high-quality site and building design, attractive landscaping, and the revitalization of underutilized lots. These efforts will enhance the visual and physical character of the corridor and help support long-term economic growth. In addition, the creation of cross-access between adjacent properties should be promoted to reduce curb cuts, enhance traffic flow, and improve connectivity within existing commercial developments.

Downtown and Uptown

Downtown Clemson and the Uptown District play a central role in shaping the City's vision for an active and diverse urban core. The goal of each of these areas is to create a dynamic destination for shopping, dining, and entertainment that is welcoming to residents, students and visitors.

Downtown should offer an urban lifestyle, one that is lively and walkable. Thoughtful land use should encourage a diverse mix of businesses that cater to residents, tourists, and students, fostering an inclusive and dynamic commercial environment. Downtown will emphasize strong pedestrian and bicycle connections to surrounding neighborhoods and support an active mix of businesses that engage the street. Streetscape enhancements along College Avenue can improve safety, reduce traffic congestion, and create a more inviting experience for pedestrians and cyclists. By establishing a distinct identity and prioritizing connectivity, Downtown Clemson can continue to attract residents, businesses, and visitors while contributing to the City's long-term economic vitality.

Currently characterized by single-story commercial buildings, converted residences, and underutilized properties, Uptown has an opportunity for thoughtful redevelopment. With the incorporation of Abernathy Park, the district is primed to become a mixed-use destination that enhances walkability and connectivity to the park's natural assets. Future development should prioritize density within the core of Uptown while maintaining a human scale. Storefronts should actively engage with the street, with opportunities to integrate public plazas and gathering spaces that encourage people to spend time in the area and support adjacent businesses. The City envisions Uptown as a dynamic gathering place for residents, visitors, and alumni, where people can enjoy concerts, meals, and leisurely activities, including boat rentals and other lake activities.

UptownNEXT

UptownNEXT was an analysis of the Uptown area to shape the future of areas around College Avenue, Tiger Boulevard, and Abernathy Park, as a step of the ClemsonNEXT Strategic Plan. The UptownNEXT Plan envisions Uptown as a welcoming gateway to Downtown, highlighted by improved lake access and a strong storefront presence along College Avenue. It also provides guidance for creating inviting public spaces such as lawns, seating, play areas, plazas, and water features to enhance visitor engagement and support local businesses.

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Regional Center

The intersection of U.S. Route 123 and U.S. Route 93 is one of Clemson's most important commercial areas. While it includes key grocery, office, and hospitality anchors, the area has several vacant and underutilized lots, large surface parking areas, and disconnected developments. Today, most businesses along U.S. Route 123 and U.S. Route 93 are only accessible through individual driveways. Future development should focus on improving internal connectivity, through shared driveways, cross-access between parcels, and coordinated parking areas.

Encouraging infill on empty or underused lots with new storefronts, offices, and small businesses will help bring new life to the area. Key intersections like U.S. Route 93 at Canoy Lane, Newton Street, and Williams Street are ideal locations for active storefronts, while outlot opportunities exist at U.S. Route 93 and Newton Street, U.S. Route 93 and Skyview Drive, and U.S. Route 123 and Pressley Drive. Over time, as housing along U.S. Route 123 transitions, these sites could also support new storefront commercial, or office uses that better serve the community. Continued planning efforts should include updated development standards to support shared parking, cross-access, and reduced curb cuts, ensuring this area evolves into a well-connected commercial center.

Outlot Development

Many businesses along Clemson's main corridors are characterized by large surface parking lots, which present an opportunity for outlot development. Outlots are smaller, developable properties within a parcel that are generally sited near the property line along the frontage road and typically include restaurants and other retail and service uses. Incorporating these developments can help break up the visual impact of large surface parking lots, create space for new businesses, and introduce new commercial activity closer to the street.

Master Planned Mix of Uses

Development configured for a mix of uses are becoming increasingly popular as a way to integrate commercial, residential, and office spaces within a single site or building. One of the most significant examples is the Kadera Planned Development, which will include up to 1,600 residential units, a town center, and a new park across more than 300 acres. The development offers a variety of housing types, including estate lots, townhomes, and rental apartments, creating a diverse and inclusive neighborhood for new residents and students alike. The Kadera development is expected to catalyze redevelopment and reinvestment in this area of the City. The commercial and office spaces in the town center should support both future residents and those living in nearby areas.

Connected Commercial Areas

Revitalizing the commercial areas along Clemson's key corridors should focus on creating better-connected spaces with a mix of retail, restaurants, personal services, and entertainment. Vacant and underutilized lots, particularly along U.S. Route 93 from Williams Street to Berkeley Place Circle, offer opportunities for new businesses that reflect community priorities. If single-family homes along the corridor become available, these properties could be redeveloped for commercial uses that are thoughtfully integrated with the nearby neighborhoods, providing walkable access.

Although these areas will continue to accommodate car traffic, the City should work with developers to improve the pedestrian experience within sites connecting them to the adjacent neighborhoods. This includes adding internal walkways, better connections to public sidewalks, and ensuring that new development is accessible to nearby housing. Residents of Cambridge Creek Clemson and The Retreat of Clemson, for example, should be able to walk or bike to new businesses located south along U.S. Route 93. New development should also align with and connect to future housing reinvestment efforts outlined in the Residential Framework on page 57. For properties along Old Stone Church Road and Pendleton Road, neighborhood commercial uses which support surrounding residential area should be promoted. Currently residents on the south side of the City have to travel north to access daily goods and services. Goldman Street could be used as access to businesses, eliminating the need for pedestrians to travel along higher trafficked corridors.

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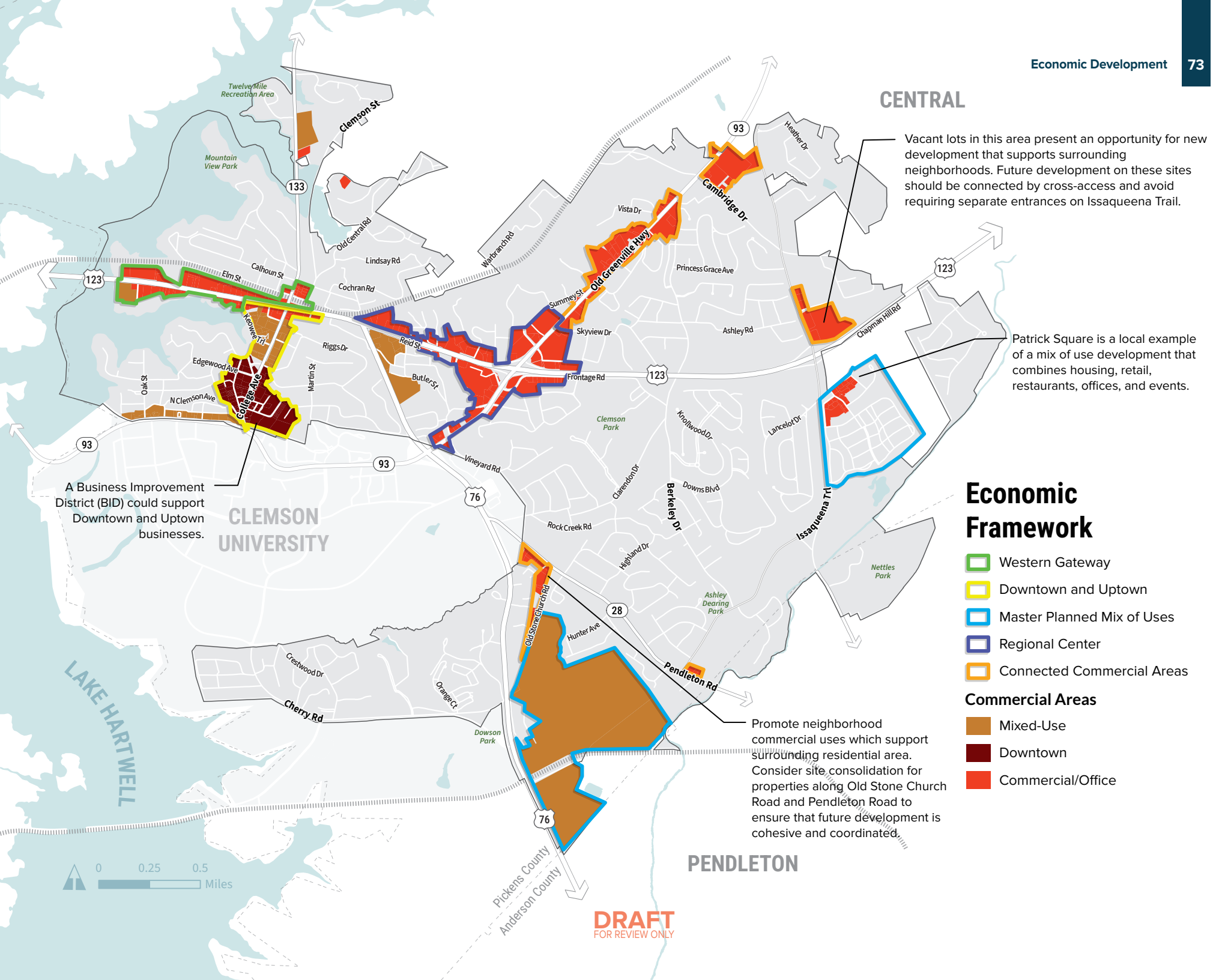
CENTRAL
Vacant lots in this area present an opportunity for new development that supports surrounding neighborhoods. Future development on these sites should be connected by cross-access and avoid requiring separate entrances on Issaqueena Trail.
Patrick Square is a local example of a mix of use development that combines housing, retail, restaurants, offices, and events.
A Business Improvement District (BID) could support Downtown and Uptown businesses.
CLEMSON UNIVERSITY
Promote neighborhood commercial uses which support surrounding residential area. Consider site consolidation for properties along Old Stone Church Road and Pendleton Road to ensure that future development is cohesive and coordinated.
PENDLETON
LAKE HARTWELL
Pickens County
Anderson County
Twelve Mile Recreation Area
Mountain View Park
Clemson Park
Nettles Park
Ashley Dearing Park
Dowson Park
Clemson St
Old Central Rd
Lindsay Rd
Warbranch Rd
Cochran Rd
Calhoun St
Elm St
Keowee Trl
Riggs Dr
Edgewood Ave
College Ave
N Clemson Ave
Oak St
Martin St
Reid St
Butler St
Summey St
Old Greenville Hwy
Vista Dr
Cambridge Dr
Heather Dr
Princess Grace Ave
Skyview Dr
Ashley Rd
Chapman Hill Rd
Frontage Rd
Vineyard Rd
Knollwood Dr
Lancelot Dr
Claredon Dr
Berkeley Dr
Downs Blvd
Issaqueena Trl
Rock Creek Rd
Highland Dr
Old Stone Church Rd
Hunter Ave
Pendleton Rd
Crestwood Dr
Orange Ct
Cherry Rd
123
133
93
76
28
0 0.25 0.5 Miles
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Economic Framework
Western Gateway
Downtown and Uptown
Master Planned Mix of Uses
Regional Center
Connected Commercial Areas
Commercial Areas
Mixed-Use
Downtown
Commercial/Office

07



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TRANSPORTATION AND MOBILITY

A balanced, efficient, and well-connected transportation system provides access to goods, services, and community resources, and supports land use and development. The transportation system in the City of Clemson consists of an integrated network of roadways, regional public transit services, pedestrian facilities, and an emerging bicycle system.

The Transportation and Mobility chapter aligns proposed land use recommendations with recent transportation plans, outlining strategies to maintain effective and efficient mobility for drivers while further diversifying and enhancing alternative transportation options. A series of transportation maps within this chapter shows existing and planned networks for roadways, sidewalk infrastructure, bicycles, and transit. These maps will guide future transportation infrastructure investments and, with the chapter's other recommendations, ensure safe, convenient access to Clemson's existing and emerging destinations for all users.

IN THIS CHAPTER

Roadway Network

Traffic Management

Active Transportation Network

Rail

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Goals and Key Recommendations

Foster, develop, and improve the Clemson area multi-modal transportation systems and service to be compatible with a livable and connected environment in the Clemson community.

- Collaborate with Clemson University to invest and expand CATbus service to new developments.
- Improve parking availability by providing more parking for Downtown Clemson employees and customers, including additional parking garages and infrastructure for both student and non-student parking.
- Enhance traffic control and manage vehicular traffic along major corridors.
- Ensure pedestrian safety by encouraging safe crossings on busy streets.
- Improve pedestrian, cyclist, moped, scooter, and other alternative means of transportation accessibility throughout the City by enhancing sidewalk connectivity and improving supporting infrastructure.
- Building on the *2022 Bikeways Plan*, invest in the Green Crescent Trail, and expand the city-wide protected bike and trail network.

Town and Gown

Transportation is one of the most visible and impactful parts of the City's relationship with the University. Collaboration between the two is essential to keep people moving safely and efficiently, whether they are permanent residents or students.

CATbus and Tiger Transit each play a distinct and complementary role. CATbus focuses on connecting people to and from the edge of campus and throughout the broader community, while Tiger Transit gets students and visitors directly to their destinations on campus. As the systems continue to work more closely together, coordinated planning is helping to close gaps in service, reduce redundancy, and create a more seamless mobility experience.

Looking ahead, shared investment in CATbus, joint planning of route alignments and stop locations, and building out a connected bikeway and pedestrian network, including exploring additional BCycle stations in the City, will help create a more complete transportation system. Coordinated wayfinding signage, improved bike infrastructure, and integration of multimodal options can ensure transportation remains inclusive, sustainable, and reflective of Clemson's interconnected identity. Pilot initiatives such as universal passes, co-branded routes, or integrated gameday shuttles can further demonstrate the value of this partnership and build momentum toward a fully connected transit system.

Sustainability and Resiliency

A sustainable and resilient transportation system is important to creating a healthier, more connected, safer, and more durable community. Creating this type of system requires constructing new infrastructure while continuing to maintain what exists. During outreach, community members continually praised Clemson's transit system but felt that more routes and stops were needed to complete the network. Increasing route coverage would reduce car dependency and expand mobility options for all residents.

Investments should focus on expanding multi-modal options such as protected bike lanes, continuous sidewalks, and safe pedestrian crossings. Integrating solar-powered bus shelters and adopting smart traffic technologies can reduce environmental impacts while enhancing system efficiency. Building redundancy into transit networks, such as loop routes and microtransit services, can ensure continued access during service disruptions or emergencies. Additionally, improved stormwater infrastructure near transportation corridors will protect roads and paths from climate-related flooding, supporting long-term durability and safety.

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Clemson, Anderson, Pickens (CAP) Long Range Transportation Plan

The Anderson and Pickens County area is experiencing significant growth in population and employment, positioning it as a key part of the greater Greenville-Atlanta region. In response, a regional partnership has been established to assess current and future mobility needs over the next 20 years through the development of the Clemson, Anderson, Pickens (CAP) Comprehensive Transportation Plan.

This study aims to enhance mobility and accessibility to jobs, housing, and essential services by identifying existing transportation challenges, defining the purpose and need for future projects, and evaluating the costs and benefits of multimodal transportation investments. The Long-Range Transportation Plan (LRTP) will align local and regional transportation priorities, feeding into a future Anderson-Clemson Area Transportation Study (ACATS) update, while also formalizing land use and policy recommendations to support long-term regional growth.



Source: WSPA.com

ROADWAY NETWORK

Clemson is bisected by U.S. Route 123 from east to west and State Route 133 from north to south. The two roads meet about half a mile north of Clemson's Downtown. The City does not contain a traditional street grid. Minor arterials and major collectors serve to move people through the City while most local streets form curvilinear connections to serve subdivisions. This configuration can create challenges and places stress on U.S. Route 123 as one of the only east-west connectors in the City.

Roadway Classification

All roadways in Clemson are classified according to a national system utilized by the Federal Highway Administration (FHWA). The classification establishes the function of each segment within the larger transportation network and includes the following designations, Principal Arterial, Minor Arterials, Collector, and Local.

U.S. Route 123 and U.S. Route 76 are principal arterials that provide a high level of mobility and long-distance travel at high speeds to a high volume of traffic. State Route 133/College Avenue, State Route 93/Old Greenville Highway, and State Route 28/Pendleton Road are minor arterials that support other transportation modes such as bus routes, and provide access to adjacent businesses and neighborhoods. Old Stone Church Road, Rock Creek Road, and Issqueena Trail are examples of collectors which gather and distribute traffic from local roads to arterials. Finally, Calhoun Street, Sloan Street, and Clarendon Drive are examples of local roads. These roads have fewer lanes and lower speeds to provide the greatest amount of access to surrounding land uses.

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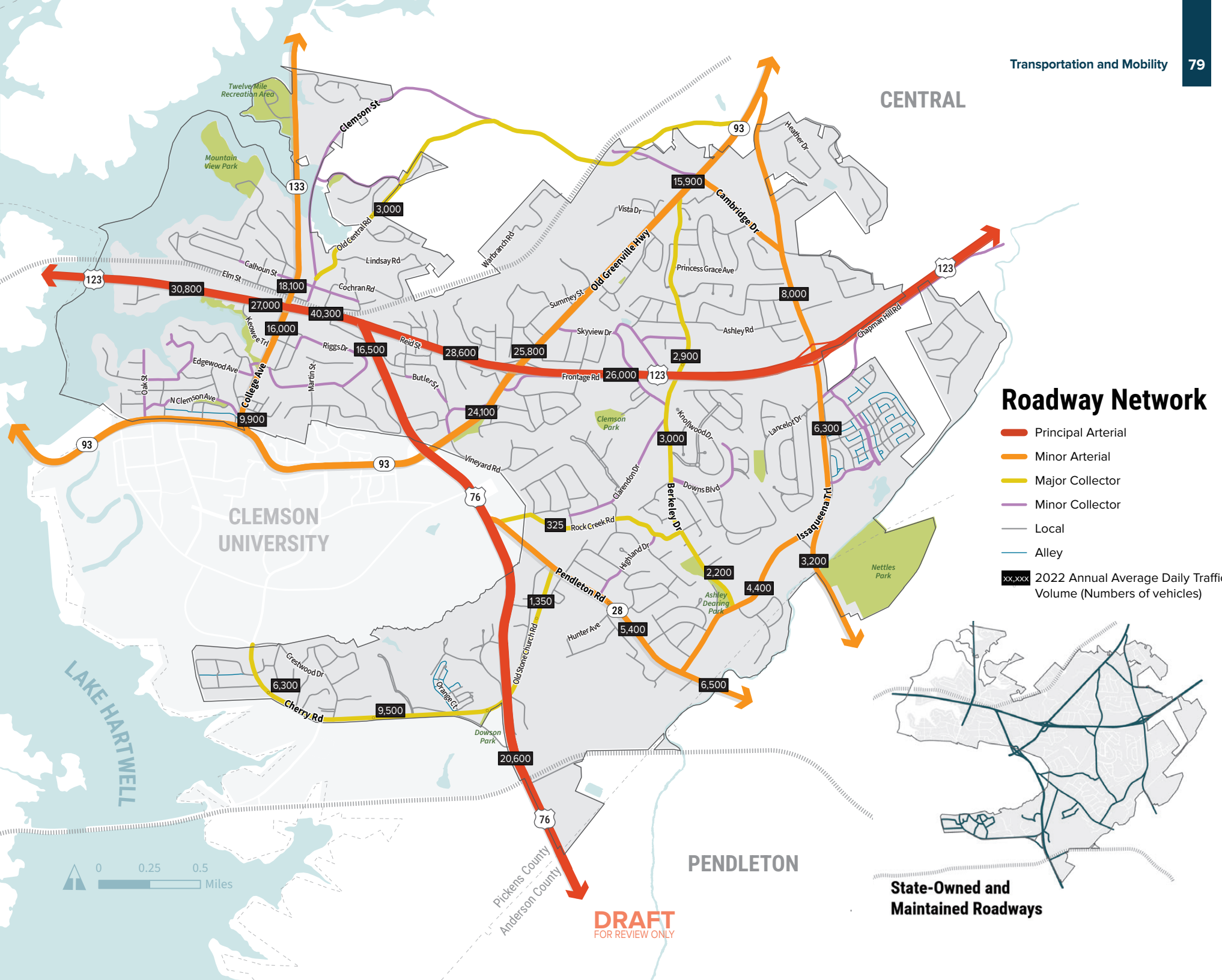
Roadway Capacities

As the City and University have grown, so has traffic. Metrics such as the Annual Average Daily Traffic (AADT) give the City an idea of the roadway capacities and where interventions may be required. The AADT is the daily average traffic a single section of the road can carry and is tracked and updated regularly by the South Carolina Department of Transportation (SCDOT). Since 2015, the AADT has increased on many key roads. The map indicates which roads have experienced an increase in traffic of over 40%. Traffic increased over 200% along Old Central Road to Ford Road likely due to new student housing construction. Other areas of the City have also experienced significant increases. As the City continues to develop, Clemon's roadways need to be able to handle future vehicle traffic for sustained growth.

Recommendations

- Continue to work with SCDOT and Pickens County to ensure that AADT and the Functional Classification align providing a safe and efficient roadway network.
- Continue to ensure that land use and transportation improvements are aligned to promote safety and efficiency.
- Regularly review traffic volumes and speeds along collectors and local roadways to identify problem areas and address shifts in how drivers move through the community over time.
- Evaluate and apply strategies from ongoing LRTP and Safe Streets and Roads for All (SS4A) studies.


CENTRAL
CLEMSON UNIVERSITY
LAKE HARTWELL
PENDLETON
Pickens County
Anderson County
Twelve Mile Recreation Area
Mountain View Park
Clemson Park
Ashley Dearing Park
Nettles Park
Dowson Park
Clemson St
Old Central Rd
Lindsay Rd
Cochran Rd
Calhoun St
Elm St
Keowee Trl
Riggs Dr
Reid St
Butler St
Edgewood Ave
Oak St
N Clemson Ave
College Ave
Martin St
Warbranch Rd
Summey St
Old Greenville Hwy
Vista Dr
Princess Grace Ave
Skyview Dr
Frontage Rd
Ashley Rd
Heather Dr
Chapman Hill Rd
Knollwood Dr
Lancelot Dr
Downs Blvd
Clarendon Dr
Berkeley Dr
Issaqueena Trl
Vineyard Rd
Rock Creek Rd
Highland Dr
Pendleton Rd
Hunter Ave
Old Stone Church Rd
Orange Ct
Crestwood Dr
Cherry Rd
Cambridge Dr
123
133
93
76
28
3,000
18,100
30,800
27,000
40,300
16,000
16,500
28,600
25,800
26,000
2,900
15,900
8,000
9,900
24,100
3,000
6,300
325
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3,200
1,350
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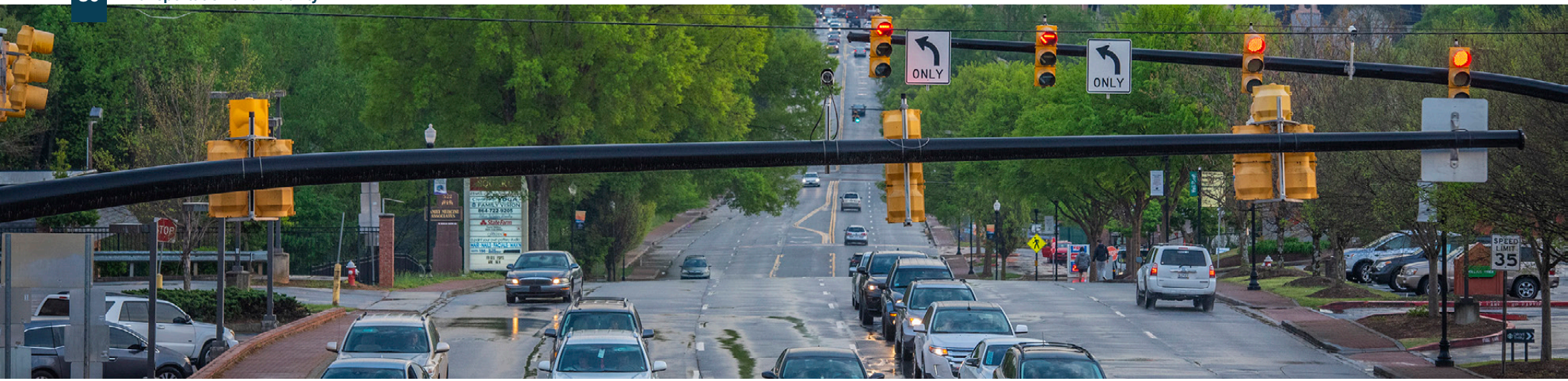
Roadway Network
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local
Alley
xx,xxx 2022 Annual Average Daily Traffic Volume (Numbers of vehicles)
State-Owned and Maintained Roadways



Roadway Improvements

As traffic conditions continue to change in Clemson, roadway improvements are needed to keep current levels of service and to accommodate future growth in the City. The Anderson Clemson Area Transportation Study (ACATS) Metropolitan Planning Organization (MPO) organizes the prioritization and funding of infrastructure projects in the Clemson area. Based on that study the following improvements were identified. State Route 133, Pendleton Road, Old Central Road, Issaqueena Trail, and Berkeley Drive will be widened to three lanes and transformed into complete streets. U.S. Route 123 and U.S. Route 76 will have general improvements made.

In addition to these planned improvements, throughout outreach several other improvements were identified. These are shown in the Roadway Improvements Map and include a variety of intersection improvements. These intersection and roadway improvements are intended to increase flow and safety for vehicles and provide quality infrastructure for pedestrians and cyclists on streets that currently lack it.

Complete Streets

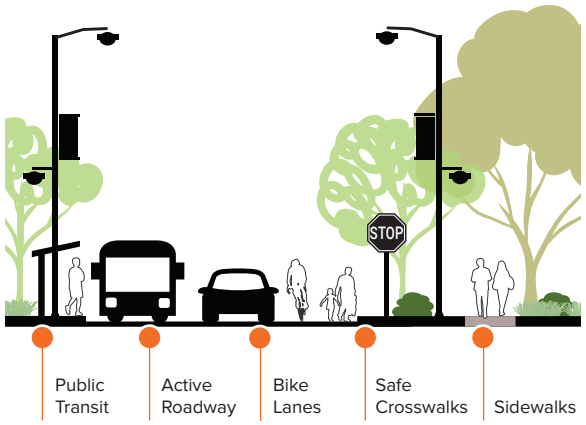
Complete Streets are roadways designed and operated to provide safe, comfortable, and convenient access for all users, including pedestrians, cyclists, motorists, and public transportation riders, regardless of age or ability. These streets incorporate features such as sidewalks, bike lanes, bus stops, crosswalks, accessible curb ramps, and traffic calming measures to create a more inclusive and efficient transportation network. Complete Streets policies are used to improve transportation systems to meet the needs of all types of users.

In 2021, SCDOT adopted a new “Complete Streets” Policy that requires them to work with regional transportation planning partners and regional transit providers to identify and include walking, bicycling and transit needs as part of their regional visioning plans.

Recommendations

- Continue to work with ACATS, SCDOT, and additional partners to identify future roadway improvement projects to meet the transportation needs of the community and the surrounding region.
- Consider a Complete Streets policy that can be used to inform municipal transportation projects and private development projects in addition to the installation, replacement, or reconstruction of underground utilities located within a public street right-of-way.

Complete Street



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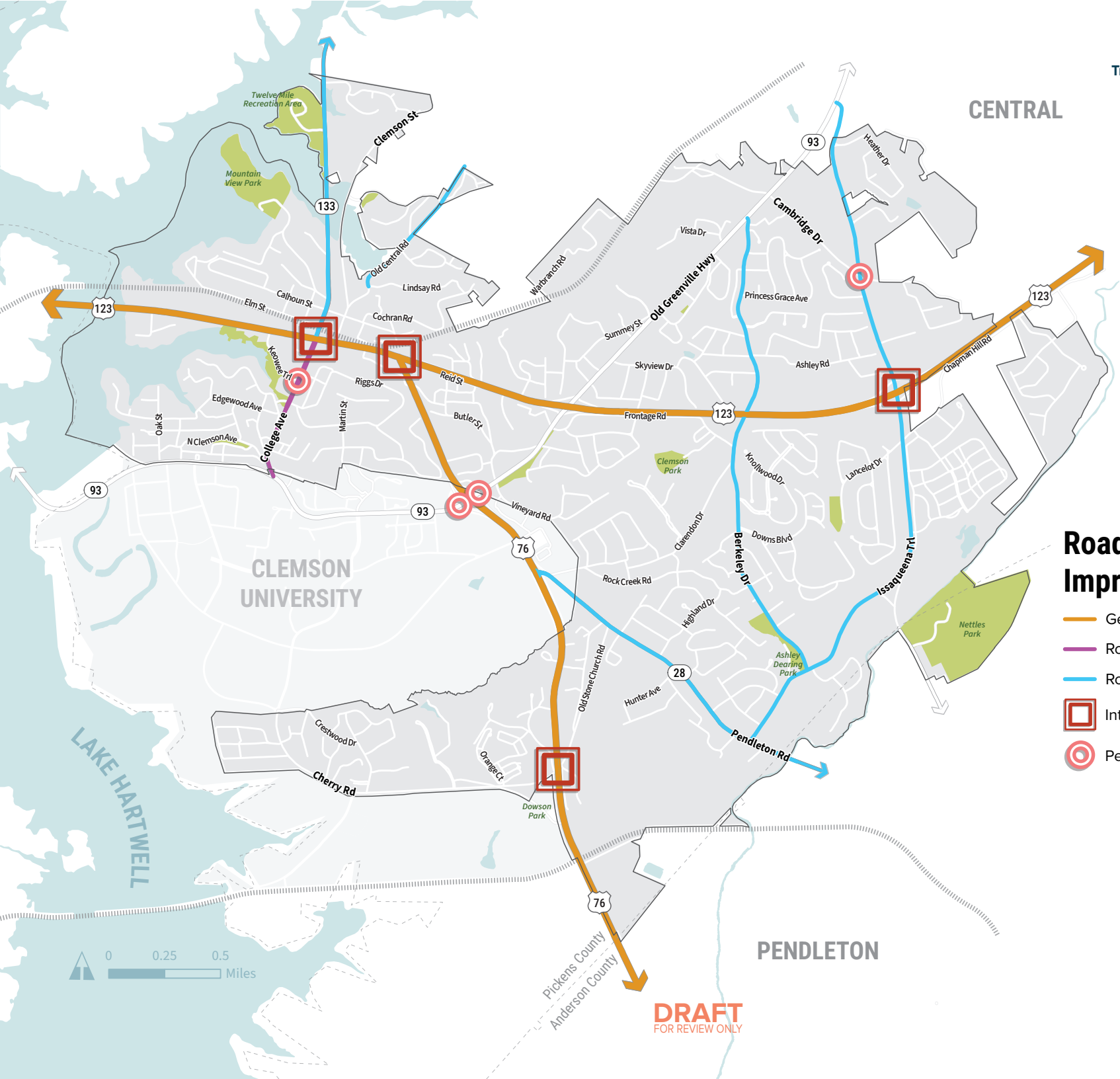

Roadway Improvements

- General Improvements
- Road Diet Improvement
- Road Widening and Complete Streets
- Intersection Improvements
- Pedestrian Crossing Improvements



TRAFFIC MANAGEMENT

Traffic is a common constraint of communities with high vehicle ownership and usage. Transportation infrastructure, such as travel lanes, intersection control, curb cuts, and others have a direct impact on traffic flow and safety. Unfortunately, traffic management is complicated further by land use development, parking demand, special events, and more. As a college town, Clemson experiences stark changes in traffic volume and must create a transportation system that is able to accommodate out-of-town visitors while ensuring the safety and comfort of residents.

Intersection Density

Intersection density refers to the number of intersecting streets and/or driveways. Clemson's principal arterials have the most intersecting streets and driveways with the greatest concentration located around the intersection of U.S. Route 123 and College Avenue. Secondary hotspots include Downtown and the intersection of U.S. Route 123 and State Route 93. The City should seek to reduce the number of driveway and street conflicts, leading to fewer interactions between those driving on the streets and those pulling in and out of driveways.

Curb Cuts and Access Management

Access management refers to the management of vehicular access points from roadways to the land parcels along them. Most of Clemson's streets, such as U.S. Route 123 have individual driveway entrances to each parcel along them. This can be a dangerous situation on high-speed streets as turning vehicles creates points of conflict with those traveling along the street. Pedestrians and cyclists are also negatively impacted as sidewalks and bike lanes are also bisected by the access driveways.

Recommendations

- Work with developers to provide cross access and shared parking for more cohesive development.
- Review development standards to determine if parking requirements should be updated to enable shared parking and maximize development potential between adjacent commercial properties.
- Explore consolidation opportunities that could support more unified commercial redevelopment.

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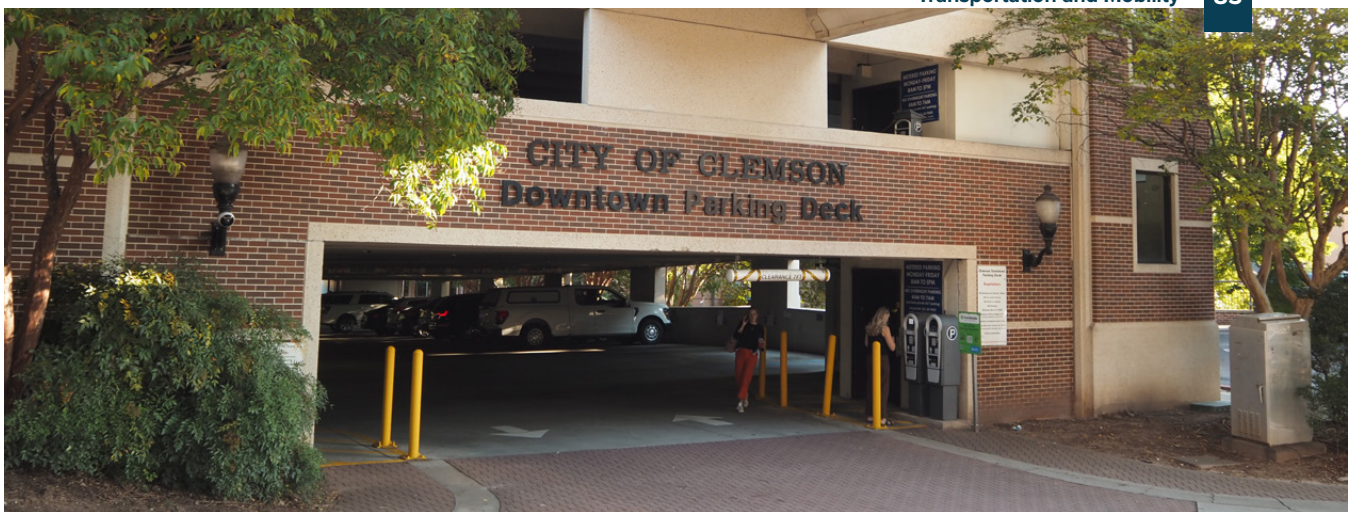

Downtown Parking

During outreach downtown parking was identified as an issue both for downtown employees and downtown patrons. Downtown parking consists of the Keith Street parking deck, various surface lots, parking integrated into developments, and on-street parking. Without a detailed downtown parking analysis it is difficult to determine whether more or less downtown parking is needed. However, providing adequate signage to inform drivers of available parking is beneficial to reduce the perception of a lack of parking.

Recommendations

- Conduct a full and comprehensive parking evaluation that looks at all on/off street parking locations, their utilization, recommendations related to modifications to parking layout or restrictions, and to develop strategies for incorporating best practices for parking with redevelopment opportunities.
- Locate surface parking lots behind buildings or at midblock locations where possible; parking lots at corners should be avoided.
- Provide vehicular access to parking lots from alleys or side streets, where feasible.
- Screen surface parking lots from public sidewalks and streets using low masonry walls, decorative fencing, and/or landscaping.
- Pave and clearly mark all parking lots, ensure adequate lighting and drainage, and incorporate permeable pavement, bioretention, shade trees, dark-sky compliant lighting, and low-impact native landscaping to provide long-term environmental benefits and cost savings.
- Designate additional on-street parking spaces for short-term parking (10-minutes), particularly within the vicinity of land-uses that result in quick trips including Walgreens, quick-service restaurants, and restaurants that see frequent visits from takeout.
- Provide consistent enforcement of existing and modified parking restrictions.

Gameday Parking Solutions

As a college town with frequent special events and gamedays, Clemson experiences significant changes in parking demand. Assessing event parking demand and developing a plan for overflow parking, including planning for temporary park-n-ride lots may be a short-term economical and effective solution as an alternative to building additional parking lots and garages. Staging areas for pick-ups and drop-offs for rideshare services such as Uber or Lyft may also be implemented to alleviate traffic congestion to and from the stadium.

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ACTIVE TRANSPORTATION NETWORK

To adequately grow and continue to create a multi-modal transportation network, the City needs to continue to prioritize the active transportation network. The active transportation network can be thought of as how people move throughout a city without a personal vehicle. The City has made investments in this network by expanding CATbus services, building out the sidewalk network, and enhancing bikeways.

Promoting a Complete Sidewalk Network

Critical to a safe and accessible active transportation network is ensuring that adequate sidewalks are provided throughout the community. Sidewalks are designed for pedestrian use and provide safer movement that reduce vehicle and bike conflicts with pedestrians. In Clemson, the SCDOT is primarily responsible for sidewalks on state or U.S. routes. Existing sidewalks on these streets are varied with portions of State Route 133 and U.S. Route 123 having sidewalks. In addition, most minor collectors and local roads do not nave sidewalks which forces pedestrians to walk in the street.

While these streets typically limit vehicle speeds, it remains dangerous to have these conflicts. Limited sidewalks also disincentivizes pedestrians from moving throughout the community without a car. Access to parks, amenities, and downtown is limited. The City should look to expand sidewalks throughout the community and promote development with pedestrian connections to enhance the sidewalk network.

Recommendations

- Reevaluate Sec. 16-57 of the Code of Ordinances to determine if the sidewalk petition process should be altered to make the construction of sidewalks easier.
- Continue to require developers to provide connections to the existing sidewalk or trail network.
- Require that new developments include sidewalks to promote walking and active transportation.
- Continue to require sidewalks on any new roads and consider retrofitting existing roadways when roadway improvements are made to build out the sidewalk network.

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Miles of bicycle facilities currently in the City of Clemson, which comprises both on-street and off-street facilities

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Safe Routes to Schools

Without adequate infrastructure for walking and biking, school-age children face risks navigating busy streets and are discouraged from active transportation. Adequate signage and accommodating sidewalks are also crucial components to ensure the safety of young pedestrians and cyclists. By investing in these measures, Clemson can create a safer environment for children to commute to school actively, promoting physical activity, reducing traffic-related hazards, and fostering a culture of sustainable transportation from a young age. The City has taken steps to improve walking and biking conditions on Berkely Drive by constructing the pedestrian bridge as part of the Green Crescent Trail. However, expanding additional routes from nearby subdivisions could be explored to further promote safe routes to schools.

Recommendations

- Use potential funding sources to identify possible and appropriate improvements for each route throughout the neighborhoods, while equitably distributing project construction funds based on use and need.
- Engage the community and Clemson Elementary School on the benefits of safe routes to school, to better understand and address residents' concerns, and to support neighborhood needs with these strategies.
- Encourage schools to work with parents and neighborhood associations to establish bike buses (also called "bike trains" - a group of cyclists, often students, who ride to a common destination together along a set route and schedule, similar to how a school bus operates) that can pick kids up and bring them to school.

ADA Accessibility

Considering ADA accessibility ensures equal access for individuals with disabilities, promoting inclusivity and enhancing community well-being. Efforts should focus on continuously improving street corners, crossings, and transit stops to ensure accessibility. Additionally, all planned and ongoing projects should incorporate accessibility standards.

Recommendations

- Create an ADA Transition Plan to identify streets that do not meet accessibility standards.
- Coordinate with transit providers to improve accessibility to and from transit stops.
- Upgrade existing transit stops to be accessible to people of all ages and abilities.



Students and families riding together on a 'bike bus' route in Charleston, SC.
Source: Post & Courier

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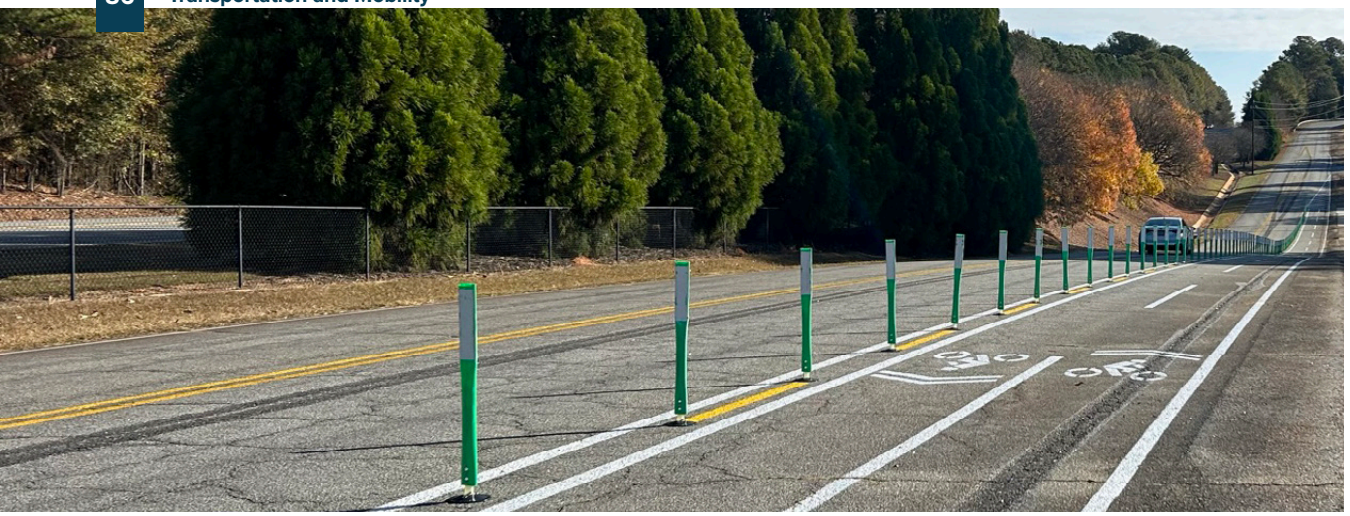


Bikeway and Trail Network

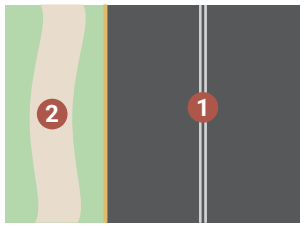
Improving Clemson's bike network enhances connectivity, sustainability, and public health while reducing traffic congestion. Expanding bike infrastructure supports economic development by attracting businesses and fostering a walkable community. It should integrate with transit and pedestrian networks and promote multi-modal transportation. Investing in bike-friendly infrastructure improves safety, lowers vehicle emissions, and enhances overall quality of life.

In 2022, the City created the Bikeways Plan to be the guiding document for the City's network of paths and routes. As a partner in the development of the Green Crescent Trail system, the City is committed to playing an active role in helping promote and expand access to bikeways both in town and throughout the region. To this end, the City is currently completing one of the more critical sections of the bikeway system that provides a direct linkage from Clemson Elementary School to the Clemson University trail system.

The City classifies different types of bike infrastructure as follows:

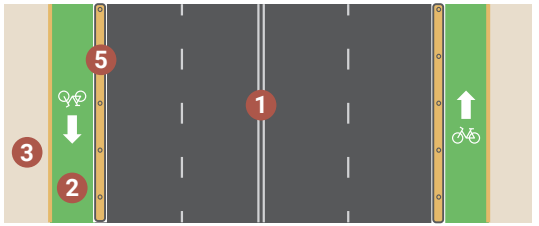
- **Class 1 – Multi-use Trails:** Bicycle paths, rail trails, or other facilities built for bike and pedestrian traffic and generally constructed within undeveloped corridors, in parks, open spaces, waterways, or utility corridors.
- **Class 2 – One Way Protected Bikeway:** On-street bike lanes separated from vehicle traffic by physical barriers like concrete or landscaped buffers, offering a safer cycling experience.
- **Class 2B – Two Way Protected Bikeway:** Two way on-street bike lanes separated from vehicle traffic by physical barriers like concrete or landscaped buffers, offering a safer cycling experience.
- **Class 3 – Unprotected Bikeway:** Designated on-road bike lanes marked by striping and signage.
- **Class 4 – Sharrow:** Shared roadways marked with signage, typically on low-speed, low-traffic roads but also applicable to wider high-volume roads. Motorists may need to change lanes to pass cyclists safely.

Class 1 Multi-use Trail

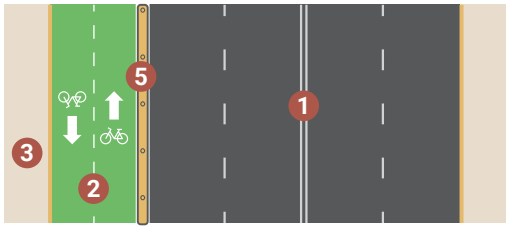


1. Roadway
2. Bike Facility
3. Sidewalk
4. Parking
5. Bike Lane Delineator

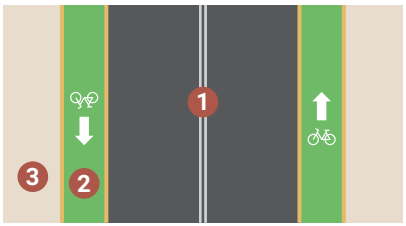
Class 2 One Way Protected Bikeway



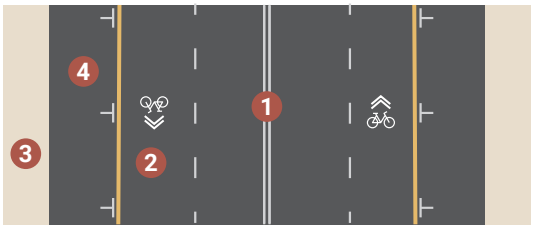
Class 2B Two Way Protected Bikeway



Class 3 Unprotected Bikeway



Class 4 Sharrow



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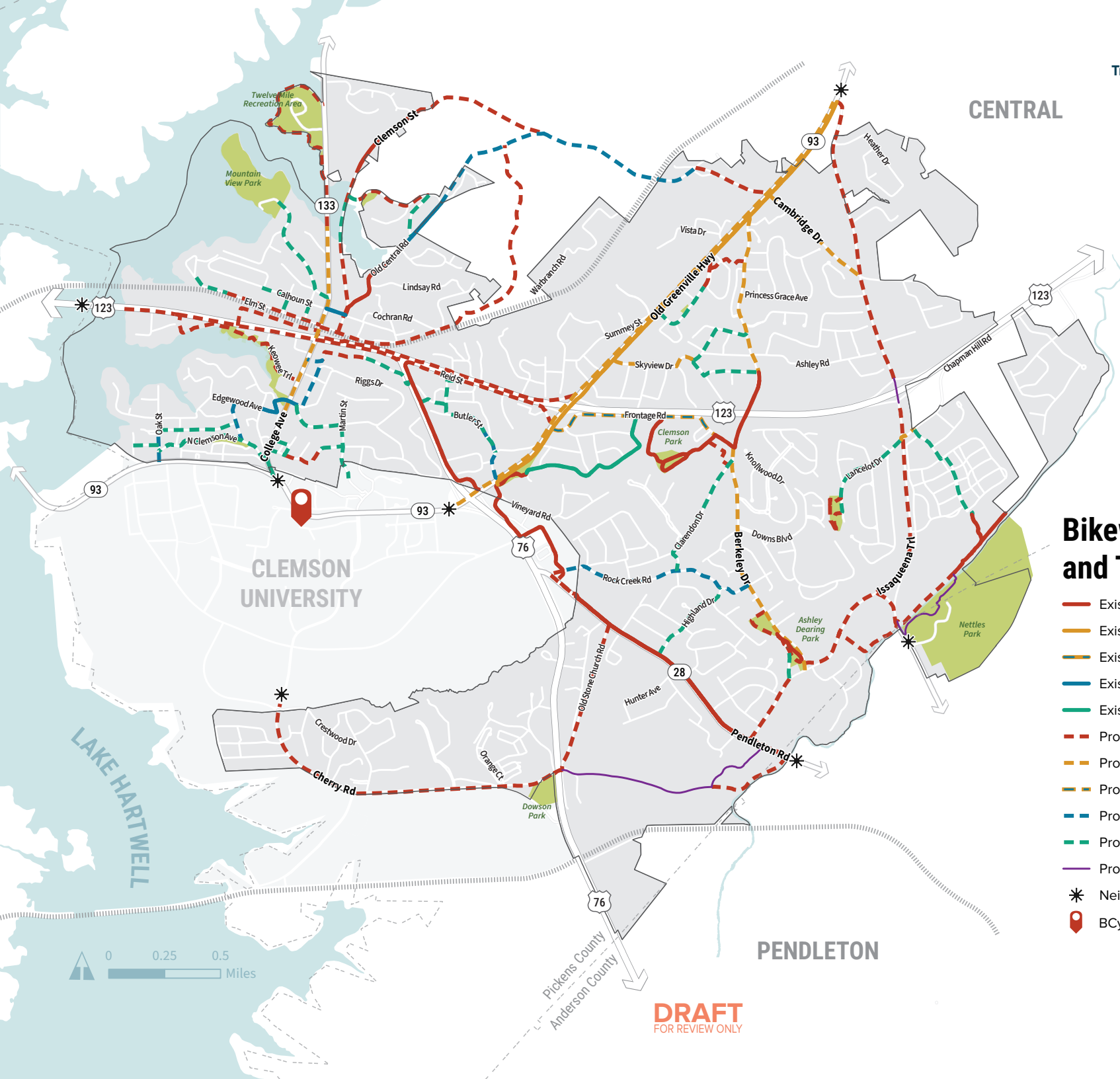

Bikeway Network and Trails

- Existing Class 1 Bikeways
- Existing Class 2 Bikeways
- Existing Class 2B Bikeways
- Existing Class 3 Bikeways
- Existing Class 4 Sharrow
- Proposed Class 1 Bikeways
- Proposed Class 2 Bikeways
- Proposed Class 2B Bikeways
- Proposed Class 3 Bikeways
- Proposed Class 4 Sharrow
- Proposed Undetermined Bikeway Class
- Neighboring Connection Opportunity
- BCycle Rental Station



Bike Sharing

While the City does not have a bike share program, Clemson University participates in a bike share program from BCycle bikes. Clemson University students, faculty, and staff can get a BCycle membership for $20 per year, with unlimited rides. Trips over two hours incur additional fees, and each ride has a $0.25 unlock fee. Funding for e-bikes and new stations came from the Graduate Student Government and the IT Student Advisory Board (ITSAB), which recently approved funding for 25 more bikes and two additional stations. Current bikeshare stations are located at Rhodes Annex, Watt Family Innovation Center, Core Campus, Hendrix Student Center, Fike Recreation Center, Sikes Hall, at Douthit Hub and near the R1/R2 parking lots.

While this program is catered to students, opportunities exist to expand into the City providing more cohesive bike infrastructure and connections. This would give off-campus students the ability to commute to campus without a car and would give residents and community members the opportunity to utilize the existing bike sharing network.

Recommendations

- Continue to implement the improvements outlined in the Bikeways Plan to build out a complete bikeway network within the City.
- Complete the connection from the Reese Street over-pass to the neighborhoods north of U.S. Route 123 improving the overpass to have an ADA ramp and a trail connection on the north side.
- Partner with Clemson BikeShare to promote and expand the bike share system city-wide, including securing sponsorships or donations to ensure afford-ability and accessibility for all students and residents.
- Determine and prioritize locations for bike share stations while maintaining trip data repositories to guide future planning.
- Coordinate bike share expansion with broader transportation and infrastructure initiatives such as constructing stations near CATbus Stops and the Amtrak station.

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Trails

Trails are often used to create a cohesive and connected parks and natural areas system. Clemson benefits from a favorable climate and active community who want to see more bicycle and pedestrian options. A small network of trails currently exists in the City including both multi-use trails and hiking trails. Multi-use trails provide more space for pedestrians, cyclists, and other active transportation users than sidewalks. They are often utilized in greenways to connect neighborhoods to parks and other land uses. Currently, the City features five segments linking to parks and open spaces such as Larry W. Abernathy Waterfront Park, Shanklin/Sams Greenspace, Ashley Dearing Park, Gateway Park, and Partick Square pond.

Green Crescent Trail

The Green Crescent Trail Network envisions a larger trail network to connect the City and nearby communities. The City has already begun construction on portions of the trail including bike lanes, bike routes, the Green Crescent Pedestrian Bridge, and kiosks. The goals of the trail focus on creating a connected, safe, and accessible network of walkways, bikeways, and trails that enhance transportation and recreation opportunities in the Clemson, Central, and Pendleton areas. As a partner in the development of the area wide Green Crescent Trail system, the City is committed to playing an active role in helping promote and expand access to bikeways both in town and throughout the region. The City should continue to implement the recommendations provided in the Green Crecent Trail Feasibility Study and use the following recommendations to guide future trail improvements in the community.

Recommendations

- Continue to require new proposed development projects to include the construction of any sections of bikeway planned to abut the project site.
- Utilize the recommendations in the Green Crecent Trail Feasibility Study to guide trail development in the City.
- Reassess the priority alignments from the Study to determine which priorities are still relevant and which ones should be updated.

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Clemson Area Transit (CATbus)

Clemson Area Transit is the sole transit operator in Clemson. It is a fare-free transit operator due to partnerships between the federal government, the state government, the City, and Clemson University. CATbus operates nine routes, providing service to Clemson, Clemson University, Anderson County, the City of Seneca, and the Towns of Central and Pendleton. Some routes are seasonal, and operations vary with the schedule of Clemson University. Due to the student population in Clemson, CAT is the most frequently used transit system in South Carolina, with an annual ridership of 869,103 in 2023.

Recommendations

- Enhance coordination with Clemson University by establishing a dedicated liaison to strengthen the partnership between the City and the University, improving CATbus efficiency through technology integration such as mobile apps and real-time tracking.
- Support regional multi-modal connectivity by collaborating with ACATS and other regional agencies to develop a safe, sustainable, and equitable transportation network that integrates public transit, biking, and pedestrian infrastructure.
- Strengthen public transit partnerships by continuing to collaborate with Clemson Area Transit (CATbus) and regional stakeholders to maintain and enhance Clemson's position as a leader in public transportation services in the Southeast.

RAIL

Rail activity is constant in Clemson, with freight and passenger trains passing through the City daily. Norfolk Southern's main line passes north of U.S. Route 123, with two separated grade crossings occurring at College Avenue and Old Central Road.

Freight Rail

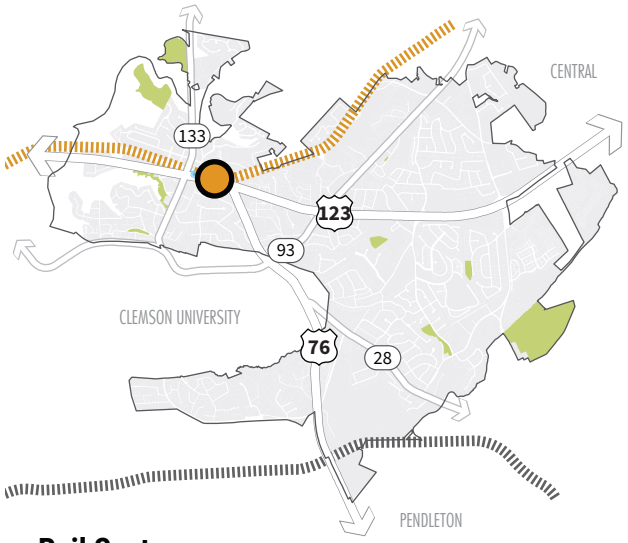
Norfolk Southern (NS) owns and operates two railway lines in the Clemson Area. The primary NS Class 1 railroad line travels west to east just north of U.S. Route 123. Freight that is being moved along the Atlantic Seaboard must use this line, which means all rail infrastructure along this corridor is updated to support NS's heaviest trains (315,000 lbs). The second rail line runs just south of Clemson's City limits and serves as a branch line for several manufacturing facilities between Clemon and Anderson. The nearest major NS rail yard is in Atlanta, GA and the nearest transfer terminal is the Greer Inland Port in Greer, SC.

Passenger Rail

Amtrak's Crescent route, which connects New York and New Orleans, travels through and stops in Clemson. Amtrak noted that this route's On-Time Performance (OTP) in 2022 was only 53% due to the prioritization given to Norfolk Southern freight trains. The route features two daily trains – one traveling northbound which departs 1:41 AM and the other traveling southbound which departs 6:09 AM. The station's annual ridership in 2023 was 4,317 passengers.

Recommendations

- Work with Amtrak to determine if there are ways to improve service for residents of the City.
- Work with the University to provide wayfinding and marketing to encourage students, parents and visitors to utilize the Amtrak stop within the City.



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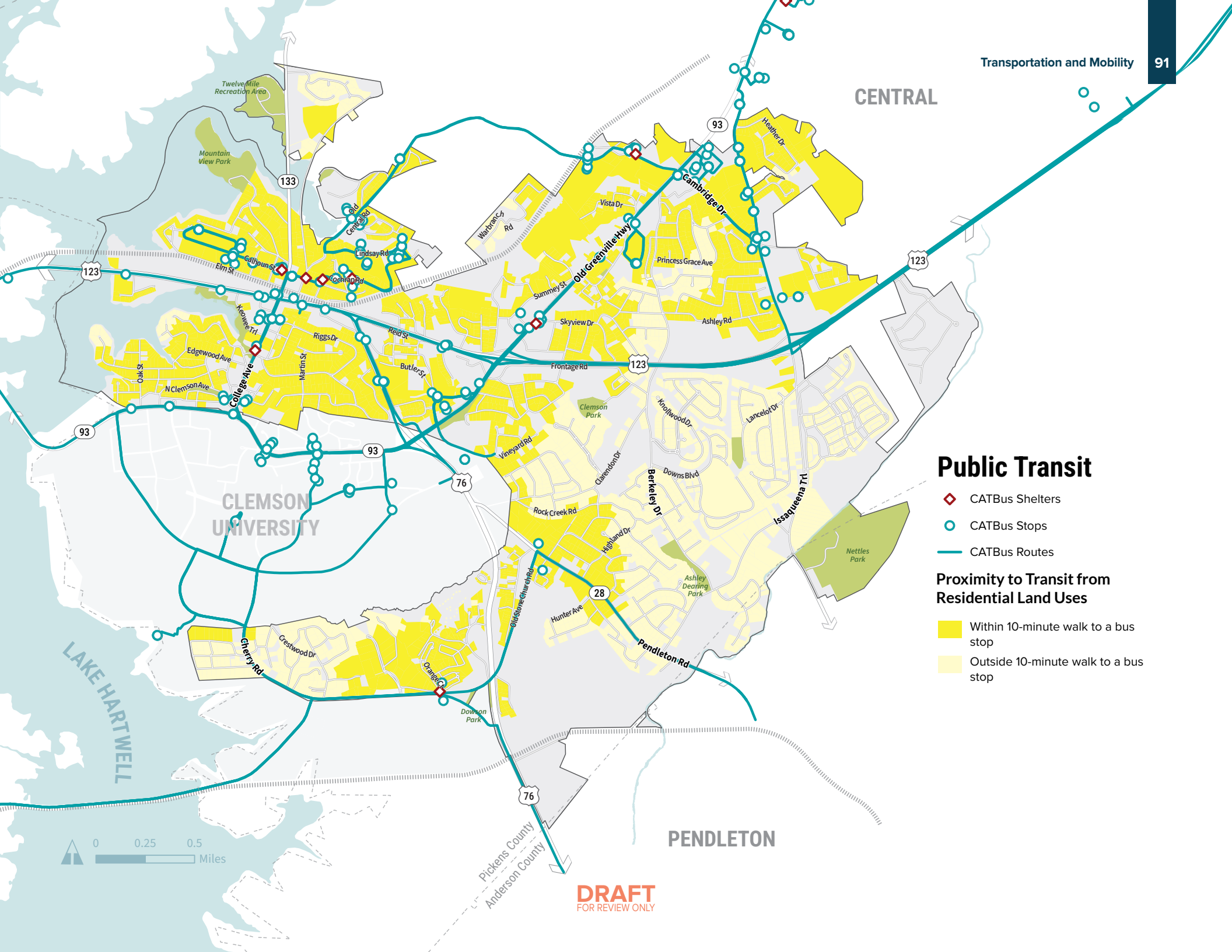

Public Transit

- CATBus Shelters
- CATBus Stops
- CATBus Routes

Proximity to Transit from Residential Land Uses

- Within 10-minute walk to a bus stop
- Outside 10-minute walk to a bus stop

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COMMUNITY FACILITIES, SERVICES, AND INFRASTRUCTURE

The Community Facilities, Services, and Infrastructure chapter provides an inventory of municipal facilities and services, parks, open spaces, trails, and environmentally sensitive areas, including Lake Hartwell and other waterways. It outlines policies and recommendations to ensure Clemson remains well-served by high-quality facilities and infrastructure. This chapter also emphasizes coordination and communication for services beyond the City's purview, supporting Clemson's excellent quality of life.

IN THIS CHAPTER

Community Facilities

Clemson University

Infrastructure

Energy

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Goals and Key Recommendations

Enhance the City's infrastructure, services, and community facilities to support growth, improve quality of life, and foster community engagement.

- Enhance wastewater and water treatment capacity, and sewer infrastructure as City grows.
- Prioritize budgeting and implementation of projects related to maintaining and expanding the capacity of the utility infrastructure system.
- Strengthen the family-feel Clemson experiences through increased community involvement and engagement.
- Manage and utilize the increased revenues and other benefits associated with the growth of Clemson in a manner that maintains the City's high level of service and benefits residents' quality of life.
- Improve and enhance existing community facilities such as the Clemson Area African American Museum (CAAAM), the Art's Center, Clemson Community Care, Free Clinic, and the Littlejohn Community Center, and establish new community events and activity centers at parks and other open spaces.

Town and Gown

The City and University have developed a strong, long-lasting partnership to best serve its residents. Fire and emergency medical services are operated by Clemson University's Department of Public Safety who was recently approved to expand Fire Department Station 1, which provides fire suppression for both the City and University. The University is also a driving force for research and innovation to offer better services and infrastructure ranging from public safety and broadband coverage. As Clemson grows, the City and University should continue to work together to update and modernize the existing facilities to improve service.

Clemson University is known for its strong programs in engineering, business, agriculture, and sciences and contributes significantly to the City's offerings. The community benefits from the educated workforce to provide sophisticated facilities, services and infrastructure for its residents. While the City and University operate as separate entities, they share common goals that encourage collaboration and community engagement, foster research and innovation, and maximize community resources.

Sustainability and Resiliency

Facilities, services and infrastructure is the foundation of a sustainable and resilient community. The City prioritizes resilient water and wastewater systems, proactive stormwater management, and partnerships with energy providers to ensure equitable access and environmental responsibility. The City encourages using dual stream recycling centers which aims to divert waste from landfills and encourage proper recycling with higher-quality materials and less contamination.

In 2021, Clemson received funding from ARPA to upgrade water, wastewater, and storm drain infrastructure. Completed upgrades include waterline replacements to address aging pipes, wastewater improvements to prevent leaks and infiltration, and storm drain upgrades enhancing flow and reducing flooding. These efforts ensure that infrastructure is in good condition, monitored consistently, and repaired when needed to minimize environmental harm.

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COMMUNITY FACILITIES

Community facilities, services and infrastructure provide the City of Clemson's residents and businesses with services and resources that contribute to the City's high quality of life. The Community Facilities and Infrastructure chapter presents general policies and recommendations to help ensure the City of Clemson remains well-served by facilities and services.

Government

The Clemson City Council is composed of seven elected officials: six council members and the mayor. The members of City Council are elected by the community for a term of four years, with terms staggered so that half of the membership is elected every two years. The Mayor is elected by the City's voters to a four-year term.

In addition to the City Council, the City is served by many citizen boards, committees, and commissions that meet on a regular basis to provide critical and valuable citizen input on various activities. The City's boards and commissions include:

- Planning Commission (established by state statute)
- Board of Zoning Appeals (established by state statute)
- Board of Architectural Review (established by state statute)
- The Accommodations Tax Advisory Committee (established by state statute)
- The Economic Development Advisory Board
- The Joint City University Advisory Board
- Parks, Recreation, Arts, Culture, and Tourism Advisory Committee
- Sustainability Committee
- Police Advisory Board
- Building & Fire Board of Appeals

Recommendations

- Invest in and maintain user-friendly online mapping resources for residents.
- Ensure board and commission members attend state-mandated training sessions.
- Supplement regular meetings with informal town hall-style gatherings to encourage public input.
- Keep agendas and supporting documents easily accessible on the City's website.
- Expand the use of GIS and other digital tools to enhance public access to City information.
- Continue using social media to share important updates and engage with the community.

Public Safety

Public safety services ensure quick response during crises and provide vital support in emergencies. Clemson's public safety facilities include the Clemson Police Department, staffed by 45 employees (35 sworn officers and eight detention officers). They are divided into five geographic zones to ensure coverage of the City. The City aims to have one officer in each zone at any given time.

Fire and emergency medical services in Clemson are provided by contract by Clemson University's Department of Public Safety within the Finance and Operations Division. The Clemson University Fire Department operates from two locations: its headquarters at 1521 Perimeter Road and the City-owned Clemson Fire Station #2 at 740 Issaqueena Trail.

While public safety is widely viewed as a strength, participants in the visioning workshop highlighted the need for additional fire substations near high-growth areas like Twelve Mile and U.S. Route 76 to enhance response times. As Clemson continues to grow, the City should work with these departments to update and modernize equipment and training programs.

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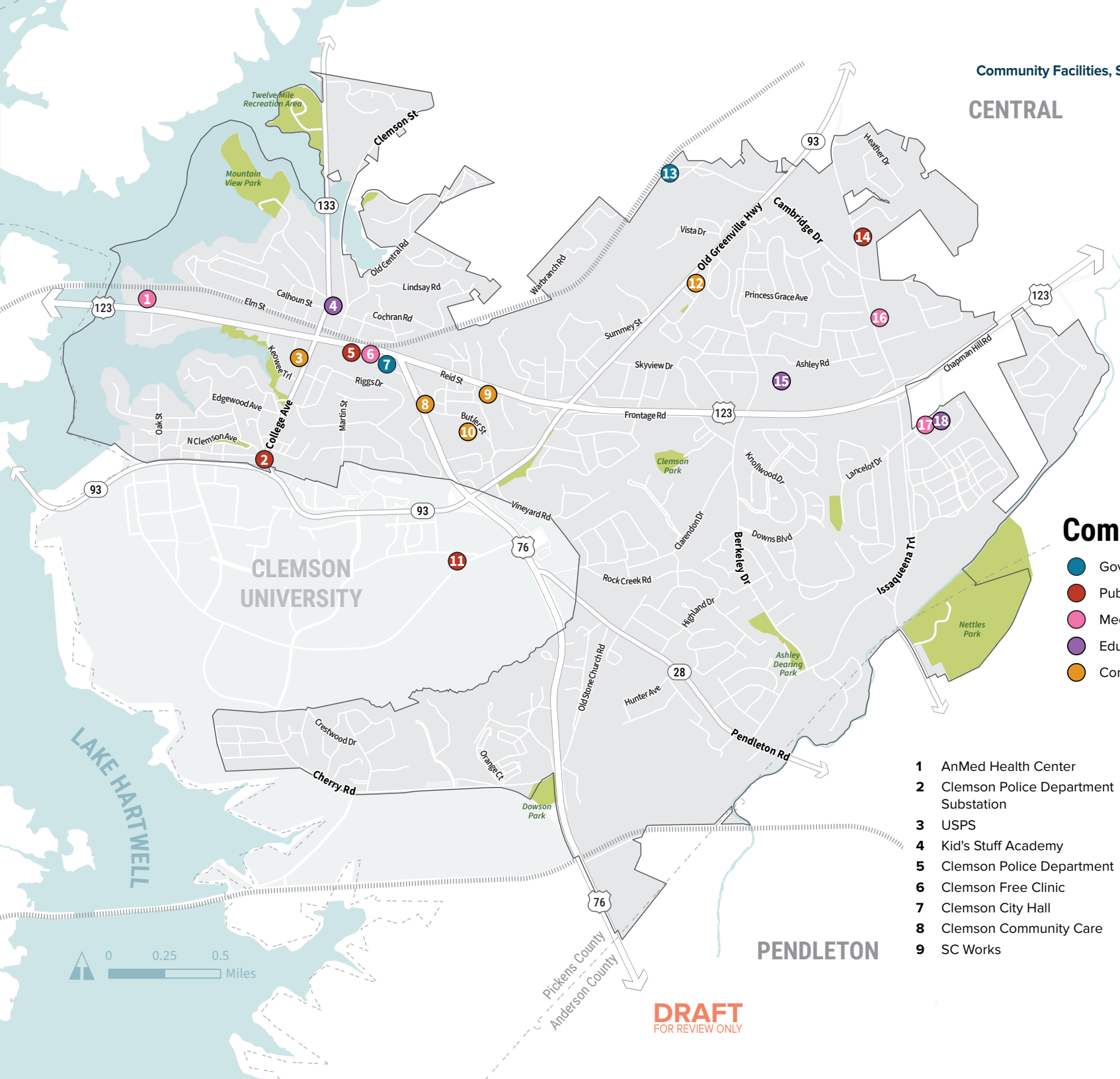

Community Facilities

- Government
- Public Safety
- Medical
- Educational
- Community Service

1 AnMed Health Center
2 Clemson Police Department Substation
3 USPS
4 Kid's Stuff Academy
5 Clemson Police Department
6 Clemson Free Clinic
7 Clemson City Hall
8 Clemson Community Care
9 SC Works
10 Arts Center and CAAAM
11 Clemson Fire and EMS
12 Littlejohn Community Center
13 Clemson Public Works
14 Fire Deparment Substation
15 Clemson Elementry School
16 Issaqueena Pediatric Dentistry
17 Prisma Health
18 Clemson Creative Academy



Health and Medical Facilities

Residents benefit from accessible outpatient care and strong regional partnerships, ensuring quality healthcare support despite the absence of inpatient facilities within City limits. Outpatient care is provided through clinics like AnMed Care Connect and the nonprofit Clemson Free Clinic, which is supported by grants and volunteers. Currently, residents rely on hospitals in neighboring communities, including Prisma Health's Oconee Memorial Hospital (10 miles) and AnMed Medical Center (18 miles). While no significant gaps were identified in outreach, the City's dependence on regional healthcare partners highlights the need for sustained collaboration to meet long-term needs.

Recommendations

- Continue to plan for additional staffing of the Police Department based on current and future needs of the community.
- Continue to coordinate the City's emergency response efforts with State and surrounding county and City agencies and Clemson University to ensure adequate provision of public safety services.
- Continue to utilize GIS and other technologies to survey and assess the safety of existing neighborhoods, including but not limited to, location of fire hydrants and emergency ingress and egress locations.

School District of Pickens County

Located in the Pickens County School District, Clemson Elementary School is the only public school within the City boundaries. Edwards Middle School and DW Daniel High School are also within the district and kids from the City feed into these schools. The elementary, middle, and high schools consistently rank among the highest-rated public schools in the state.

There are also several private school options near the City, including Oconee Christian Academy, Anderson Christian School, and Clemson Montessori School (pre-K–7). During outreach, nearly 80% of survey respondents felt that schools K-8 and high schools were a strength of the City even though middle and high school options are outside City limits. As the City continues to develop and the population increases, considerations should be given to building additional public schools to accommodate students within the City.

Recommendations

- Partner with school administrators to assess the impact of new growth, including annexations, and ensure that school capacity keeps pace with residential development to adequately serve new residents.
- Coordinate with the School District of Pickens County to support the strategic location, renovation, and expansion of school facilities in areas best suited for growth.
- Work with the School District of Pickens County to share data and develop accurate student enrollment projections.
- Collaborate with the school district and other public or nonprofit agencies to create shared school facilities, recreational spaces, and educational programs, when possible.

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CLEMSON UNIVERSITY

Clemson University is a public land-grant research university. Since its foundation in 1889, enrollment has grown from around 500 students to around 28,000 in 2023. The University is known for its strong programs in engineering, business, agriculture, and sciences and is classified as an R1 research institution. Clemson plays a significant role in the region's economy and workforce development, with strong ties to industries such as automotive manufacturing, agriculture, and technology. The university is also a driving force in research, innovation, and community engagement.

The City of Clemson and Clemson University share a dynamic and evolving partnership, working together to foster a safe, welcoming environment for both students and residents. While they operate as separate entities, they are united by a common goal of maximizing resources and collaboration in the area. The University's close proximity presents valuable opportunities for the City, but it also brings unique challenges, particularly with a large portion of the population consisting of young, transient students. Their strong commitment to cooperation and recognition as one of the nation's top town-gown relationships demonstrate that both the City and the University can successfully advance their respective missions through continued collaboration.

Recommendation

- Establish a regular joint planning committee between the City and the University to coordinate long-range planning efforts and transportation priorities.
- Work with the University to improve multi-modal transportation systems such as CATbus, bike infrastructure including additional BCycle stations, and increased pedestrian access, ensuring safe and convenient movement between campus and the broader community.
- Partner with the University to invest in public spaces, parks, and cultural programming that benefit both residents and students, particularly for key new development areas such as Kadera, reinforcing Clemson's identity as a unified community.
- Continue joint efforts to study and address student housing needs and off-campus impacts, including strategies for improving neighborhood quality of life, rental oversight, and housing diversity.
- Leverage University research, talent, and industry partnerships to advance economic development in the City, particularly in technology and innovation sectors.







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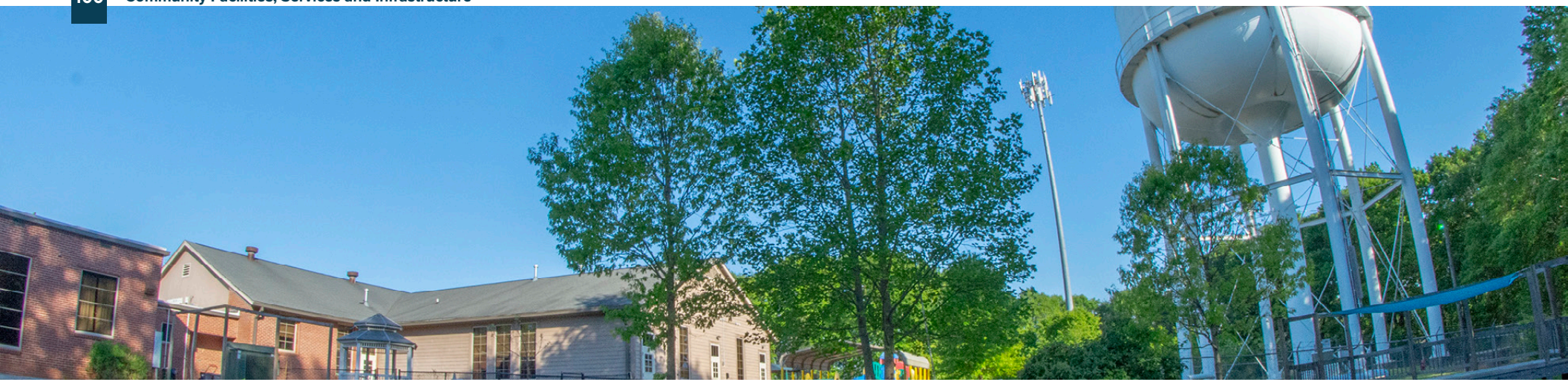

INFRASTRUCTURE

Clemson's utilities and infrastructure form the foundation of a thriving community, balancing reliability and innovation to support residents, businesses, and growth. The Engineering and Utilities departments together are responsible for ensuring the proper operation and safety of all infrastructure within the City, including water lines, sewer lines, and storm drain systems. The City prioritizes resilient water and wastewater systems, proactive stormwater management, and partnerships with energy providers to ensure equitable access and environmental responsibility.

In 2021, Clemson received $8.7 million from ARPA, allocating $7.2 million for water, wastewater, and storm drain upgrades in six focus areas. Waterline replacements address aging pipes, wastewater improvements prevent leaks and infiltration, and storm drain upgrades enhance flow and reduce flooding. The 2025 Fiscal Year (FY) budget allocates almost $6 million for water, stormwater, and wastewater improvements at Cochran Road, Monaco Estates, Roslyn/Vineyard, Strawberry Lane, Vista Drive/ Vista Circle, West Calhoun, Riggs Drive/ Poole Lane. These ARPA projects have carried over from Fiscal Year 2024. Projects completed in FY 2024 were Cochran Road water and wastewater and Strawberry Lane water and wastewater.

Stormwater

Clemson manages its stormwater through a Municipal Separate Storm Sewer System (MS4), which is regulated under the federal National Pollutant Discharge Elimination System (NPDES) Phase II Program. This system collects rainwater runoff from streets and properties and discharges it into local waterways, making pollution control essential. To comply with federal regulations, the City enforces a 2015 Stormwater Management Ordinance that focuses on reducing pollutants, educating the public about stormwater impacts, and maintaining the drainage infrastructure. These efforts ensure that stormwater is managed responsibly, protecting water quality and minimizing environmental harm.

Recommendations

- Establish a local 'Adopt-a-Stream' program to promote stream monitoring within the City.
- Encourage the use of pervious concrete, porous asphalt, and permeable pavers in parking lots, sidewalks, and driveways to enhance water infiltration.
- Consider promoting green roofs and rain gardens to absorb and filter stormwater.
- Consider strategically integrating bioswales and vegetated strips in appropriate areas to slow down runoff and improve water quality.
- Implement or adjust a stormwater fee based on the amount of impervious surface area to incentivize stormwater-friendly development.
- Ensure that new developments follow best management practices (BMPs) to minimize runoff and sedimentation in local waterways.
- Encourage compact and vertical developments that preserve open spaces and reduce impervious surface coverage.

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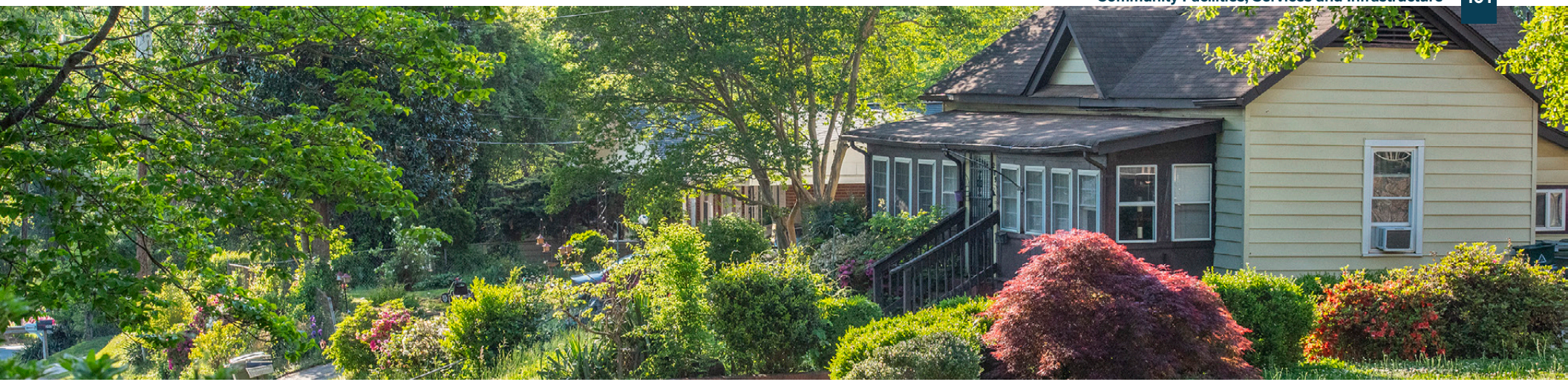

Wastewater

Residential development located outside of areas with sewer service must rely on septic systems, which can increase the upfront cost of each home due to installation, maintenance, and the need for larger lots to meet permitting requirements. While larger lot sizes often translate to higher per-unit costs, it is important to note that septic systems are typically used in more rural areas where land prices are generally lower.

Clemson's sewer service extends to most residents. The City operates two wastewater treatment plants: the upgraded Cochran Road WWTP (2.0 MGD capacity) and the jointly owned Pendleton-Clemson WWTP (2.0 MGD), which serves growing demand.

The City has upgraded the Cochran Road WWTP, expanding its capacity to 2.0 million gallons per day (MGD) to support anticipated wastewater demands from future growth. Meanwhile, a series of completed, planned, and ongoing projects at the Pendleton-Clemson WWTP focus on improving operational efficiency and system resilience, ensuring both facilities align with the community's evolving needs. This plant is currently being upgraded to 5.0 MGD capacity.

Stakeholder feedback during outreach emphasized the need to align wastewater capacity with population growth, guiding the City's proactive investments in infrastructure resilience and sustainability.

Recommendations

- Complete upgrades to reduce infiltration and inflow in the wastewater system.
- Continue to expand and replace infrastructure as population increases and the City boundary reaches into the Growth Areas ensuring that future residents have access to City services.
- Maintain and expand the sewer line replacement program to improve system efficiency and reliability.
- Regularly assess the remaining capacity of the Pendleton-Clemson Wastewater Treatment Plant to ensure timely planning and implementation of necessary upgrades.
- Develop a strategy for transitioning from secondary to tertiary wastewater treatment to enhance water quality and environmental protection.
- Consider moving the Pendleton sewer plant to a regional authority to increase access to funding opportunities.

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Water Service

Clemson's public water system serves 14,650 customers through 8,157 connections, supported by 112 miles of transmission lines and strategic infrastructure. The City sources 4.76 million gallons per day (MGD) from Lake Hartwell via the Anderson Regional Joint Water System (ARJWS), with current use averaging 1.6 MGD and peak demand reaching 2.26 MGD.

Storage facilities include a five-million-gallon ground reservoir near I-85 (1.15 MGD capacity, emergency generator-equipped) and two elevated tanks (500,000 gallons each) on Butler Street and West Lane. To bolster resilience, an emergency secondary supply is available from the Town of Central, which receives water from the Easley-Central Water District and provides up to 400,000 gallons daily.

The City of Clemson has completed its annual Water Quality Report, also known as a Consumer Confidence Report, for Calendar Year 2023. This water quality report explains water testing results and other facts about the City's drinking water. The City performs continuous testing on City water to ensure it meets all state and federal standards. This report shows that the City of Clemson's drinking water met or exceeded these standards in 2023.

The City prioritizes proactive upgrades through its five-year Capital Improvement Program, replacing aging lines, installing advanced meters, and enhancing pump stations to improve pressure and reliability. Continued investment in infrastructure maintenance remains critical to reducing waste, ensuring water quality, and sustainably meeting future demand.

Recommendations

- Conduct annual water testing to ensure compliance with all state and federal standards.
- Replace outdated water pipes to improve system reliability and efficiency.
- Continuously monitor water sources to provide a high-quality and sufficient potable water supply for future growth.
- Utilize advanced technologies to proactively assess and address water quality concerns.
- Maintain a comprehensive water line flushing program to ensure proper chlorine residual levels throughout the system.

Solid Waste and Recycling

Clemson's Public Works Department manages solid waste collection for residents and businesses, transporting refuse to the Pickens County Landfill. To extend landfill life and reduce costs, the City introduced curbside recycling in 1992 and uses a tub grinder to process brush into free mulch.

In 2022, the City suspended curbside recycling due to inefficiencies and market shifts that led most collected materials—except cardboard and clean paper—to end up in landfills. The City plans to reinstate the program once market conditions improve. In the meantime, residents are encouraged to use local dual-stream recycling centers, which can better process materials.

Recyclables can also be dropped off at the City's Public Works Facility at 1155 Old Central Road, which accepts #1 and #2 plastics, paper, clean corrugated cardboard, and steel and aluminum cans.

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Recommendations

- Monitor recycling industry for viable opportunities to expand the City's program as changes occur.
- Encourage the reuse of recycled materials in public and private construction projects.
- Develop educational programs to increase recycling participation in multifamily buildings.
- Strengthen partnerships with Clemson University and other agencies to enhance waste management strategies.
- Consider integrating recycled materials into City capital improvement projects when appropriate.
- Ensure convenient access to recycling facilities for all City residents.
- Publicize and improve access to existing recycling drop-off facilities at the Public Works Department.

Single Stream vs. Dual Stream

Both single-stream and dual-stream recycling systems aim to divert waste from landfills and encourage recycling, but they differ in how materials are collected and processed.

Single-Stream Recycling

Process: All recyclable materials (paper, plastics, metals, and glass) are placed in a single bin and sorted later at a materials recovery facility (MRF).

Pros:

- Increases convenience and participation rates.
- Easier for municipalities to implement.
- Requires fewer collection trucks, reducing costs.

Cons:

- Higher contamination rates due to mixing materials.
- More expensive and complex sorting process at the facility.
- Some materials (like glass) can break and contaminate other recyclables.

Dual-Stream Recycling

Process: Recyclables are separated by type at the source – typically, paper products in one bin and plastics, metals, and glass in another.

Pros:

- Produces cleaner, higher-quality recyclables.
- Lower contamination rates, leading to better resale value for materials.
- Less strain on sorting facilities.

Cons:

- Requires more effort from residents and businesses.
- Collection costs may be higher due to multiple bins and trucks.
- Lower participation rates compared to single-stream systems.

Which System Is Better?

Single-stream is more user-friendly and increases recycling rates, while dual-stream results in higher-quality materials with less contamination. Many cities weigh these factors when selecting a system.

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ENERGY

Electricity is the primary source of energy for residents of Clemson. According to the Census Bureau, around 75% of occupied housing units use electricity to heat their homes while 24% use natural gas. Access to reliable energy is essential to maintaining a good quality of life. The City continues to work with its partners to provide consistent access to its residents.

Energy is also a major source of carbon emissions depending on the source. Duke Energy, the electricity supplier to Clemson, takes an “all of the above” approach to electricity production attempting to maximize the availability of electricity to its customers. While the City has no control over energy production, the City can encourage alternative modes of transportation, promote walkable, compact neighborhoods, and enhance its natural resources, which are all recommended as a part of this plan.

Electricity

Duke Energy supplies electricity to the Clemson area, serving 830,000 customers in South Carolina. The company, the largest U.S. electric power holding firm, has a generation capacity of 49,500 MW and operates various power plants, including coal, nuclear, oil, gas, and hydroelectric stations. About 64% of its electricity is generated by fossil fuels, 35% by nuclear energy, and 1% by hydro and solar.

In January 2024, Duke Energy updated the Public Service Commission of South Carolina on its plans to meet the state’s rapidly growing energy demands, driven by unprecedented population and economic growth. The company projects an eightfold increase in load growth compared to estimates from two years prior. To address this, Duke Energy proposes constructing a new combined-cycle gas plant in South Carolina and exploring offshore wind generation off the North Carolina coast, pending regulatory approvals.

The updated Carolinas Resource Plan emphasizes a diverse energy mix, balancing traditional dispatchable resources like advanced nuclear, natural gas, and pumped hydro storage with renewable sources. Additionally, the Plan includes aggressive energy efficiency and demand-side management programs aiming to reduce peak energy use by nearly 2.8 gigawatts by 2038. This comprehensive approach seeks to ensure reliable and affordable power for South Carolina’s expanding population and economy.

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Natural Gas

The Fort Hill Natural Gas Authority (FHNGA) provides natural gas in Clemson, serving 38,000 customers across Oconee, Pickens, and parts of Anderson Counties. FHNGA, a Public Service District established in 1952, purchases natural gas from the open market and transports it via interconnects with Williams Gas Transco Pipeline, which serves 14% of the U.S. gas consumption.

Recommendations

- Investigate all potential funding sources to support the relocation of utility lines underground in key high-traffic areas.
- Prioritize underground utility placement in areas designated for future growth whenever feasible.
- Collaborate with utility providers to implement safety and aesthetic standards across the City.
- Partner with Duke Power, Northland, BellSouth, and other service providers to maintain and improve utility and communication services.
- Regularly review and update City regulations and programs to adapt to technological advancements.

Internet Usage

High-speed internet service is available within the City from several providers, including AT&T, Comcast, Charter Cable and Internet, Hughes Net, Dish, Time Warner, Cox Communications, and CenturyLink. Within the City, around 88% of households have an internet subscription and only 13% do not have a subscription. Additionally, around 97% of households have one or more type of computing devices with 91% of homes with a smart phone and 88% of homes with a desktop or laptop. Access to the internet is important for a variety of daily functions and ensuring that the City's residents are provided that option is important.

Recommendations

- Establish partnerships with Clemson University, technology companies, and other public and private entities to enhance citywide communication infrastructure and expand affordable broadband services.
- Collaborate with community service providers to offer free Wi-Fi access in underserved areas, parks, libraries, transit stations, trailheads, and other public spaces.
- Regulate the design and placement of wireless telecommunication facilities to ensure efficient and aesthetic integration into the urban landscape.
- Increase public access to technology by installing shared devices in City Hall and other high-traffic public buildings.
- Require underground conduit installation in new developments to support future broadband expansion.
- Develop resilient broadband infrastructure capable of withstanding extreme weather and emergencies.

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Case Study: UC2B — Urbana-Champaign Big Broadband

After the 2008 recession, Congress created the American Recovery and Reinvestment Act, which funded broadband expansion through the $4 billion BTOP program. UC2B (short for Urbana-Champaign Big Broadband), launched in 2009 by the University of Illinois and the cities of Urbana and Champaign, used these funds to build a fiber-optic network connecting underserved schools, community facilities, and households. Between 2010 and 2012, it installed core infrastructure, linked key institutions, and expanded service to residents. When federal funding ended, UC2B sustained operations through local ISP partnerships, ensuring long-term community access.



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NATURAL RESOURCES AND OPEN SPACE

The Natural Resources and Open Space chapter offers strategies to ensure these areas continue to serve as valued and well-used community needs. This chapter explores opportunities to enhance and promote environmentally based recreation options, expand the City's existing green infrastructure systems, and preserve and protect sensitive watersheds.

IN THIS CHAPTER

Parks and Recreation

Natural Resources

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Goals and Key Recommendations

Foster a healthy community through sustaining a thriving ecosystem and expanding high quality, inviting park and public gathering spaces.

- Safeguard and enhance Lake Hartwell as a treasured City asset.
- Provide equitable access to natural areas, especially Lake Hartwell, and enhance trail connectivity along the lakefront.
- Develop community gathering spaces to foster community engagement.
- Build upon the existing tree canopy coverage requirements for new development, mitigate heat island effects, and enhance air quality and community health.
- Increase the accessibility of parks and recreational areas within City limits.
- Link City parks with open spaces in current and future development projects.

Town and Gown

The City and University share expansive natural resources and open space in the region. The Clemson Experimental Forest was used for decades of cotton farming but was turned into a living laboratory for sustainable forestry, water conservation, and wildlife habitat research in 1946 when Clemson University was granted permanent management of the forest. The forest has become an integral part of Clemson's education and research programs.

The South Carolina Botanical Garden (SCBG) and Clemson Dikes are owned and operated by the University but are available to all residents. SCBG is a 230-acre sanctuary for biodiversity and serving as a resource focusing on teaching, research, and outreach. While the dikes, located along Lake Hartwell, were constructed in the 1960s to protect the University's campus and mitigate flooding along the Savannah River. The City of Clemson demonstrates how the symbiotic relationship between the City and University can strengthen and promote the available natural resources and open space.

Sustainability and Resiliency

The City has 246 acres of parkland spread across 15 sites, including parks, sports fields, and indoor and outdoor recreation areas. These spaces offer more than just open green space. They include boat ramps, water access, playgrounds, and even a disc golf course. While not all parkland is purely recreational, it supports a wide range of outdoor uses.

Lake Hartwell and Eighteen Mile Creek are designed to rise and fall with rain and drought. That natural fluctuation has helped reduce flooding and stabilize water levels over time.

The nearby Experimental Forest is also a major asset. It serves as a real-world lab for sustainable forestry, water conservation, and wildlife research. Timber harvesting still happens there, but under strict environmental guidelines. Ongoing research focuses on restoring ecosystems, protecting biodiversity, and improving long-term land stewardship.

In September 2024, Tropical Storm Helene hit the region and left behind damaged buildings, downed trees, and widespread power outages across Clemson and nearby communities. In the days that followed, the City and Clemson University teamed up to support recovery. They mobilized resources, helped neighbors clear debris, and worked to restore the landscape.

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PARKS AND RECREATION

Clemson residents benefit from access to natural areas and water resources as the trees and topography provide a sense of reprieve and relaxation. This is further felt in its parks and recreation areas. The City boasts 246 acres of parks and recreational facilities in the community. Clemson currently has 15 parks, one softball field, one outdoor recreation area, and one indoor recreation center. Two City parks are considered mini parks (less than one acre in size), Rotary Park, containing a small playground amongst several residential homes, and Jaycee Park, which contains a small playground and connects to the Abernathy Park Boardwalk. At 100 acres, Nettles Park is the largest City park, offering multiple lighted athletic fields, tennis and pickleball courts and a children's playground. All parks are free except for Twelve Mile Park, which has an entrance fee per car.

According to the National Parks and Recreation Association (NRPA), cities of a comparable size to Clemson in South Carolina have approximately 20 acres of parks per 1,000 residents and a median park size of 30.8 acres. Clemson currently has 12.89 acres of parkland per 1,000 residents and an average park size of 6.86 acres. Additional park space can be planned into new developments and the City can continue to expand park space throughout the community.

Existing Park Space

Existing parks are primarily located along the lakeshore west of Downtown and in residential neighborhoods in the City's southeastern part. Residential areas in southwestern Clemson, notably, do not have access to a City park. Most residential areas fall within a one-mile service area of City parks, but fewer homes are within half a mile. Newer residential developments are constructed with dedicated parks and/or open space, however new developments that accommodate students may only feature amenities geared toward residents. Several parks including South Carolina Botanical Garden, President's Park, and the two Dikes protecting Clemson University are owned and operated by the University but are available to all Clemson residents.

Concerns over the Uptown Development and its effect on Abernathy Park were raised during the outreach process. This park is a significant asset to the community with lake access, a boardwalk, and connections to Downtown. While these concerns are valid, the Uptown Framework Book put together in 2022 emphasizes expanding and improving the greenspace in the area. The Plan calls for over 2.5 acres of greenspace, the expansion of the Lakefront Park, new trails, the expansion of the boardwalk, and activation of the creek which currently is underground. The Plan continually references the benefits of expanding greenspace, gathering space, and natural areas in Uptown. As development occurs in the area, continual reference to this Plan should be made, ensuring that the expansion and improvement of Abernathy Park and the surrounding natural areas is realized.

Recommendations

- Continue to renovate park facilities based on the Parks and Recreation Master Plan and City feasibility.
- Promote current parks and recreation spaces by utilizing adequate signage, promoting parks in marketing materials, and hosting events and activities in City parks.
- Incentivize new developments to include public parks and open spaces by utilizing density bonuses and height increases.
- Consider implementing development impact fees for parks and recreation for industrial, commercial, office, and institutional uses.
- Consider increasing the development impact fees for multifamily residential development for parks and recreation.

246

Acres of parks and athletic facilities within City limits



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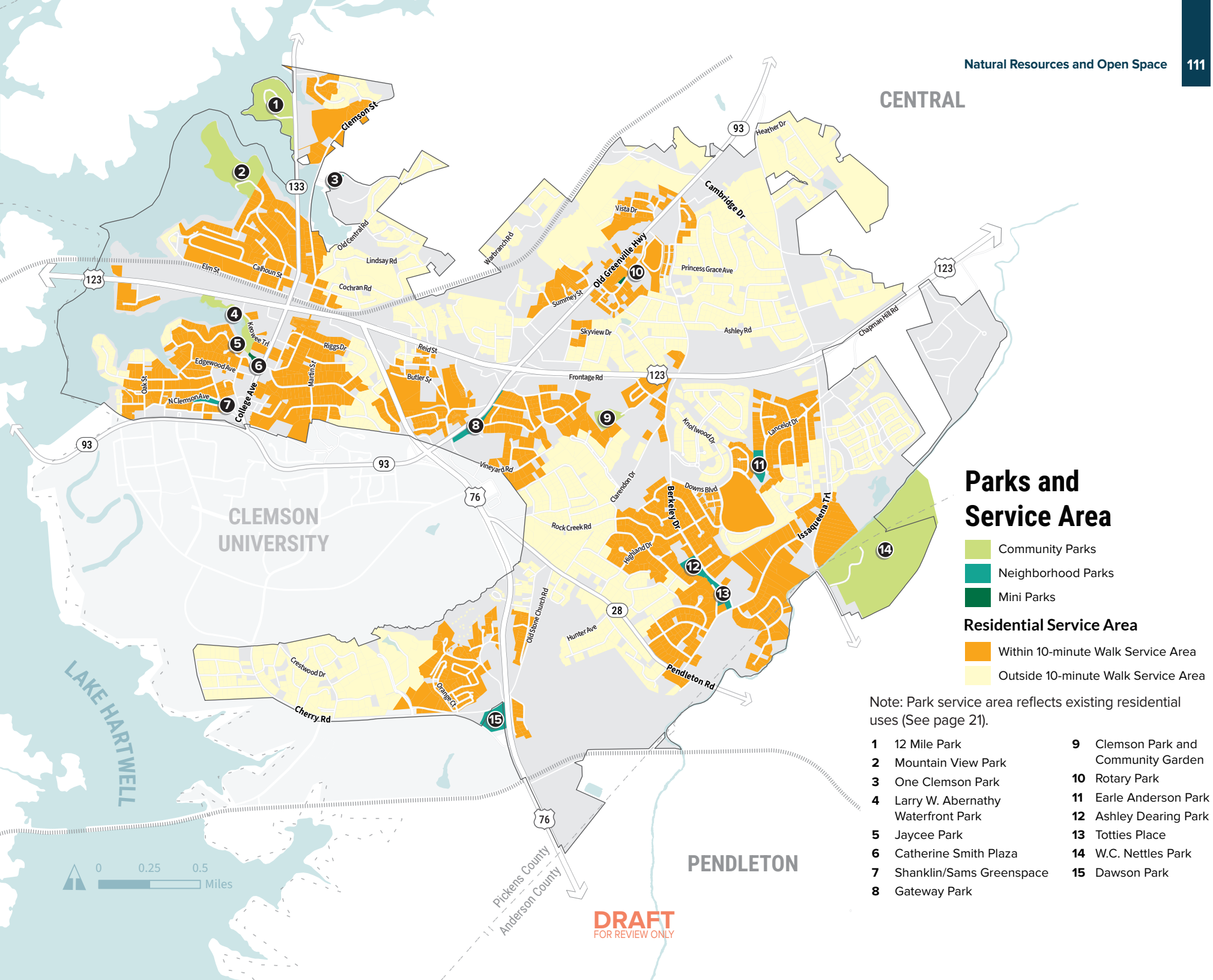

Parks and Service Area

- Community Parks
- Neighborhood Parks
- Mini Parks

Residential Service Area

- Within 10-minute Walk Service Area
- Outside 10-minute Walk Service Area

Note: Park service area reflects existing residential uses (See page 21).

1. 12 Mile Park
2. Mountain View Park
3. One Clemson Park
4. Larry W. Abernathy Waterfront Park
5. Jaycee Park
6. Catherine Smith Plaza
7. Shanklin/Sams Greenspace
8. Gateway Park
9. Clemson Park and Community Garden
10. Rotary Park
11. Earle Anderson Park
12. Ashley Dearing Park
13. Totties Place
14. W.C. Nettles Park
15. Dawson Park



Equitable Park Access

Adequate park access has been associated with better physical, mental, and social health for residents of the community they are located. Additionally, parks serve important environmental roles such as reducing flooding, noise pollution, carbon sequestration, and reducing urban heat island effect. Therefore, it is important to ensure parks are distributed throughout the community to maximize their benefits.

One way to measure access is a park service area. The service area of a park is defined as an area within a 10-minute walk from a park's entrance. The Park Service Area map highlights the residential areas that are within and not within a park service area. Orange areas are within a 10-minute walk (0.5-Mile) from the park's entrance and yellow areas are outside the park service area. An analysis of the distribution of parkland throughout the City shows that about 57% of residential areas, nearly 1,420 acres, are outside a 10-minute walking distance to a park. Connected sidewalks further impact accessibility to parks. It should be noted that, although some areas may be with a park's service area, it is not a reflection on resident's ability to safely access the park via sidewalks or trails.

Recommendations

- Consider requiring public park space in Planned Developments (PD's) that are larger than a specific area to incentivize more public park space especially as a part of large developments.
- Work with developers and property owners to encourage building additional park space especially in areas outside of the 10-minute service area.
- Improve pedestrian access and connections to existing parks and promote park accessibility through clear wayfinding and signage.

Community Gathering Spaces

While parks and natural areas are more traditional spaces for recreation, community gathering spaces often provide the social connections necessary to allow a community to flourish. In a City like Clemson, introducing gathering spaces into downtown or other areas of the community can be difficult for built out areas. However, opportunities exist within downtown and elsewhere in the City to increase these spaces.

Recommendations

- Consider adjusting the current density bonuses to increase the point values for public amenities and specifically community gathering spaces.
- Encourage community gathering spaces be integrated into developments that add to the architectural value of the development while offering a public space for people to congregate, eat, sit, or spend time.
- Consider entering into agreements with property owners to construct formal or informal gathering spaces on irregularly shaped parcels or excess corners/edges of parcels.
- Utilize bumpouts or curb extensions as gathering spaces providing seating areas, public art, or pedestrian-oriented infrastructure.
- Once Abernathy Park is completed, the shift priority from creating a Downtown destination park to creating several smaller community gathering spaces offering a cost-free place for residents and visitors to spend time.

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NATURAL RESOURCES

The quality of City of Clemson's natural resources is a major component of the quality of life experienced in the city. It creates a more livable environment, and supports healthier social and economic system. Care of natural resources can impact all aspects of life in the City ranging from increasing economic activity resulting from ecotourism to protecting vulnerable species and habitats. Maximizing the City's natural resources will be an important piece of the future of the City.

Piedmont Region

The Piedmont Region of South Carolina is a geographic area characterized by rolling hills, hardwood forests, and a mix of urban and rural landscapes. It lies between the Blue Ridge Mountains to the northwest and the Coastal Plain to the southeast, forming part of the larger Piedmont Region that stretches from New Jersey to Alabama. The South Carolina portion covers much of the north-central part of the state, including cities like Greenville, Spartanburg, Anderson, Rock Hill, and Clemson.

This region is known for its rich agricultural history, textile industry heritage, and economic growth driven by manufacturing, technology, and education. The Piedmont has a mild climate, with hot summers and cool winters, and features major rivers such as the Broad, Saluda, and Catawba Rivers, which provide water resources and recreational opportunities.

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Lake Hartwell

The City is located on the eastern shore of the Seneca River arm of Lake Hartwell, a reservoir constructed by the US Army Corps of Engineers in the early 1960's. Lake Hartwell, one of the largest and most popular man-made lakes in the nation, provides City residents and visitors with a range of important recreational, environmental, and economic benefits. It should be noted that while the water levels of the lake have historically tended to fluctuate significantly from even minor droughts, recent changes to lake operating procedures have provided greater stability and enhanced ease of access for swimming, boating, and other water-related activities.

Lake Access

While an immeasurable benefit to the City and surrounding community, access to Lake Hartwell is limited affecting how often people can use the lake. There are three public access points to the lake at Twelve Mile Recreation Area (paid), Mountain View Park, and Larry W. Abernathy Waterfront Park with several others outside the City close by. In order to improve access to the lake and promote the lake as a resource to the community, the City should consider additional public access locations.

Natural Wildlife

The lake is home to a diverse number of native plant and animal species. These species perform necessary ecological functions which affect other species within the lake but also the larger regional ecosystem. Fish, amphibians, reptiles, birds, mammals, and aquatic plants all call the lake home. In particular, the Northern Long-Eared Bat and the Shortnose Sturgeon, who are both endangered, have been found in or near the lake. Continuing to preserve the natural environment surrounding the lake will ensure that these species, as well as other threatened or vulnerable species, are protected.

Recommendations

- Promote Lake Hartwell as a community resource through improving access by evaluating new potential locations to create a public access point to the lake.
- Identify, inventory, and develop a report on significant natural features in the City.
- Create protection plans to maintain and support the City's natural features.
- Develop and implement an invasive species eradication program.
- Maintain and enhance habitat diversity for wildlife through native plantings and protection of waterways.
- Continue to work with the US Army Corps of Engineers to protect the shoreline and regulate the types of permitted uses and activities.
- Encourage redevelopment of the commercial lots abutting the lake just south of Highway 123 to activate the waterfront and create a connection to the Abernathy Park Boardwalk.
- Develop a Blueways or "water path" program that informs and connects people to amenities, points of interest, and attractions near water features and public launch points.

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Urban Forest

The City has made significant strides in protecting and enhancing its urban forest through a series of proactive measures. A tree survey along the U.S. Highway 123 corridor established an inventory and baseline for future plantings, while streetscaping efforts in the 1990s and a planting initiative in 2011 added trees along key corridors such as College Avenue. Clemson earned "Tree City USA" status in 2004, reflecting its commitment to urban forestry, which is further celebrated through Arbor Day events. Updates to the Zoning Ordinance in 2014 introduced tree preservation standards for commercial districts, promoting open space and suitable areas for tree plantings, while the 2018 Subdivision Regulations enhanced protections for the tree canopy on both residential and commercial properties. These efforts demonstrate the City's ongoing dedication to sustaining and expanding its tree canopy to improve environmental quality and community livability.



Tree Canopy Cover

- 1-25%
- 25-50%
- 50-75%
- > 75%
- Tree Canopy Loss Since 2011

Source: National Land Cover Database (2024)

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Clemson Experimental Forest

The Clemson Experimental Forest (CEF) was established in the 1930s as part of a federal effort to restore degraded farmland in South Carolina. The land, once exhausted by decades of cotton farming, was purchased by the Resettlement Administration (RA) during the Great Depression and rehabilitated with the help of the Civilian Conservation Corps (CCC). Millions of trees were planted, erosion control measures were implemented, and infrastructure such as trails and firebreaks were developed. In 1946, Clemson University was granted permanent management of the forest, turning it into a living laboratory for sustainable forestry, water conservation, and wildlife habitat research. Over the following decades, it became an integral part of Clemson's education and research programs, offering a model for responsible land management and environmental restoration.

Today, the 17,500-acre Clemson Experimental Forest serves multiple purposes, including research, education, conservation, and recreation. Sustainable timber harvesting continues under strict guidelines, and public access has expanded to include hiking, biking, horseback riding, and fishing. Modern research focuses on climate change, ecosystem restoration, and biodiversity conservation, ensuring the forest remains a valuable ecological and economic resource. The CEF stands as a national example of successful land restoration, demonstrating how degraded landscapes can be rehabilitated through science-based conservation efforts while providing lasting benefits to the environment and the community. (See map on page 33.)



Heat Island Effect

The urban heat island effect occurs when urban and suburban areas experience higher temperatures than surrounding rural areas due to human activities and built environments. For example, within Clemson, the urban heat island effect is especially prevalent in areas off of U.S. Route 76, U.S. Route 123, or State Route 93 that contain large buildings and surface parking lots that absorb and re-emit the heat from the sun more than natural landscapes. The City should continue to utilize urban landscaping and trees to mitigate this phenomena.

Recommendations

- Continue to utilize tree preservation and tree replacement standards in the review of development projects.
- Consider updating tree preservation standards to preserve heritage trees or native trees while encouraging the removal of invasive trees.
- Consider incentivizing more sustainable developments such as green roofs, cool roofs (roofs with reflective material), permeable pavement, or living walls with density bonuses, parking relief, or other development incentives.

Topography

Clemson's varied topography includes areas with steep slopes, which pose challenges for development and erosion control. Uncontrolled development on steep slopes can lead to soil instability, increased stormwater runoff, and sedimentation in local waterways. Clemson's diverse soil types, including clay-heavy and poorly drained soils, can impact land use, stormwater management, and building foundations. Development in areas with clay soils requires careful consideration due to poor drainage and potential for erosion and foundation shifting. Reforestation and land conservation practices that began in the 1930s have mitigated further erosion in these areas with clay soils.

Recommendations

- Limit construction on slopes greater than 15%, require erosion control measures such as retaining walls or terracing, and promote low-impact development techniques.
- Utilize native vegetation on slopes to stabilize soil and reduce erosion risks.
- Require that developers conduct soil evaluations prior to construction and implement proper drainage systems, such as bioswales or permeable pavements.

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Watersheds

Watersheds are geographical areas that collect and drain water into a common point like a lake, river, or wetland. They play a crucial role in supplying freshwater, supporting diverse ecosystems, and regulating water flow. The City of Clemson resides entirely within the Savannah River Watershed, which extends from the foothills of the Appalachian Mountains to the Atlantic Ocean. The watershed is home to more than 75 species of rare flora and fauna.

Recommendations

- Collaborate with Clemson Extension Service to create educational resources that help homeowners implement sustainable stormwater solutions on their properties.
- Conduct a thorough assessment of existing stormwater infrastructure to update GIS databases and enhance management strategies.
- Incorporate permeability standards into development codes to limit impermeable surfaces and promote sustainable site design.
- Review and update zoning and land development regulations to strengthen riparian zone protections and safeguard water resources.
- Monitor sanitary sewer overflows to identify recurring issues, enhance infrastructure, and minimize untreated wastewater discharge.
- Implement a tracking system to monitor stream flow and water quality over time for better data-driven decision-making.
- Strengthen collaboration with regional watershed communities to promote shared water resource management and coordinated conservation efforts.

Flood Areas

Eighteenmile Creek runs along the southeastern boundary of Clemson. It passes through W.C. Nettles Park and several of its tributary water channels extend north into residential neighborhoods in eastern Clemson. The Federal Emergency Management Agency's flood maps indicate that land adjacent to this creek is at risk of flooding during periods of heavy rain, including W.C. Nettles Park which is designed and intended to flood with the creek.

Lake Hartwell is also impacted by cyclical periods of drought and heavy rain. The lake is used for flood management with the lake level fluctuating between the lowest recorded level of 630 feet in December 2008 and the highest recorded level of 663 feet in July 2013.

Recommendations

- Consider utilizing a flood purchase program to purchase properties within the floodplain opening up opportunities for low-intensity development such as park space, natural areas, or greenways.
- Continue to work with the US Army Corps of Engineers to monitor water levels to ensure flooding is properly tracked and managed.



The Dikes, Source: Ken Ruinard, Greenville News

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Sustainable Water Management

The average home uses over 200 gallons of water daily, with nearly two-thirds for toilets and bathing. Leaks waste 8% of household water, but fixing them can save 500 gallons per month, while a single leaky faucet can waste 100 gallons per day. Simple habits like turning off the tap while brushing teeth or shaving can save hundreds of gallons per week. Shorter showers (under five minutes) and filling the bathtub only halfway can conserve thousands of gallons monthly. Running dishwashers and washing machines only when full saves up to 1,000 gallons per month, while water-efficient appliances like low-flow showerheads and high-efficiency washers significantly reduce water consumption.

Outdoors, watering during cooler hours, using native plants, and sweeping instead of hosing down driveways can help conserve water. Small actions like using a hose nozzle, storing drinking water in the fridge, and reusing rinse water for plants can add up to substantial savings. By adopting these practices, households can reduce waste, lower water bills, and contribute to long-term conservation efforts.

Drought

Drought conditions can develop quickly in the southeastern United States due to a combination of low rainfall and high temperatures. Clemson's location at the head of the Savannah River watershed, with the mountains to the west forming the basin's boundary, makes the area particularly vulnerable during dry periods.

As the only municipality in South Carolina situated on Lake Hartwell and a participant in the Anderson Regional Joint Water System, Clemson has a direct stake in these water resource challenges. Other utilities participating in the water system include, Belton-Honea Path Water Authority, Big Creek Water District, Broadway Water and Sewer District, City of Anderson, Clemson University, Hammond Water District, Homeland Park Water District, Powdersville Water, Sandy Springs Water District, Starr-Iva Water and Sewer District, Town of Central, Town of Pendleton, Town of Williamston, and the West Anderson Water District.

The region has experienced severe droughts in recent history, notably between 2006-2008 and 2010-2012. In response to the risks posed by extreme drought, the City urges residents to practice water conservation whenever possible and to stay informed through the National Oceanic and Atmospheric Administration's Drought Early Warning System.

Recommendations

- Continue to conduct the Annual Water Quality Report which provides information about the annual testing in compliance with state and federal standards to continue to provide safe, clean water to the community.
- Continue to work with the US Army Corps of Engineers to monitor drought levels ensuring that citizens have adequate access to water.
- Message to the community when drought conditions are active and encourage conservative water usage.

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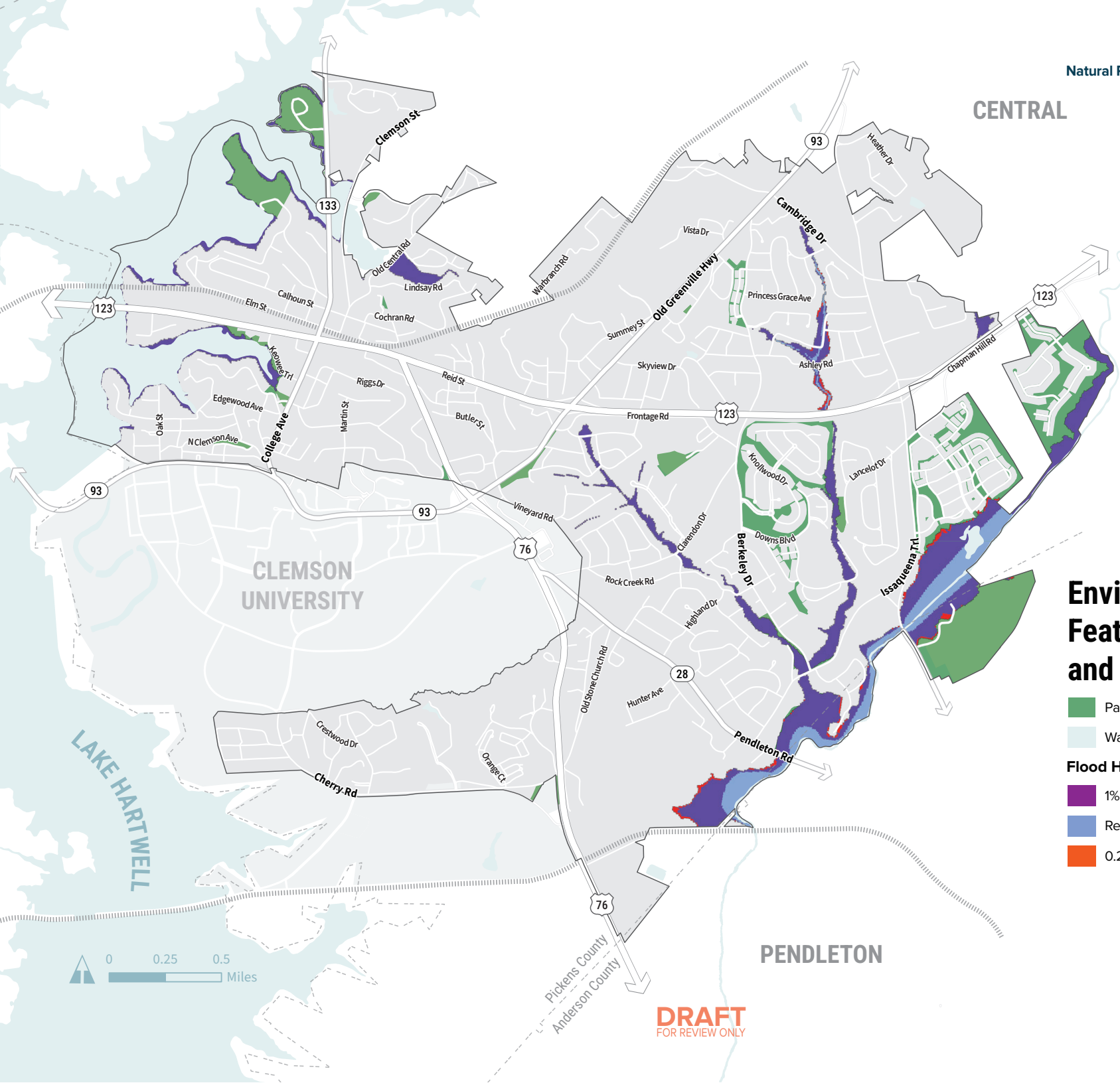

Environmental Features and Flood Hazard

- Parks and Open Space
- Waterbody

Flood Hazard Areas

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard

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CULTURAL RESOURCES

The City's cultural landscape is deeply rooted in its rich community history, while its youthful population continues to bring fresh energy and creativity. This chapter outlines key recommendations to preserve and celebrate its unique cultural and historic resources, while also enhancing its tourism infrastructure, public art, and community events.

IN THIS CHAPTER

Community History

Tourism

Placemaking

Events and Festivals

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Goals and Key Recommendations

Cultivate a sense of belonging and community pride for all residents by promoting cultural and historic resources and celebrating the City's unique and inclusive identity.

- Work with the University to leverage its resources, facilities, and current activities to establish a long-term, mutually beneficial partnership.
- Improve City gateway and wayfinding infrastructure.
- Support public art installations and seek new locations for art installations.
- Continue to support and enhance existing events and festivals, while diversifying the City's cultural offerings to ensure a wide range of year-round activities that attract visitors and enrich residents' lives.
- Preserve and enhance historical and cultural neighborhoods through targeted reinvestment.

Town and Gown

The partnership between the City and University is like none other which has led to cultural diversity and character. It is often described as being difficult to discern where one begins and the other ends. In 2021, City Council found a way to celebrate the alliance between the two and build a strong sense of community. The City invited students, faculty, and staff and sectioned off four-blocks to fill it with tables, yard games, and food carts for their first "On The Ave" event. Since then, the City and University have continued to host a variety of performances, festivals and markets, including bringing the "Clemson Music Fest" to the City annually.

Sustainability and Resiliency

Ensuring Clemson's rich cultural heritage and historic resources remain a cornerstone of its identity by offering museums, walking tours, and cultural community events. Preserving cultural districts and historic buildings, including both University and City landmarks such as Fort Hill and the Old Stone Church, will help maintain the community's unique identity. While placemaking upgrades and advancements have been made through new public art installations, murals, and signage highlighting and sharing local stories promotes Downtown's vibrancy and historic character. Clemson embraces and integrates their culture and history throughout the City further proving their adaptability and resiliency.

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COMMUNITY HISTORY

Clemson evolved from a small railroad village into a thriving community in the foothills of the Blue Ridge Mountains. As the village of Calhoun in 1872, it initially centered on agriculture. The City's identity shifted in 1889 with the opening of Clemson Agricultural and Mechanical College, fostering growth while maintaining its distinct character. Incorporated in 1937 and renamed Clemson in 1943, the City diversified in the 1950s with a growing commercial district and industries beyond the university. The completion of Lake Hartwell in 1963 enhanced its appeal, and annexation fueled further expansion. Today, Clemson actively preserves its cultural and historic resources through museums, walking tours, and community events, ensuring its rich heritage remains a cornerstone of its identity.

Historically African American Neighborhoods

African American history is often intertwined with the broader history of Clemson and the University. Several historically African American neighborhoods and communities in and near Clemson have roots dating back to the Reconstruction era or earlier, as African Americans settled in areas around the region after the Civil War. These neighborhoods have experienced recent development pressure from private-sector developers. Some of these historic neighborhoods include:

Abel

The Abel neighborhood is located off State Route 93 in Clemson. This community was named after the Abel Baptist church which remains the heart of the neighborhood today. Abel is the mother of the other churches in the African American Community. The Abel community was divided by State Route 93 into three distinct areas knows as Cadillac Heights, Summey and Vista.

Red Hill

The Redhill community, home to the Redhill Reunion, was where the community would gather at the ball field, to play or practice different sports such as baseball or just to hang out in fellowship. This area is now known as Dawson Park. The New Hope church is a sister church of Abel Baptist church and is located within this neighborhood. The Redhill community is divided into two areas due to the construction of State Route 76 through the neighborhood.

Calhoun

This historical neighborhood was once home to George and Rozena Shaw. In the early 1900's George Shaw purchased 100 acres of land, including Shaw Street, where he established his family home and farm on land that would eventually become Clemson. George, and his wife Rozena, are the namesakes for the Shaw Center in Clemson. The housing and economic growth nonprofit focuses on historically underserved communities within Clemson, providing home repairs and support to ensure residents feel safe and cared for in their homes. The Center collaborates with local initiatives to address affordable housing challenges. Calhoun was named after John C. Calhoun and was divided into two parts when U.S. Route 123 was placed through the center of the neighborhood. Goldenview Baptist church in Calhoun community was a pillar of the community and was a sister church of Abel Baptist Church.

Recommendations

- Partner with the Shaw Center, Clemson University, the Arts Center, and CAAAM to preserve and celebrate the legacy of historically Black communities in Clemson.
- Organize exhibitions at The Arts Center or CAAAM featuring artwork, photographs, and artifacts from historically Black communities.
- Establish individual neighborhood planning and investment frameworks to assist in neighborhood stabilization or transition.
- Utilize Community Development Block Grants (CDBG) for neighborhood improvement projects.

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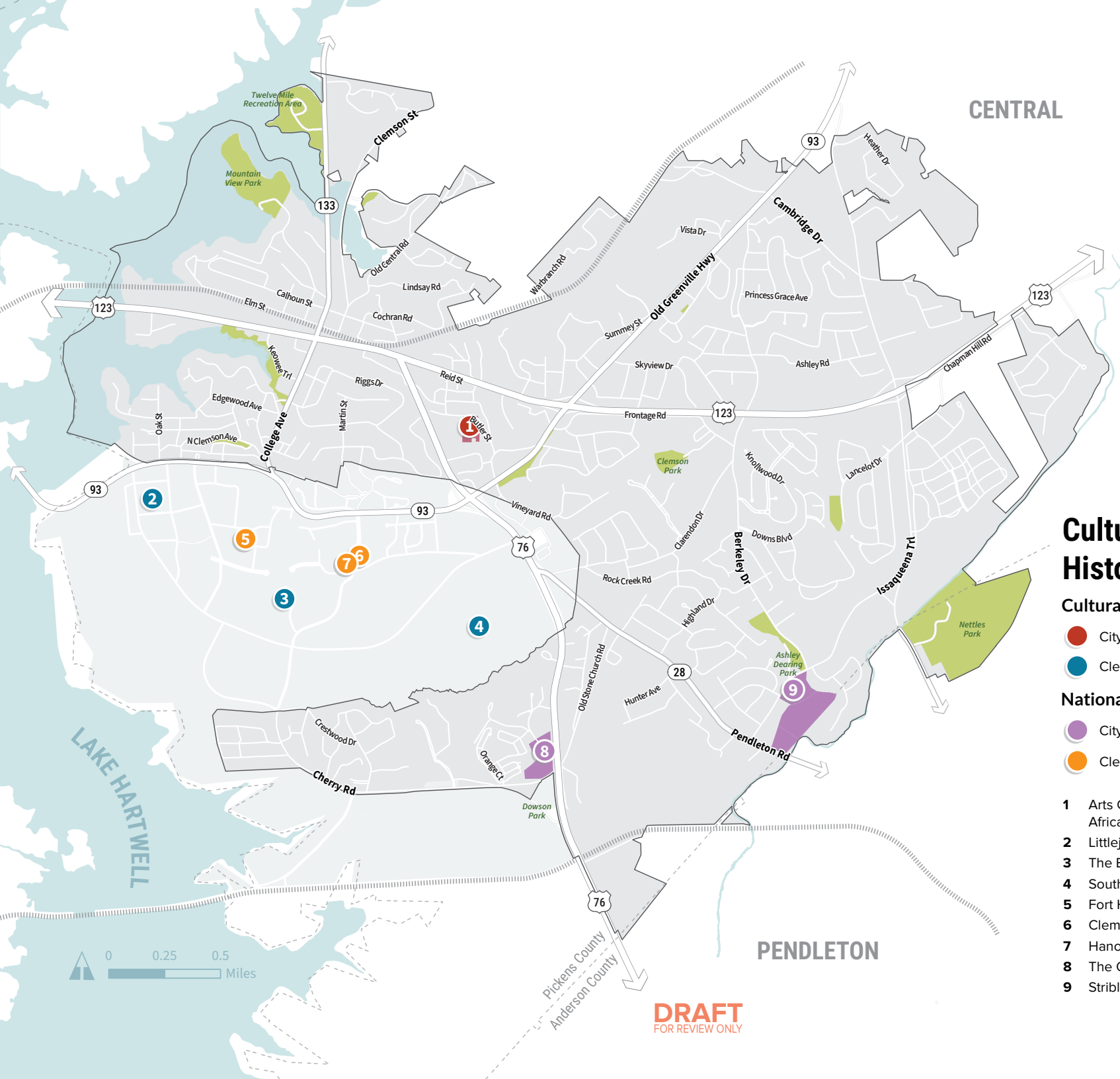

Cultural and Historic Rresources

Cultural Resources

- City of Clemson
- Clemson University

National Historic Landmarks

- City of Clemson
- Clemson University

1. Arts Center and Clemson Area African American Museum
2. Littlejohn Coliseum
3. The Brooks Center
4. South Carolina Botanical Garden
5. Fort Hill
6. Clemson College Sheep Barn
7. Hanover House
8. The Old Stone Church and Cemetery
9. Stribling, J.C., Barn



Cultural Districts and Historic Buildings

Cultural districts and historic buildings in Clemson help shape the community's unique identity. From architectural monuments on the Clemson University campus to landmarks like Fort Hill and the Old Stone Church, these sites offer insights into the City's history, architecture, and cultural evolution. Although many historic sites are located within the University, they remain integral to Clemson's shared story and are closely tied to the City's development, identity and sense of place. Each district and building tells a unique story, reflecting the broader social, educational, and economic developments that have defined Clemson's character over time. This section explores these historic and cultural assets, highlighting their significance, preservation, and continued relevance to the community.

J.C Stribling Barn

The J. C. Stribling Barn was erected around 1900 by Jesse Cornelius Stribling, this impressive structure transcends the typical barn, offering a unique glimpse into turn-of-the-century design and construction. Instead of the typical weatherboard siding, the barn contains over 140,000 hand-crafted red bricks, which were made on the property. The barn's high roofline, gable over the front entrance, and jerkinhead-shaped metal roof, contain late Victorian era architectural influence. The barn first housed 50 animals with purebred Jersey milk cows on the lower level and Percheron horses in the upper levels. Lofts and drying floors housed the food for the stock. In 2001, it was placed on the National Register of Historic Places, ensuring its preservation for future generations to appreciate. For the past sixteen years, the Sefick family has owned and operated the barn as a wedding venue on the eastern edge of the City off Pendleton Road.

The Old Stone Church and Cemetery

Located just south of the Clemson University campus off I-76, near community amenities like the South Carolina Botanical Garden the Old Stone Church stands as a captivating testament to Upstate South Carolina's rich history. Established in 1802 by John Rusk, this cherished landmark, listed on the National Register of Historic Places since 1971, features a sanctuary of simple elegance and a beautiful stacked-stone exterior. Buried within the church's cemetery grounds are patriots, pioneers of industry and education, and soldiers, including such notable figures as Andrew Pickens and Robert Anderson, who fought together during the American Revolution – Anderson served as a captain under Pickens, one of the most significant patriot militia leaders in the South Carolina backcountry. Beyond its historical significance, the church and cemetery play as active role in the community – weddings, funerals, patriotic gatherings, sporadic church services, meetings or lectures, family reunions, and other events are all held at the church.

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Clemson University Historic District I

The Clemson University Historic District I comprises eight historically significant sites situated in the northern part of Clemson University. This district is notable for its connection to the establishment, evolution, and growth of the University. Key properties within the district include Tillman Hall (1893), Godfrey Hall (1898), Bowman Field (1900), Sikes Hall (1905), Holtzendorff Hall (1916), Trustees' Park (c. 1925), Long Hall (1937), and Mell Hall (1939).

Clemson University Historic District II

Clemson University Historic District II includes seven historic buildings located on the Clemson University campus. It is significant for its association with the Calhoun and Clemson families for its association with the founding, development, and growth of Clemson University, which played a major role in higher education in South Carolina. This district holds significance as a preserved collection of educational structures from the late 19th and early 20th centuries at a state-supported land-grant institution. Properties include Fort Hill John C. Calhoun Office Hardin Hill Trustee House, Riggs Hall, Sirrine Hall, and the Outdoor Theatre.

Fort Hill

Fort Hill, located on Clemson University campus, was the plantation home of John C. Calhoun. known as the John C. Calhoun House, it is a National Historic Landmark on the Clemson University campus. The Calhoun legacy is deeply intertwined with the history and founding of Clemson University. The plantation house is preserved as a museum, showcasing period furnishings and artifacts.

The Hanover House

Although pure French Huguenot colonial architecture did not dominate South Carolina, it significantly contributed to the region's architectural evolution, particularly in the southern and coastal areas where French Protestant settlers made their mark. One notable example is the Hanover House, a historically significant preservation of early French Huguenot colonial architecture. Located on Clemson University campus, the house is a symbol of cultural and historical legacy of early European settlers in the region. Today, it provides insight into early colonial architecture, plantation life, and the contributions of the Huguenot settlers to South Carolina's history.

Recommendations

- Integrate historical figures and stories into wayfinding signage and placemaking elements in Downtown Clemson to highlight and share important local stories.
- Commission murals that honor the contributions of Black residents in Clemson's history.
- Create a publicly accessible inventory of historic places within the City of Clemson to document significant buildings, sites, and cultural landmarks, and support future preservation, education, and tourism efforts.

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TOURISM

Tourism is an important asset to a community as it draws new visitors to the area to spend time and money and enhances the community's reputation and identity. Tourism can be a tool for economic development, increasing local tax revenues and job opportunities for tourism-based industries (for more details on how tourism can drive economic growth, please refer to the Economic Development chapter). Clemson offers a unique blend of mountain, lake, and urban lifestyles, making it an ideal destination for a variety of interests. The City boasts abundant natural resources, providing outdoor adventures for everyone. From exploring historical landmarks to experiencing local arts and culture, Clemson offers countless opportunities to uncover its rich history and immerse yourself in the creativity of the community.

Lake Hartwell

Lake Hartwell, a stunning reservoir spanning the Georgia-South Carolina border, is one of the largest and most popular recreation destinations in the region. Its expansive shoreline features numerous natural sandy beaches, campgrounds, recreation areas, and boat access points, providing ample opportunities for boating, fishing, swimming, and camping. The lake is also a hub for seasonal festivals and community events, including bass fishing tournaments, blues jam concerts, arts and crafts fairs, and the highly anticipated Fourth of July fireworks celebrations.

Beyond its recreational appeal, Lake Hartwell offers something for everyone, blending outdoor adventure and scenic beauty. It is also home to Clemson University's Outdoor Lab, a facility that hosts a variety of events such as conferences, meetings, retreats, weddings, and team-building activities. Visitors to the Outdoor Lab can enjoy pontoon rides, nature trails, a high ropes course, and a range of activities including overnight camping, archery, canoeing, swimming, arts and crafts, drama, and sailing. Additionally, the Clemson Rowing Boathouse, located on the western edge of Clemson's campus, serves as the training venue for the Tigers' rowing team. With its rich mix of outdoor recreation, community spirit, and natural beauty, Lake Hartwell is a beloved destination for both residents and visitors.

Arts Center and Museum

Art and history serve as an important component of the City's cultural heritage. The Public Arts and Culture Commission advocates for the arts and advises the Mayor and City Council on cultural matters. It oversees public art initiatives, and promotes policies, plans, and programs to advance arts and culture in Clemson. The Commission also fosters community engagement, coordinates with private and public sectors to support economic development and tourism and organizes projects that celebrate the City's cultural heritage and other South Carolina artists.

Arts Center

The Arts Center is a nonprofit community art center that provides a creative outlet for growing artists of all ages and abilities. The Center is comprised of classrooms, a coffee bar, a multipurpose room, and an art gallery. The classrooms accommodate various mediums including ceramics, drawing, jewelry making, painting, photography, and Art After School programs for children.
The multi-use room seats 185 and has a stage for use with special events and large classes. The Center also expands exhibit space through partnerships with local values, including City Hall, the Clemson Area Chamber of Commerce, the Clemson Area Transit building, and the Clemson Little Theatre's Cox Hall Galleries.

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Clemson Area African American Museum (CAAAM)

The Arts Center also houses the Clemson Area African American Museum (CAAAM). Housed in the former Calhoun Colored School, the CAAAM is a museum located in the City that focuses on the history and culture of African Americans in the area. The museum collects and preserves artifacts that tell the story of African Americans in Clemson and in adjacent communities. It has exhibits which showcase the history and culture of African Americans, provides educational programs for people of all ages, hosts events include festivals, concerts, and film screenings, and partners with other organizations to promote understanding and appreciation of African American history and culture.

In 2022, Clemson University was awarded a $3.4 million grant from the Mellon Foundation's Monuments Project to bring a Black Heritage Trail to Clemson and Seneca. While the specific detailed are still being mapped out, the project will feature interactive walking paths will weave through campus and City streets, showcasing local Black history with artwork, digital stories, and historical markers. In Clemson, the trail will be led by CAAAM staff, highlighting the City's commitment to honoring and preserving its diverse cultural heritage.

Recommendations

- Promote the use of the Tourism Related Activities Special Fund to support and expand events, activities, and amenities that attract visitors.
- Continue to support and publicize the Accommodations Tax Grant Program to help local organizations fund tourism-related projects and cultural initiatives.
- Encourage partnerships between the Public Arts and Culture Commission, Clemson University, and local businesses to expand public art installations and rotating exhibitions.
- Support the development of a cultural calendar highlighting events from the Arts Center, CAAAM, and other cultural organizations to strengthen awareness.
- Encourage mixed-use development that integrates creative workspaces and studio housing for local artists and makers.

Tourism Related Activities Special Fund

The Tourism Related Activities Special Fund is financed through South Carolina's 2% accommodations tax. This fund supports tourism related activities and infrastructure in the City. Eligible uses include advertising and promotion of tourism, support for arts and cultural events, construction and maintenance of facilities, and services required to serve tourists and tourist facilities.

Accommodation Tax Grant Program

The Accommodation Tax Grant Program is a local grant program that distributes money from the Tourism Related Activities Special Fund to eligible organizations or projects.

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Case Study: College Towns

Looking at other college towns, cities like Athens, Georgia (University of Georgia) and Chapel Hill, North Carolina (University of North Carolina) have successfully leveraged a mix of historic charm, arts districts, and pedestrian-friendly initiatives to boost tourism and community engagement. Athens is known for its vibrant live music scene and independent restaurants, while Chapel Hill has invested in public spaces and walkable districts that encourage exploration beyond the university setting. Boulder, Colorado (University of Colorado) has transformed its downtown by prioritizing local businesses, outdoor recreational tie-ins, and year-round events to attract both students and visitors.



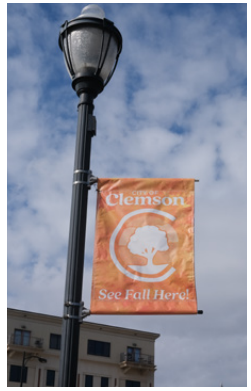
Franklin Street, Chapel Hill, NC
Source: visitchapelhill.org

Downtown Clemson

Downtown Clemson functions as the symbolic heart of the community, featuring tree-lined streets and a variety of shops and restaurants for both residents and visitors. Adjacent to the University, it seamlessly blends college town charm with a welcoming atmosphere.

Clemson should focus on creating a dynamic downtown by expanding its retail base, entertainment options, and cultural offerings. While bars are a staple of college towns, creating more family-friendly and all-ages spaces can encourage a wider range of visitors to spend time downtown. The City and University already host a variety of events throughout the year, but they should continue to support, promote, and expand these offerings. Regular events like outdoor movie nights, live performances, seasonal markets, and food festivals can help create year-round attractions that extend beyond university-related activities. Community outreach participants noted that University related retail and activities have taken over College Avenue. To enhance the downtown experience the City should support local businesses and foster unique retail opportunities. Encouraging pop-up shops, rotating vendor spaces, and small business incubators can help create a sense of discovery, drawing both locals and tourists to explore beyond the well-known spots. Investing in pedestrian-friendly improvements, such as expanded outdoor seating, public art installations, and interactive spaces, can also create an inviting atmosphere where people naturally want to linger. For parents and visitors, offering engaging non-bar activities is essential. A mix of experiential attractions can help diversify downtown's appeal. By adopting these strategies, Clemson can create a more inclusive and engaging downtown experience that goes beyond university and nightlife, encouraging a stronger connection between the university, local businesses, and the broader community.





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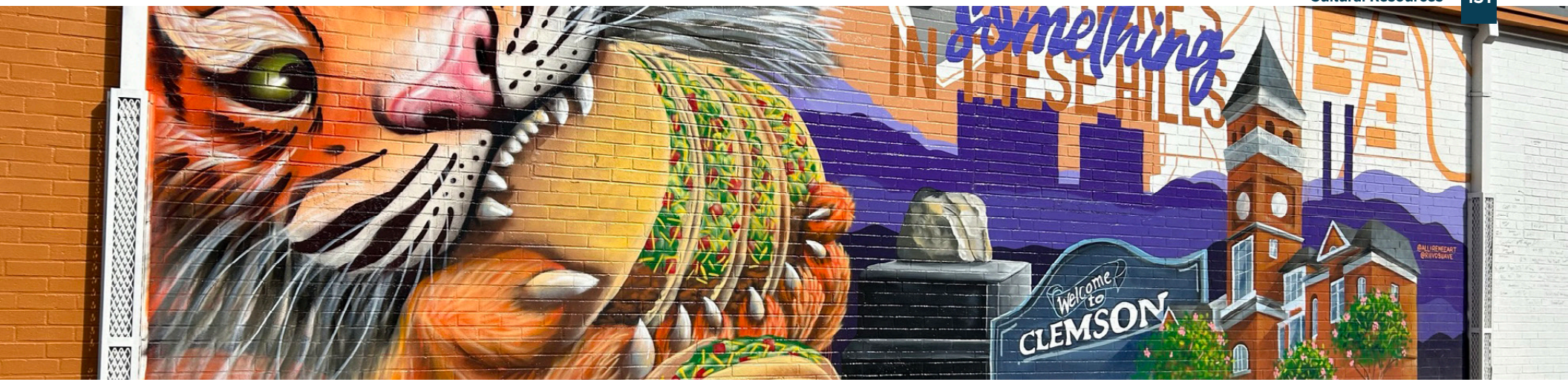

PLACEMAKING

The Greetings from Clemson mural is an iconic landmark that adds to the charm of downtown. To build on this character, Clemson should invest in gateway features and wayfinding elements that create a stronger sense of place for both residents and visitors. Strategically placed gateway signage at key entry points, such as College Ave and Highway 93, can establish a welcoming arrival. A well-designed wayfinding system can help guide visitors to notable attractions, restaurants, retail, parks, and historic sites. Thoughtfully placed pedestrian signage in addition to signs highlighting Clemson's history and culture can enhance connectivity and encourage exploration. By prioritizing clear, attractive, and accessible wayfinding elements, Clemson can improve the overall downtown experience.

Recommendations

- Collaborate with Clemson University and its Public Art Program to identify and implement public art installations in key locations throughout the City.
- Support outdoor dining and music events to strengthen local businesses and foster community interaction in Downtown Clemson along College Avenue.
- Explore sponsorship opportunities and additional event marketing opportunities to attract regional visitors.
- Improve gateway and wayfinding infrastructure that guide both residents and visitors while enhancing the City's unique character and identity.
- Prioritize pedestrian friendly infrastructure by improving sidewalks, crosswalks, and street connections to promote social interaction across the City.
- Incorporate art installations, murals, and other public art facilities into future designs to enhance the visual appeal of the City and create a cultural identity of place.







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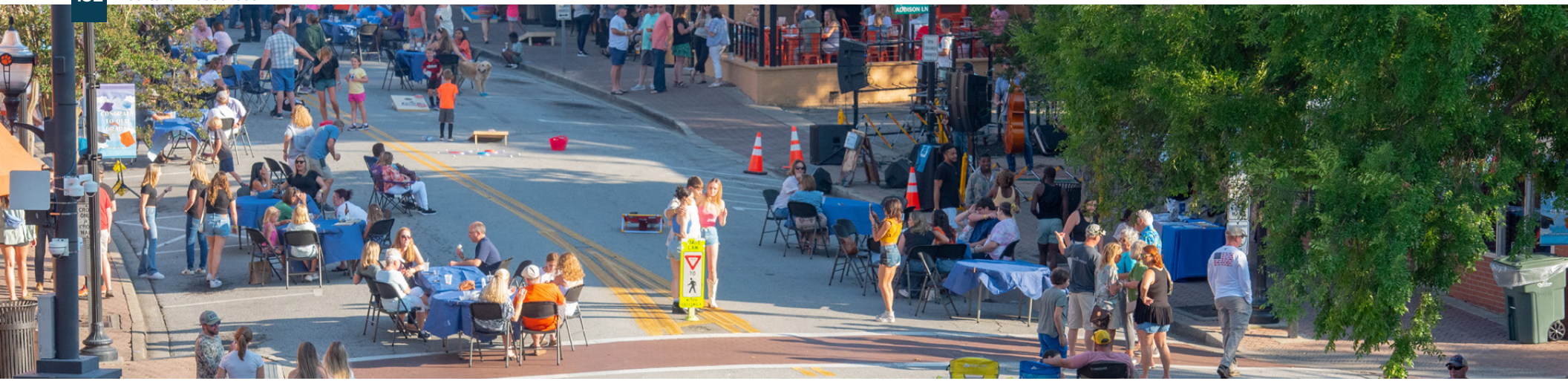

EVENTS AND FESTIVALS

There are several initiatives and activities that take place year-round in the City and on the University campus. These events both attract visitors and enrich life for residents, providing fun and engaging opportunities for people to connect and establish community. Events and festivals are fun and engaging ways to build community, fostering social connections, cultural development, and appreciation within the community.

Clemson's downtown area offers an ideal opportunity to build an events and festival culture that complements the University but is distinct to the City. By focusing on events and festivals that highlight the City's history, local culture, and community, Clemson can create a dynamic atmosphere that invites residents and visitors to engage with the City in a more authentic way.

Celebrating Local History and Culture

Clemson can celebrate its rich local history and heritage through historical festivals, heritage walks, and cultural exhibitions. Creating festivals and events focusing on the City's agricultural past, African American heritage, and local traditions can provide a unique draw. The Clemson Area African American Museum (CAAAM) can be a valuable resource for providing information and ideas that honors the City's Black communities.

Public Art

Clemson can capitalize on its growing arts scene by hosting festivals that showcase local and regional artists, independent galleries, and performance art. These events could feature outdoor installations, live art demonstrations, craft markets, and community workshops, creating an inviting atmosphere that is focused on creativity and craftsmanship beyond the University's art program.

Music and Outdoor Events

Music events could bring together local talent and regional performers, creating a platform for emerging artists. Additionally, hosting outdoor movie nights or free concert series in public spaces such as downtown parks or at Lake Hartwell could offer family-friendly events while showcasing Clemson's natural beauty.

Recommendations

- Strengthen collaboration with key partners, such as the Clemson Area Chamber of Commerce, Visit Clemson, local businesses and artists to provide, enhance, and create additional community events and activities.
- Develop partnerships with local schools, community centers, and neighborhood associations to engage more families, and year-round residents in the planning and execution of events, ensuring that festivals and gatherings appeal to diverse audiences.
- Support and expand established community events and festivals by partnering with organizations to offer more events throughout the year to enhance community engagement and draw visitors to Downtown.
- Enhance promotion of events through social media and traditional advertising platforms.

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11



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PRIORITY INVESTMENT AND IMPLEMENTATION

The Comprehensive Plan provides direction for growth and development within the City, and serves as a guide for City staff, officials, residents, and stakeholders. The Plan is the product of a collective effort between City staff and elected and appointed officials, and most importantly, the Clemson community.

The chapter translates the Plan's recommendations into direct action. It includes an action matrix detailing recommendations to realize the Comprehensive Plan's supporting strategies and identifies a variety of potential funding sources to support these efforts.

IN THIS CHAPTER

South Carolina Statutes – Priority Investment

Authority and Plan Elements

Use of the Comprehensive Plan

Zoning Regulations

Funding Sources

Action Matrix

DRAFT
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SOUTH CAROLINA STATUTES – PRIORITY INVESTMENT

According to the South Carolina Code of Laws, Title 6, Chapter 29, Section 6-29-510(9), the Comprehensive Plan must include a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies.

For the purposes of the Plan, "adjacent and relevant jurisdictions and agencies" means those 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 public project.

For the purposes of the Plan, "coordination" means written notification by the local Planning Commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects, and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the Planning Commission or its staff concerning the proposed projects. Failure of the Planning Commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local Comprehensive Plan and does not give rise to a civil cause of action.

AUTHORITY AND PLAN ELEMENTS

South Carolina's Comprehensive Planning Enabling Act, found in SC Code Title 6, Chapter 29, provides cities and towns with the authority to undertake planning and adopt zoning and land use regulations as tools to guide their communities' development. Comprehensive Plans must include ten elements, either as plan chapters or included as sections within chapters: Population, Housing, Land Use, Cultural Resources, Natural Resources, Resilience, Transportation, Community Facilities, Economic Development, and Priority Investment Priorities, all based on surveys and studies of current conditions and future development.

All planning elements must be an expression of the Planning Commission recommendations to the appropriate governing bodies with regard to the wise and efficient use of public funds, the future growth, development, and redevelopment of its area of jurisdiction, and consideration of the fiscal impact on property owners. The planning elements, whether done as a package or in separate increments together, comprise the Comprehensive Plan for the jurisdiction at any one point in time. The local Planning Commission shall review the Comprehensive Plan or elements of it as often as necessary, but not less than once every five years, to determine whether changes in the amount, kind, or direction of development of the area or other reasons make it desirable to make additions or amendments to the Plan. The Comprehensive Plan, including all elements, must be updated every ten years.

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USE OF THE COMPREHENSIVE PLAN

The *Clemson Comprehensive Plan* should be used as the official policy guide for planning decisions elected officials, boards, commissions, and staff will make. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referencing the Comprehensive Plan will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within Clemson.

For a successful transition to using the new Comprehensive Plan, is recommended that the City take the following steps after adoption.

Promote the Plan

To ensure daily usage and further educate the community about the Comprehensive Plan, the City should:

- Make the plan document available online.
- Aid the public in explaining the Plan and its relationship to public and private development projects and other proposals, as appropriate.
- Provide a Plan "orientation" for new staff, officials, and board members that highlights key takeaways and major goals of The *Clemson Comprehensive Plan* that are essential to local policy and initiatives.
- Assist the City Council, Planning Commission, and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan.
- Meet with department directors and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of current possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.

Update Regularly

Noting the City's dedication to thoughtful planning, the Comprehensive Plan should not exist as a static document, but rather the center of a continuous planning process. Following adoption of the Plan, the City will continue to move forward, change, and evolve. As such, the Plan should be updated on a regular basis to respond to these changes, addressing shifts in community aspirations and demographic trends as well as new and unexpected issues as they arise.

In general, a full review should be completed at least every two to three years. Best practice, however, would be an annual review. This process should coincide with preparation of the City's annual budget and Capital Improvement Plan (CIP), enabling recommendations and projects from the Plan to be considered as part of upcoming funding commitments for that fiscal year. Establishing a routine for review of the Plan will ensure the document remains relevant to the needs and desires of the City.

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Develop and Maintain Partnerships

The City of Clemson should be the primary lead for Plan implementation, coordinating administrative actions and public improvement projects as identified within the Comprehensive Plan. The success of implementation will be reliant on developing and maintaining partnerships with the numerous stakeholders throughout the City, including public agencies, neighborhood groups, adjacent municipalities, the local business community, foundations, and the private sector. Given the breadth and scope of the Plan, these organizations will be essential to assisting the City in reaching the established goals and vision for the future of the City.

Discussion should occur following the adoption of the Plan regarding what goals and recommendations are most likely to affect partner agencies. Further, the City should encourage property owners and developers to undertake improvements and new construction that conform to the directives of the Plan. At minimum, the City should continue to partner with or explore new opportunities with the following groups:

- Clemson University
- Clemson Area Transit (CATbus)
- Tiger Transit
- Clemson BikeShare
- Pickens County Government
- Anderson County Government
- School District of Pickens County
- Pickens County Library System
- Community Foundation of Greater Clemson
- AnMed Health
- Prisma Health
- Clemson Area Chamber of Commerce
- Clemson Elementary School
- The Arts Center of Clemson
- Clemson Area African American Museum
- South Carolina Department of Transportation (SCDOT)
- Anderson/Clemson Area Transportation Study (ACATS)
- SC Appalachian Council of Governments (SCACOG)
- Duke Energy
- Blue Ridge Electric Cooperative
- Upstate SC Alliance
- SC Department of Commerce
- South Carolina Economic Developers Association (SCEDA)
- Municipal Association of SC
- Green Crecent Trail
- Maintain Public Communication

The Comprehensive Plan was supported by an outreach process intended to gather public input and foster a sense of stewardship and excitement for the Plan. Through outreach events, public workshops, the project website, online surveys, interactive mapping tools, and other media, residents and stakeholders were able to get involved and stay informed of the Plan's development. This public participation throughout the process helped communicate the importance of planning and provided individuals with a clear understanding of ongoing efforts to better their community and improve overall quality-of-life.

The outreach process should serve as a foundation for continued communication with members of the public throughout the implementation process. The City should ensure that major recommendations and the overall vision for the City of Clemson, as defined within the Plan, are conveyed to the entire community. This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.

DRAFT
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ZONING REGULATIONS

The Comprehensive Plan sets forth policies regarding the use of land within the City and establishes guidelines for the quality and character of new development to be promoted in the years ahead. The City's development regulations in the Zoning Ordinance provide the legal framework for the Comprehensive Plan's recommendations.

It is important that these controls, including zoning, property maintenance, and code enforcement, and other related codes and ordinances, are reviewed to ensure that all are consistent with and complementary to the Comprehensive Plan. The Comprehensive Plan's policies and guidelines should greatly assist the City in fine-tuning zoning and development code regulations to better reflect the needs of the City.

FUNDING SOURCES

Many of the policies and strategies recommended in the Comprehensive Plan can be implemented through regulatory amendments, administrative policies, or partnerships, and can be executed immediately with minimal or no financial cost. Others, however, may require special financing or expertise. In these cases, the City should pursue external partnerships and funding sources. A list of potential funding and incentives is in the following section. The list provides a general overview of the potential tools and resources rather than a detailed summary of requirements and applications. City staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources.

Economic Development

New Market Tax Credit (NMTC)

Administered by the Department of the Treasury, NMTCs are designed to increase the flow of capital to businesses and lower-income areas by providing a modest tax incentive to private investors, businesses, and communities across the country. The program is administered by South Carolina Jobs-Economic Development Authority (JEDA) on behalf of the U.S. department of Treasury through the Community Development Financial Institution.

South Carolina Community Development Block Grant Program

This program provides grants to eligible local governments (towns, cities, and counties) that do not directly receive Community Development Block Grant (CDBG) funding from the U.S. Department of Housing and Urban Development (HUD). CDBG grants can fund a wide variety of projects from revitalizing neighborhoods to improving community infrastructure, providing public facilities and creating or retaining jobs. The State program is administered by the South Carolina Department of Commerce, Division of Grants Administration. Roughly $20,000,000 of funding is available annually across the State.

Note: CDBG funds are not only for economic development. They can also be used for housing and neighborhood programs. The CDBG program is mentioned only under Economic Development in this Chapter for brevity.

DRAFT
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South Carolina Community Loan Fund, Community Business Loans

South Carolina Community Loan Fund (SCCLF) provides loans up to $1,000,000 to finance acquisition, predevelopment, infrastructure, construction, renovation, leasehold improvements, machinery and equipment, working capital, and permanent financing business costs. This Community Development Financial Institution provides equitable access to capital and financing projects and small businesses that build healthy, resilient South Carolina communities, and is certified by the State and U.S. Treasury. Other lending programs include affordable housing financing and healthy food enterprise financing.

South Carolina Community Loan Fund, Community Facility Loans

SC Community Loan Fund (SCCLF) provides loans between $50,000 and $1,000,000 to finance acquisition, predevelopment, infrastructure, construction, rehabilitation, and permanent financing development costs for the construction and renovation of community facilities. Funding for this loan comes from the State and U.S. Treasury.

State Revolving Fund (SRF) Program

The State Revolving Fund (SRF) program offers low-interest loans to support the construction or rehabilitation of wastewater and drinking water facilities, as well as improvements to stormwater management systems. Administered by the South Carolina Department of Health and Environmental Control (DHEC) and the South Carolina Rural Infrastructure Authority (RIA), the program is designed to enhance water quality and infrastructure across the state through affordable financing options.

Clean Water State Revolving Fund (CWSRF)

This program provides low-interest loans to local governments for wastewater treatment and stormwater management projects. It supports projects such as upgrading wastewater treatment facilities, stormwater infrastructure, and managing non-point source pollution. The aim is to improve water quality and ensure compliance with federal environmental standards. The CWSRF program is administered by DHEC and RIA.

Drinking Water State Revolving Fund (DWSRF)

This program helps cities and local governments improve their drinking water systems. It funds projects like replacing outdated pipelines, upgrading water treatment plants, and ensuring safe, reliable drinking water supply to communities. The program is run by the SC Department of Environmental Services (SCDES) and the SC Rural Infrastructure Authority (RIA), Office of Local Government (OLG).

Charter School Facility Revolving Loan Fund Program (CSFRLF)

The program provides low-interest loans to assist in funding for constructing, purchasing, renovating, and maintaining public charter school facilities. Loans are granted at a minimum of $250,000 with a maximum allocation of $500,000. This program is administered by the Office of the South Carolina State Treasurer.

Emerging Destination Marketing Grant Program

The Emerging Destination Marketing Grant Program, administered through the South Carolina Department of Parks, Recreation and Tourism, provides grant funding to highly-developed, emerging tourism destinations to generate tourism through advertising. Grant from $100,000 to $200,000 are available on a 2 to 1 reimbursable cash match, which must be private funds specifically designated for the purpose of matching state funds. Eligible applicants must be federal non-profit organizations (501(c)) specifically charged with marketing tourism for a specific city or unincorporated county that generated more than $700,000 per year in State Accommodations Tax in the previous fiscal year.

DRAFT
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Workforce Development

Workforce Innovation and Opportunity Act (WIOA)

The WIOA is designed to help jobseekers access employment, education, training, and support services, thereby providing a skilled workforce to support the local and global economies. Administered in South Carolina through the Department of Employment and Workforce, adults, dislocated workers, and youth can access services through an SC Works center in one of 12 workforce development areas throughout the state. WorkLink Workforce Development Board (WDB) provides services in Anderson, Oconee, and Pickens Counties.

Apprenticeship Carolina Program

This program ensures that all employers have access to the resources they need to create a registered apprenticeship program. Companies with registered programs earn a $1,000 South Carolina State tax credit for each registered apprentice. This program is administered by the SC Technical College System on behalf of the Department of Employment and Workforce.

Enterprise Zone Retraining Credit Program (EZone)

This program reimburses companies engaged in manufacturing, processing, or technology intensive activities related to manufacturing for certain training and education provided to employees. Companies and employers can claim a credit of $1,000 per employee against withholding taxes. This program is administered by the SC Technical College System.

Housing

SC Housing Homeownership Program

Administered by the South Carolina State Housing Finance and Development Authority (SC Housing), the Homeownership Program assists low-to-moderate income families and individuals by offering a competitive, fixed interest rate mortgage loan. SC Housing also offers forgivable down payment assistance of up to $6,000. These funds may also be used to pay closing costs.

SC Housing Trust Fund (HTF) Home Repair Program

The Housing Trust Fund (HTF) is a State-funded program designed to provide financial assistance in the development and preservation of safe, decent, sanitary, and affordable housing for low-income households. The Home Repair Program is intended to provide very-low-income homeowners financial means to make repairs to their primary residence to correct life, health, and safety issues; provide ADA access for disabled persons; repair or replace major housing systems; and address structural problems.

Critical Home Repair Program

Critical Home Repair Program is one of the core programs of the South Carolina Housing Trust Fund (SC HTF). The program provides coverage for eligible repairs up to $30,000. More extensive repairs up to $75,000, including lead-based paint, asbestos, and mold removal, are covered by the Home Repair Program. Repairs costing under $15,000 are offered as a grant, while those exceeding this amount are given as a “forgivable loan,” provided the homeowner continues to live in the home as their primary residence for a specified period.

Habitat for Humanity

Habitat for Humanity can significantly help address housing issues by providing affordable homeownership opportunities for low-income families. Through volunteer labor and donations, the organization helps build new homes or rehabilitate existing ones, allowing families to purchase homes at affordable rates through no-interest loans. Additionally, Habitat for Humanity offers financial education and support, ensuring long-term housing stability. In 2020, the Habitat for Humanity network invested $33.6 million in operations, construction, rehabilitation, and renovation across South Carolina.

DRAFT
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National Housing Trust Fund (HTF) Group Home and Supportive Housing Program

The HTF Group Home Program is designed to provide financing to eligible sponsors for the purpose of funding a Group Home that provides a combination of services and permanent housing for permanently disabled individuals. This type of housing includes only community training homes and residential care facilities operated by the Department of Disabilities and Special Needs. There is a maximum allowable subsidy per project up to $100,000 or 50 percent of the total development cost.

HOME Investment Partnership Program (HOME)

The State Housing Finance and Development Authority (SC Housing) administers the HOME Program. This program provides funding for multifamily housing activities, including purchase, development of affordable rental housing, small rental development, short-term rental assistance, and tenant-based rental assistance for low-income, special-needs households. Funding must be used for households at or below 30 percent Area Median Income (AMI) or the federal poverty level.

Emergency Solutions Grants (ESG) Program

The State Department of Administration administers the ESG Program, which provides funds for conversion and rehab for transitional housing, financial assistance, overnight shelter, rapid re-housing, and rental assistance services. Over $2 million is available statewide in funding.

Housing Opportunities for Persons with AIDS (HOPWA)

The State Department of Health and Environmental Control (DHEC) administers the HOPWA Program. The Program provides funding for permanent housing in facilities, permanent housing placement, short-term or transitional housing facilities, short-term rental mortgage and utility (STRMU) supportive services, and tenant based rental assistance (TBRA) supportive services for people living with HIV/AIDS.

Transportation

Transportation Impact Fees

Transportation Impact Fees ensure that new development pays, if not helps to pay, the construction costs of new public facilities necessary to serve that development, taking the burden off taxpayers. Revenue from Transportation Impact Fees can be combined with other local funding sources to accelerate major infrastructure and facility improvements.

Tax Increment Financing (TIF)

The State of South Carolina provides Tax Increment Financing as a public financing tool that allows municipalities to fund redevelopment projects in designated areas. As property values within a TIF district increase due to improvements, the additional property tax revenue—known as the “increment”—is used to repay bonds issued for infrastructure and public facility enhancements. TIF is particularly useful for revitalizing blighted areas by financing projects like roads, utilities, parks, and public buildings. It helps municipalities stimulate economic growth without raising taxes, as the redevelopment itself generates the necessary funding. Municipalities across South Carolina have enjoyed the benefits of successful TIFs.

DRAFT
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Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE, previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, is a competitive grant program for road, rail, transit and port projects that promise to achieve national objectives. RAISE is unique in that it can provide funding directly to any public entity, including municipalities, and eligibility requirements allow State and local level project sponsors to obtain funding for multi-modal, multi-jurisdictional projects that may not otherwise be funded through traditional DOT sources.

Safe Routes to School

The Federal Highway Administration provides funding for individual schools to create walking and biking routes that are safe for students. All projects must be within two miles of primary or middle schools (K-8). Schools, school districts, municipalities or other governmental bodies, or nonprofit associations are eligible to apply. This fund is administered by SCDOT.

South Carolina Transportation Infrastructure Bank

The South Carolina Transportation Infrastructure Bank provides loans and other financial assistance to government and private entities for major highway and transportation projects. Per the requirements of the South Carolina Transportation Infrastructure Bank Act, an eligible project must meet minimum cost thresholds and must provide a public benefit via enhancement of mobility and safety; promotion of economic development; or an increase in the quality of life and general welfare of the public. The Bank has assisted with funding up to $5.9 billion on 100 projects in 29 counties and 5 municipalities.

Parks, Trails and Open Space

Recreational Trails Program

The Recreational Trails Program (RTP) is a federal program designed to help states provide and maintain recreational trails for both motorized and nonmotorized recreational trail use, including hiking and kayak/canoeing trails. Administered by South Carolina Parks, Recreation and Trails (SCPRT) under the approval of the Federal Highway Administration, local, state, and federal governmental agencies, qualified private organizations, and registered nonprofits are eligible applicants. Funding is provided through cost-reimbursement, where recipients cover 100% of costs upfront and are reimbursed for 80% of eligible expenses. Nonmotorized and diverse trail projects can receive grants between $10,000 and $100,000. Motorized trail projects can receive the full amount of available funding.

Boating and Infrastructure Grants (BIG)

The BIG program provides grants for the development and maintenance of boating infrastructure facilities in South Carolina for recreational vessels that have a 15-day or less visit and are at least 26 feet in length. Administered by the South Carolina Department of Natural Resources (SCDNR), eligible projects include mooring buoys, day docks, floating docks, and fixed piers, as well as certain support facilities and equipment. Both publicly owned and privately owned marina facilities that are open to the public are eligible to apply for funding. Grants may not exceed $200,000 and require a 25 percent match.

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Park and Recreation Development Fund (PARD)

The PARD grant program is a state-funded, noncompetitive, reimbursable grant program for eligible local government or special purposes district entities within each county which provide recreational opportunities. This is an 80-20-match noncompetitive grant program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing public park facilities.

Sports Tourism Advertising and Recruitment Grant (STAR Grant)

The STAR program, administered through the SC Department of Parks, Recreation & Tourism (SCPRT), provides grants to communities and nonprofit tourism or sports-related organizations for attracting new to South Carolina sporting events. Recruitment costs such as bid fees, marketing materials, site or venue fees, equipment rentals directly related to the event, security, and licensing fees are eligible for reimbursement. This grant will provide a match for actual expenditures if the bid is successful on a 1:1 match up to $50,000. The STAR grant may not be used for permanent construction costs or personnel services.

Note: The STAR Grant is both an economic development and recreation funding source. It is mentioned only under Parks, Trails, and Open Space in this Chapter for brevity.

Environment and Sustainability

Transfer of Development Rights

The Transfer of Development Rights (TDR) program can be used to redirect growth and development away from environmentally sensitive areas to locations in which existing and planned infrastructure capacity and transportation improvements are scheduled. The City of Clemson can implement a TDR program to conserve culturally, historically, and environmentally sensitive areas in the region.

319 Nonpoint Source and Clean Water State Revolving Fund Joint Funding

The 319 Nonpoint Source (NPS) Program can be used to fund a variety of NPS water pollution control projects that reduce pollution into South Carolina waterbodies. The Clean Water State Revolving Fund (CWSRF) is a low-interest loan program to fund water quality protection efforts including assistance for public entities for management activities. The 319 funding requires a 40 percent nonfederal match and the CWSRF fund may serve as this nonfederal match for certain 319 projects.

Land and Water Conservation Fund

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). This is a reimbursable grant program requiring a 50% match. Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management. The minimum amount that can be requested for a grant is $50,000, with a maximum limit of $300,000. However, if the South Carolina Department of Parks, Recreation & Tourism (SCPRT) deems a project to have significant statewide or regional importance, the project may qualify for additional funding of up to $500,000.

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Arts and Culture

Arts Project Support Grants

South Carolina Arts Commission (SCAC) provides several grants, including the Arts Project Support Grant. Two options exist under this program: one for artist applicants and another for organizations. Government or nonprofit organizations may apply for a maximum of two grants totaling up to $2,500 within a fiscal year for technical and online/website support, equipment, furniture, professional services, and professional development. Grants are available throughout the year and require a 1:1 match (min. 50% cash, 50% in-kind).

Accessibility Grants

To ensure access to arts programs and facilities to persons will all abilities, the SCAC offers Accessibility Grants of up to $2,500 to government and nonprofit organizations to remove barriers. Eligible activities include providing print materials in various languages and Braille, interpretation and sign language services, purchase of listening devices, staff training, constructing ramps, and modifying buildings. These grants may only be used for existing facilities, and recipients must provide a 1:1 match.

Festivals Program Grants

Unique among the SCAC arts and culture grants is the Festivals Program Grant, which specifically applies to community-based events that promote participation in arts and culture. Up to $7,500 in funds are available to support arts programming, temporary art installations/exhibitions, artist fees directly related to an event, direct event production and venue costs, marketing, ADA compliance measures, and juried processes at the event. Recipients must provide a 1:1 match, which may not be used to match other SCAC or federal grants.

Operating Support for Small Organizations (OSS) Grants

This grant program provides up to $5,000 per year for two years of basic operations support for eligible nonprofit organizations and units of government with a total arts expense budget of $75,000 or less and have offered a minimum of one fiscal year of programming. To strengthen small organizations' ability to provide ongoing arts experiences and services to individuals and communities across the state. The grant recipient must match funding on a 1:1 requirement. This fund is administered by the South Carolina Arts Commission (SCAC).

General Operating Support (GOS) Grants

This program provides support for three years of operating expenses to organizations whose primary mission is focused on the arts, serve as the community's primary art provider, or provide ongoing arts programming in the community. Eligible organizations with an arts expense budget of $75,000 or less may apply for either an OSS grant or a General Operating Support (GOS) Grant. GOS grants have no maximum award, but awardees must provide a 3:1 cash match and may not receive simultaneous Arts Project Support funding (except for professional development opportunities).

Folklife and Traditional Arts (FLK) Grants

Available to nonprofit organizations, colleges, universities, and units of government to ensure the living traditions remain a vibrant and visible part of community life in South Carolina. Funding is administered by SCAC for up to $6,000 with a 1:1 match requirement.

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ACTION MATRIX

The Action Matrix provides a comprehensive list of all implementation strategies, policies, and recommendations within the *Clemson Comprehensive Plan*. It serves as a tool for staff to prioritize activities and projects over the life of the Plan and to approve actionable items annually while evaluating progress based on completed strategies.

The matrix includes a brief description of each project and identifies the following:

Key Action

Key actions include capital projects, policy recommendations, and strategies that should be prioritized to support for Plan implementation.

Priority Level

Priorities are assigned based on cost and importance. Each action is labeled as:

- **Priority 1:** Near-term, low-cost, easier to implement, critical
- **Priority 2:** Mid-term, essential
- **Priority 3:** Long-term, desirable

Timeline Estimate

Estimated timelines indicate how long it may take to complete each action:

- **(S) Short-term:** less than two years.
- **(M) Mid-term:** two to five years.
- **(L) Long-term:** greater than five years.
- **Ongoing:** requires immediate and continued attention throughout the life of the Plan.

Partners

Clemson will rely on neighboring governments, organizations, and community groups to help implement the Comprehensive Plan. While the City is primarily responsible for initiating and carrying out most recommendations, many partnerships will be needed to achieve the Plan's goals. The Partners column identifies potential collaborators, but additional organizations may be added as appropriate.

Led by the City of Clemson

Because this is the City's adopted Comprehensive Plan, it is assumed that the City leads implementation of most actions. Some items are entirely City-led and may not require identified partners.

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5 Housing and Neighborhoods

#	Actions	Priority	Timeframe	Partners
	Existing Neighborhoods			
	Neighborhood Reinvestment			
5.1	Consider creating a targeted program to support reinvestment in aging or underperforming residential areas, particularly in locations identified in the Residential Framework. (e.g., Old Stone Church Road, Helton Street, Clemson Village, the Den at Clemson, and the Retreat of Clemson). The program should aim to attract developers, raise funding, and guide coordinated improvement efforts.	1	M	
5.2	Seek funding opportunities—such as Community Development Block Grants (CDBG)—to support housing rehabilitation, infrastructure upgrades, and community services as part of a broader revitalization strategy.	2	M	Community Development Block Grants (CDBG)
5.3	Explore policies that allow and encourage the strategic subdivision of oversized or underutilized residential lots, particularly in older neighborhoods, as a tool for reinvestment.	1	M	
5.4	Promote programs to assist property owners with repairs and upgrades, helping preserve housing quality and affordability.	2	Ongoing	Property Owners
5.5	Provide financial or regulatory incentives to encourage the rehabilitation of vacant or deteriorated homes, reducing blight and expanding the supply of quality housing.	2	M	
5.6	Promote higher-density housing types such as townhomes, duplexes, triplexes, and quadplexes in reinvestment areas by aligning infill opportunities with the Future Land Use Plan.	1	S	
5.7	Revise zoning and design standards to include guidance on materials, siting, and architectural styles, ensuring that new infill development complements the character of existing neighborhoods.	1	S	
	Code Enforcement and Property Maintenance			
5.8	Identify areas within the City with chronic code enforcement issues and create a city-wide assistance program to work with property owners to aid in upkeep.	2	M	Property Owners
5.9	Consider establishing a public education effort aimed at property upkeep to educate residents on the importance of property maintenance focusing on weeds, litter, and inoperable vehicles.	2	M	
5.10	Support residents in the upkeep of their property through programs and incentives, like permit fee waivers for qualifying home repairs and maintenance projects.	2	L	
5.11	Explore partnerships between the City and health providers to ensure high quality of living environments through home safety inspections and wellness checks.	3	L	AnMed Health, Prisma Health
5.12	Continue to support City staff to maintain consistent code enforcement operations.	1	Ongoing	
5.13	Continue to approach community code enforcement proactively, citing visible code violations before complaints occur.	1	Ongoing	

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#	Actions	Priority	Timeframe	Partners
5.14	Continue to enforce Clemson's Code of Ordinances to maintain quality neighborhoods.	1	Ongoing	
5.15	Continue to enforce the Rental Housing Inspection Program including inspections for both single and multifamily buildings.	1	Ongoing	
	Housing Availability			
	Attainable Housing			
5.16	Access and use a combination of local, state, and federal funding sources, such as Community Development Block Grant funds, Low Income Housing Tax Credits, and local housing trust fund dollars, to support the inclusion of attainable units in new developments.	2	L	Community Development Block Grants (CDBG), Low Income Housing Tax Credits, local housing trust fund
5.17	Work with developers to consider cross-subsidization which could use market-rate housing to help offset an attainable housing product.	2	L	Developers
5.18	Promote first time homebuyer assistance programs such as the SC Housing Homebuyer Program, to assist residents in purchasing homes in the City.	1	L	SC Housing Homebuyer Program
5.19	Encourage developers to include income-sensitive units or workforce housing in new housing developments.	2	Ongoing	Developers
5.20	Consider utilizing incentives such as, tax abatements, expedited permitting, direct subsidies, density bonuses, or other regulatory flexibility to promote more attainable housing options.	2	L	
	Missing Middle Housing			
5.21	Consider reducing minimum lot size and frontage requirements to allow for more diverse housing options.	2	M	
5.22	Maintain minimum parking standards for missing middle housing types and include design standards to reduce visibility.	1	Ongoing	
5.23	Reassess setbacks for multifamily housing projects to facilitate better site efficiency design.	1	S	
5.24	Update the City's Zoning Ordinance to allow for single-family attached, triplexes, and quadplexes in more districts.	2	S	
	Aging in Place			
5.25	Continue to permit Accessory Dwelling Units (ADUs) to allow promote multi-generational living and allow seniors to age in place.	1	Ongoing	
5.26	Encourage a variety of housing types that anticipates future market demand and allow seniors to age in place.	2	M	
5.27	Facilitate intergenerational programs and volunteer opportunities to foster connections between older adults and younger residents.	2	M	
5.28	Improve sidewalk infrastructure, crosswalks, and traffic signals to enhance pedestrian safety, particularly near senior living facilities, parks, and community centers.	2	Ongoing	

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#	Actions	Priority	Timeframe	Partners
5.29	Encourage the development of universally designed housing options that accommodate varying mobility needs, such as single-story homes, zero-step entrances, wider doorways, and accessible bathrooms.	3	M	
5.30	Continue to coordinate with local organizations such as the Shaw Center to support programs that provide housing repair and rehabilitation assistance, particularly in historic neighborhoods.	2	Ongoing	Shaw Center
	Student Housing			
5.31	Collect and maintain a GIS-based inventory of student housing developments to adequately track the number of student housing units.	2	M	
5.32	Enforce regulations limiting the number of unrelated individuals who can live in a single dwelling unit (e.g., no more than three unrelated occupants).	2	S	
5.33	Mandate that new student housing developments within existing neighborhoods match the architectural character, scale, and setbacks of surrounding homes.	1	M	
5.34	Continue to require the annual rental inspection to protect tenant and landlord interests, promote compliance, document property condition, and prevent deterioration.	1	Ongoing	
5.35	Encourage regular communication between City and the Director for Housing Operations at Clemson University.	2	L	Clemson University
5.36	Consider student housing as a conditional use within mixed-use areas established in the Residential Framework giving the City more control over the type of development that could occur within these areas.	1	S	
5.37	Encourage Clemson University to prioritize developing student housing on campus.	3	L	Clemson University
5.38	Encourage Clemson University to consider a policy requiring all freshman and sophomores to live on campus.	3	L	Clemson University
5.39	Use the Residential Framework to identify areas to specify zones for student housing near campus, allowing higher-density development while limiting student accommodations in established residential areas.	1	S	
5.40	Establish limits on the percentage of properties within a neighborhood that can be used as student rentals to prevent overconcentration.	1	M	
5.41	Implement buffer requirements to maintain separation between student housing and traditional single-family neighborhoods.	1	S	
	Short-Term Rentals			
5.42	Consider creating a GIS database tracking the number of registered short-term rentals in the community.	3	M	
5.43	Set a maximum number of short-term rentals allowed within a neighborhood or building to prevent overconcentration.	2	S	
5.44	Consider requiring short-term rentals to be operated by primary residents to prevent large-scale commercial operations.	2	L	

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6 Economic Development

#	Actions	Priority	Timeframe	Partners
	Business Diversification			
	Attracting Office Development			
6.1	Conduct a study to evaluate the viability of small-scale office development within or near residential neighborhoods, and identify opportunity sites where appropriate.	1	L	Developers/Property and Business Owners
6.2	Expand office opportunities by supporting the development of new commercial space, including office environments with smaller retail spaces to support small businesses.	1	M	
6.3	Leverage Clemson's location and connections to major transportation routes to attract new businesses.	2	M	
	Supporting Local Businesses			
6.4	Promote "Buy Local" initiatives like Small Business Saturday and Small Business Months to invest in small business success.	2	M	
6.5	Work with the Clemson Area Chamber of Commerce to maintain regular communication with local businesses, staying informed about expansion plans, operational needs, and opportunities for enhanced support.	2	M	Clemson Area Chamber of Commerce
6.6	Support and promote the Clemson Area Chamber of Commerce's annual Small Business Expo.	2	M	Clemson Area Chamber of Commerce
	Promoting More Diverse Businesses			
6.7	Support business attraction through targeted programs such as façade grants, start-up assistance, or reduced permit fees to encourage business diversity.	2	M	
6.8	Strengthen business retention by creating and expanding programs that provide financial assistance, mentorship, and resources to help small businesses.	2	M	Property and Business Owners
6.9	Develop neighborhood commercial areas in appropriate locations that allow for small neighborhood markets, cafés, and other businesses to be situated near existing and future residential developments.	2	M	
6.10	Investigate opportunities to establish neighborhood-scale grocery stores, pharmacies, and similar businesses that serve residential neighborhoods.	2	Ongoing	
6.11	Continue to implement the City's bonding requirement for vacant commercial spaces in new mixed-use developments to support active and economically vibrant mixed-use areas.	1	Ongoing	

DRAFT
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#	Actions	Priority	Timeframe	Partners
	Expanding Employment Sectors			
6.12	Encourage mixed-use developments that integrate office and retail to create diverse job opportunities.	1	M	
6.13	Examine the City's economic assets and competitive disadvantages to determine achievable target industries for business recruitment.	3	M	
6.14	Support the Clemson Area Chamber of Commerce in conducting a study to determine which business sectors most appropriate for the City.	3	M	Clemson Area Chamber of Commerce
6.15	Support the Clemson Area Chamber of Commerce to create a marketing and business recruitment strategy to position the City as a destination for business investment.	3	M	Clemson Area Chamber of Commerce
6.16	Actively recruit tech and research-oriented businesses that align with the University's academic strengths and talent pipeline. Focus on emerging fields to retain graduates, foster innovation, and diversify the local employment base.	3	L	Clemson University
	Tourism and Recreation			
6.17	Explore the feasibility of creating an Arts District within the City.	2	L	Business and Property Owners
6.18	Continue to support year-round events like cultural and community events in Downtown Clemson.	2	Ongoing	Business and Property Owners
6.19	Partner with CAAAM to create culturally driven events to educate residents and visitors on Clemson's history.	2	M	Clemson Area African American Museum
6.20	Continue to promote Lake Hartwell and surrounding natural resources as a destination for recreation and tourism.	2	Ongoing	
6.21	Encourage more outdoor recreation businesses to take advantage of the unique natural environment in the City.	1	L	
6.22	Support the Chamber of Commerce Sports Tourism Council to attract additional sporting events in Clemson.	1	Ongoing	Chamber of Commerce Sports Tourism Council

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#	Actions	Priority	Timeframe	Partners
	Strengthening Major Commercial Corridors			
6.23	Prioritize U.S. Route 123, U.S. Route 76, and State Route 93 as the community's major commercial corridors, promoting a variety of retail, restaurant, entertainment, and service uses.	1	M	SCDOT
6.24	Consider amending the zoning code to permit higher density residential uses along College Avenue to support mixed-use development.	1	S	
6.25	Invest in access management strategies, such as consolidating curb cuts and enhancing traffic flow, to improve safety and reduce congestion along U.S. Route 123.	2	M	SCDOT
6.26	Identity infill opportunities along State Route 93 for new commercial, office or mixed-use developments.	2	M	SCDOT
6.27	Review the Architectural Review Overlay regulations to ensure that architectural and site design along the City's main corridors is not only consistent, but also well-designed and visually appealing to attract new businesses.	1	S	
6.28	Continue prioritizing pedestrian improvements along College Avenue by incorporating wider crosswalks, bike lanes, and street furniture to create a more walkable environment for all users.	1	S	

DRAFT
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7 Transportation and Mobility

#	Actions	Priority	Timeframe	Partners
	Roadway Network			
	Attracting Office Development			
7.1	Continue to work with SCDOT, Pickens County to ensure that AADT and the Functional Classification align providing a safe and efficient roadway network.	2	Ongoing	SCDOT, Pickens County
7.2	Continue to ensure that land use and transportation improvements are aligned to promote safety and efficiency.	1	Ongoing	SCDOT, Pickens County
7.3	Regularly review traffic volumes and speeds along collectors and local roadways to identify problem areas and address shifts in how drivers move through the community over time.	2	M	
7.4	Evaluate and apply strategies from ongoing LRTP and Safe Streets and Roads for All (SS4A) studies.	2	M	
	Roadway Improvements			
7.5	Continue to work with ACATS, SCDOT, and additional partners to identify future roadway improvement projects to meet the transportation needs of the community and the surrounding region.	3	Ongoing	ACATS, SCDOT
7.6	Consider a Complete Streets policy that can be used to inform municipal transportation projects and private development projects in addition to the installation, replacement, or reconstruction of underground utilities located within a public street right-of-way.	1	S	
	Traffic Management			
7.7	Work with developers to provide cross access and shared parking for more cohesive development.	3	M	Developers
7.8	Review development standards to determine if parking requirements should be updated to enable shared parking and maximize development potential between adjacent commercial properties.	1	S	
7.9	Explore consolidation opportunities that could support more unified commercial redevelopment.	2	M	
	Downtown Parking			
7.10	Conduct a full and comprehensive parking evaluation that looks at all on/off street parking locations, their utilization, recommendations related to modifications to parking layout or restrictions, and to develop strategies for incorporating best practices for parking with redevelopment opportunities.	2	M	
7.11	Locate surface parking lots behind buildings or at midblock locations where possible; parking lots at corners should be avoided.	1	M	
7.12	Provide vehicular access to parking lots from alleys or side streets, where feasible.	1	M	
7.13	Screen surface parking lots from public sidewalks and streets using low masonry walls, decorative fencing, and/or landscaping.	2	M	
7.14	Pave and clearly mark all parking lots, ensure adequate lighting and drainage, and incorporate permeable pavement, bioretention, shade trees, dark-sky compliant lighting, and low-impact native landscaping to provide long-term environmental benefits and cost savings.	3	L	

DRAFT
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#	Actions	Priority	Timeframe	Partners
7.15	Designate additional on-street parking spaces for short-term parking (10-minutes), particularly within the vicinity of land-uses that result in quick-trips including Walgreens, quick-service restaurants, and restaurants that see frequent visits from takeout.	2	M	
7.16	Provide consistent enforcement of existing and modified parking restrictions.	1	S	
	Active Transportation Network			
	Promoting a Complete Sidewalk Network			
7.17	Reevaluate Sec. 16-57 of the Code of Ordinances to determine if the sidewalk petition process should be altered to make the construction of sidewalks easier.	1	S	
7.18	Continue to require developers to provide connections to the existing sidewalk or trail network.	2	Ongoing	Developers
7.19	Require that new developments include sidewalks to promote walking and active transportation.	2	S	Developers
7.20	Continue to require sidewalks on any new roads and consider retrofitting existing roadways when roadway improvements are made to build out the sidewalk network.	2	Ongoing	Developers
	Safe Routes to Schools			
7.21	Use potential funding sources to identify possible and appropriate improvements for each route throughout the neighborhoods, while equitably distributing project construction funds based on use and need.	3	L	
7.22	Engage the community and Clemson Elementary School on the benefits of safe routes to school, to better understand and address residents' concerns, and to support neighborhood needs with these strategies.	2	M	Clemson Elementary School
7.23	Encourage schools to work with parents and neighborhood associations to establish bike buses (also called "bike trains" - a group of cyclists, often students, who ride to a common destination together along a set route and schedule, similar to how a school bus operates) that can pick kids up and bring them to school.	2	M	Clemson Elementary School
	ADA Accessibility			
7.24	Create an ADA Transition Plan to identify streets that do not meet accessibility standards.	2	L	
7.25	Coordinate with transit providers to improve accessibility to and from transit stops.	2	M	CATbus, Tiger Transit
7.26	Upgrade existing transit stops to be accessible to people of all ages and abilities.	2	M	
	Bikeway and Trail Network			
7.27	Continue to implement the improvements outlined in the Bikeways Plan to build out a complete bikeway network within the City.	1	Ongoing	Green Crecent Trail
7.28	Complete the connection from the Reese Street overpass to the neighborhoods north of U.S. Route 123 improving the overpass to have an ADA ramp and a trail connection on the north side.	2	L	SCDOT
	Bike Sharing			

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#	Actions	Priority	Timeframe	Partners
7.29	Partner with Clemson BikeShare to promote and expand the bike share system city-wide, including securing sponsorships or donations to ensure affordability and accessibility for all students and residents.	2	M	Clemson University, Clemson BikeShare
7.30	Determine and prioritize locations for bike share stations while maintaining trip data repositories to guide future planning.	1	S	Clemson BikeShare
7.31	Coordinate bike share expansion with broader transportation and infrastructure initiatives such as constructing stations near CATbus Stops and the Amtrak station.	2	L	Clemson BikeShare, Amtrak, CATbus
	Trails			
7.32	Continue to require new proposed development projects to include the construction of any sections of bikeway planned to abut the project site.	2	Ongoing	Developers
7.33	Utilize the recommendations in the Green Crecent Trail Feasibility Study to guide trail development in the City.	1	S	Green Crecent Trail
7.34	Reassess the priority alignments from the Green Crecent Trail Feasibility Study to determine which priorities are still relevant and which ones should be updated.	1	S	Green Crecent Trail
	Clemson Area Transit (CATbus)			
7.35	Enhance coordination with Clemson University by establishing a dedicated liaison to strengthen the partnership between the City and the University, improving CATbus efficiency through technology integration such as mobile apps and real-time tracking.	2	M	CATbus, Tiger Transit, Clemson University
7.36	Support regional multi-modal connectivity by collaborating with ACATS and other regional agencies to develop a safe, sustainable, and equitable transportation network that integrates public transit, biking, and pedestrian infrastructure.	2	M	CATbus, ACATS
7.37	Strengthen public transit partnerships by fostering collaboration between Clemson Area Transit (CATbus) and regional stakeholders to maintain and enhance Clemson's position as a leader in public transportation services in the Southeast.	2	M	CATbus, Pickens County, Anderson County, Neighboring Municipalities
	Rail			
7.38	Work with Amtrak to determine if there are ways to improve service for residents of the City.	2	L	Amtrak
7.39	Work with the University to provide wayfinding and marketing to encourage students, parents and visitors to utilize the Amtrak stop within the City.	2	M	Clemson University

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8 Community Facilities, Services and Infrastructure

#	Actions	Priority	Timeframe	Partners
	Community Facilities			
	Government			
8.1	Invest in and maintain user-friendly online mapping resources for residents.	1	Ongoing	
8.2	Ensure board and commission members attend state-mandated training sessions.	2	M	
8.3	Supplement regular meetings with informal town hall-style gatherings to encourage public input.	3	Ongoing	
8.4	Keep agendas and supporting documents easily accessible on the City's website.	2	Ongoing	
8.5	Expand the use of GIS and other digital tools to enhance public access to City information.	2	Ongoing	
8.6	Continue using social media to share important updates and engage with the community.	2	Ongoing	
	Public Safety			
8.7	Continue to plan for additional staffing of the Police Department based on current and future needs of the community.	2	Ongoing	
8.8	Continue to coordinate the City's emergency response efforts with State and surrounding county and City agencies and Clemson University to ensure adequate provision of public safety services.	2	Ongoing	
8.9	Continue to utilize GIS and other technologies to survey and assess the safety of existing neighborhoods, including but not limited to, location of fire hydrants and emergency ingress and egress locations.	2	M	
	School District of Pickens County			
8.10	Partner with school administrators to assess the impact of new growth, including annexations, and ensure that school capacity keeps pace with residential development to adequately serve new residents.	2	M	School District of Pickens County, Clemson Elementary School
8.11	Coordinate with the School District of Pickens County to support the strategic location, renovation, and expansion of school facilities in areas best suited for growth.	2	L	School District of Pickens County
8.12	Work with the School District of Pickens County to share data and develop accurate student enrollment projections.	2	L	School District of Pickens County
8.13	Collaborate with the school district and other public or nonprofit agencies to create shared school facilities, recreational spaces, and educational programs, when possible.	2	L	School District of Pickens County, Clemson Elementary School

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#	Actions	Priority	Timeframe	Partners
	Clemson University			
8.14	Establish a regular joint planning committee between the City and the University to coordinate long-range planning efforts and transportation priorities.	1	S	Clemson University
8.15	Work with the University to improve multi-modal transportation systems such as CATbus, bike infrastructure including additional BCycle stations, and increased pedestrian access, ensuring safe and convenient movement between campus and the broader community.	2	M	Clemson University, CATbus, Tiger Transit, Clemson BikeShare
8.16	Partner with the University to invest in public spaces, parks, and cultural programming that benefit both residents and students, particularly for key new development areas such as Kadera, reinforcing Clemson's identity as a unified community.	3	L	Clemson University
8.17	Continue joint efforts to study and address student housing needs and off-campus impacts, including strategies for improving neighborhood quality of life, rental oversight, and housing diversity.	2	Ongoing	Clemson University
8.18	Leverage University research, talent, and industry partnerships to advance economic development in the City, particularly in technology and innovation sectors.	3	L	Clemson University
	Infrastructure			
	Stormwater			
8.19	Establish a local 'Adopt-a-Stream' program to promote stream monitoring within the City.	2	L	
8.20	Encourage the use of pervious concrete, porous asphalt, and permeable pavers in parking lots, sidewalks, and driveways to enhance water infiltration.	3	L	
8.21	Consider promoting green roofs and rain gardens to absorb and filter stormwater.	2	L	
8.22	Consider strategically integrating bioswales and vegetated strips in appropriate areas to slow down runoff and improve water quality.	2	M	
8.23	Implement or adjust a stormwater fee based on the amount of impervious surface area to incentivize stormwater-friendly development.	2	M	
8.24	Ensure that new developments follow best management practices (BMPs) to minimize runoff and sedimentation in local waterways.	1	S	
8.25	Encourage compact and vertical developments that preserve open spaces and reduce impervious surface coverage.	1	S	

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#	Actions	Priority	Timeframe	Partners
	Wastewater			
8.26	Complete upgrades to reduce infiltration and inflow in the wastewater system.	2	M	
8.27	Continue to expand and replace infrastructure as population increases and the City boundary reaches into the Growth Areas ensuring that future residents have access to City services.	2	Ongoing	
8.28	Maintain and expand the sewer line replacement program to improve system efficiency and reliability.	2	Ongoing	
8.29	Regularly assess the remaining capacity of the Pendleton-Clemson Wastewater Treatment Plant to ensure timely planning and implementation of necessary upgrades.	3	Ongoing	
8.30	Develop a strategy for transitioning from secondary to tertiary wastewater treatment to enhance water quality and environmental protection.	3	L	
8.31	Consider moving the Pendleton sewer plant to a regional authority to increase access to funding opportunities.	3	L	
	Water Service			
8.32	Conduct annual water testing to ensure compliance with all state and federal standards.	1	Ongoing	
8.33	Replace outdated water pipes to improve system reliability and efficiency.	2	L	
8.34	Continuously monitor water sources to provide a high-quality and sufficient potable water supply for future growth.	2	Ongoing	
8.35	Utilize advanced technologies to proactively assess and address water quality concerns.	3	L	
8.36	Maintain a comprehensive water line flushing program to ensure proper chlorine residual levels throughout the system.	3	L	
	Solid Waste and Recycling			
8.37	Monitor recycling industry for viable opportunities to expand the City's program as changes occur.	3	L	
8.38	Encourage the reuse of recycled materials in public and private construction projects.	2	M	
8.39	Develop educational programs to increase recycling participation in multifamily buildings.	3	L	
8.40	Strengthen partnerships with Clemson University and other agencies to enhance waste management strategies.	3	L	Clemson University
8.41	Consider integrating recycled materials into City capital improvement projects when appropriate.	3	L	
8.42	Ensure convenient access to recycling facilities for all City residents.	3	L	
8.43	Publicize and improve access to existing recycling drop-off facilities at the Public Works Department.	3	L	

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#	Actions	Priority	Timeframe	Partners
	Energy			
	Natural Gas			
8.44	Investigate all potential funding sources to support the relocation of utility lines underground in key high-traffic areas.	2	L	
8.45	Prioritize underground utility placement in areas designated for future growth whenever feasible.	2	M	
8.46	Collaborate with utility providers to implement safety and aesthetic standards across the City.	3	M	Duke Energy
8.47	Partner with Duke Power, Northland, BellSouth, and other service providers to maintain and improve utility and communication services.	3	Ongoing	Duke Power, Northland, BellSouth
8.48	Regularly review and update City regulations and programs to adapt to technological advancements.	3	Ongoing	
	Internet Usage			
8.49	Establish partnerships with Clemson University, technology companies, and other public and private entities to enhance citywide communication infrastructure and expand affordable broadband services.	3	L	Clemson University
8.50	Collaborate with community service providers to offer free Wi-Fi access in underserved areas, parks, libraries, transit stations, trailheads, and other public spaces.	3	L	
8.51	Regulate the design and placement of wireless telecommunication facilities to ensure efficient and aesthetic integration into the urban landscape.	3	L	
8.52	Increase public access to technology by installing shared devices in City Hall and other high-traffic public buildings.	3	L	
8.53	Require underground conduit installation in new developments to support future broadband expansion.	3	L	
8.54	Develop resilient broadband infrastructure capable of withstanding extreme weather and emergencies.	3	L	

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9 Natural Resources and Open Space

#	Actions	Priority	Timeframe	Partners
	Parks and Recreation			
	Existing Park Space			
9.1	Continue to renovate park facilities based on the Parks and Recreation Master Plan and City feasibility.	2	Ongoing	
9.2	Promote current parks and recreation spaces by utilizing adequate signage, promoting parks in marketing materials, and hosting events and activities in city parks.	2	M	
9.3	Incentivize new developments to include public parks and open spaces by utilizing density bonuses and height increases.	1	S	
9.4	Consider implementing development impact fees for parks and recreation for industrial, commercial, office, and institutional uses.	1	S	
9.5	Consider increasing the development impact fees for multifamily residential development for parks and recreation.	1	S	
	Equitable Park Access			
9.6	Consider requiring public park space in Planned Developments (PD's) that are larger than a specific area to incentivize more public park space especially as a part of large developments.	1	S	
9.7	Work with developers and property owners to encourage building additional park space especially in areas outside of the 10-minute service area.	1	S	Developers
9.8	Improve pedestrian access and connections to existing parks and promote park accessibility through clear wayfinding and signage.	2	M	
	Community Gathering Spaces			
9.9	Consider adjusting the current density bonuses to increase the point values for public amenities and specifically community gathering spaces.	1	S	
9.10	Encourage community gathering spaces be integrated into developments that add to the architectural value of the development while offering a public space for people to congregate, eat, sit, or spend time.	2	M	
9.11	Consider entering into agreements with property owners to construct formal or informal gathering spaces on irregularly shaped parcels or excess corners/edges of parcels.	3	L	Business and Property Owners
9.12	Utilize bumpouts or curb extensions as gathering spaces providing seating areas, public art, or pedestrian-oriented infrastructure.	3	L	
9.13	Once Abernathy Park is completed, the shift priority from creating a downtown destination park to creating several smaller community gathering spaces offering a cost-free place for residents and visitors to spend time.	2	M	

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#	Actions	Priority	Timeframe	Partners
	Natural Resources			
	Lake Hartwell			
9.14	Promote Lake Hartwell as a community resource through improving access by evaluating new potential locations to create a public access point to the lake.	2	M	
9.15	Identify, inventory, and develop a report on significant natural features in the City.	3	M	
9.16	Create protection plans to maintain and support the City's natural features.	3	M	
9.17	Develop and implement an invasive species eradication program.	3	L	
9.18	Maintain and enhance habitat diversity for wildlife through native plantings and protection of waterways.	3	L	
9.19	Continue to work with the Army Corps of Engineers to protect the shoreline and regulate the types of permitted uses and activities.	2	Ongoing	US Army Corps of Engineers
9.20	Encourage redevelopment of the commercial lots abutting the lake just south of Highway 123 to activate the waterfront and create a connection to the Abernathy Park Boardwalk.	2	M	Business and Property Owners
9.21	Develop a Blueways or "water path" program that informs and connects people to amenities, points of interest, and attractions near water features and public launch points.	2	M	
	Urban Forest			
9.21	Continue to utilize tree preservation and tree replacement standards in the review of development projects.	1	Ongoing	
9.22	Consider updating tree preservation standards to preserve heritage trees or native trees while encouraging the removal of invasive trees.	1	S	
9.23	Consider incentivizing more sustainable developments such as green roofs, cool roofs (roofs with reflective material), permeable pavement, or living walls with density bonuses, parking relief, or other development incentives.	2	M	
	Topography			
9.24	Limit construction on slopes greater than 15%, require erosion control measures such as retaining walls or terracing, and promote low-impact development techniques.	2	M	
9.25	Utilize native vegetation on slopes to stabilize soil and reduce erosion risks.	2	M	
9.26	Require that developers conduct soil evaluations prior to construction and implement proper drainage systems, such as bioswales or permeable pavements.	3	L	

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#	Actions	Priority	Timeframe	Partners
	Watersheds			
9.27	Collaborate with Clemson Extension Service to create educational resources that help homeowners implement sustainable stormwater solutions on their properties.	3	Ongoing	Clemson Extension Service
9.28	Conduct a thorough assessment of existing stormwater infrastructure to update GIS databases and enhance management strategies.	2	M	
9.29	Incorporate permeability standards into development codes to limit impermeable surfaces and promote sustainable site design.	2	M	
9.30	Review and update zoning and land development regulations to strengthen riparian zone protections and safeguard water resources.	1	S	
9.31	Monitor sanitary sewer overflows to identify recurring issues, enhance infrastructure, and minimize untreated wastewater discharge.	3	Ongoing	
9.32	Implement a tracking system to monitor stream flow and water quality over time for better data-driven decision-making.	3	Ongoing	
9.33	Strengthen collaboration with regional watershed communities to promote shared water resource management and coordinated conservation efforts.	3	L	Pickens County Government, Anderson County Government
	Flood Areas			
9.34	Consider utilizing a flood purchase program to purchase properties within the floodplain opening up opportunities for low-intensity development such as park space, natural areas, or greenways.	1	S	
9.36	Continue to work with the US Army Corps of Engineers to monitor water levels to ensure flooding is properly tracked and managed.	1	Ongoing	US Army Corps of Engineers
	Drought			
9.37	Continue to conduct the Annual Water Quality Report which provides information about the annual testing in compliance with state and federal standards to continue to provide safe, clean water to the community.	3	Ongoing	
9.38	Continue to work with the US Army Corps of Engineers to monitor drought levels ensuring that citizens have adequate access to water.	2	Ongoing	US Army Corps of Engineers
9.39	Message to the community when drought conditions are active and encourage conservative water usage.	3	Ongoing	

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10 Cultural Resources

#	Actions	Priority	Timeframe	Partners
	Community History			
	Historically African American Neighborhoods			
10.1	Partner with the Shaw Center, Clemson University, the Arts Center, and CAAAM to preserve and celebrate the legacy of historically Black communities in Clemson.	2	L	Shaw Center, Clemson University, the Arts Center, and CAAAM
10.2	Organize exhibitions at The Arts Center or CAAAM featuring artwork, photographs, and artifacts from historically Black communities.	2	Ongoing	The Arts Center, CAAAM
10.3	Establish individual neighborhood planning and investment frameworks to assist in neighborhood stabilization or transition.	2	M	
10.4	Utilize Community Development Block Grants (CDBG) for neighborhood improvement projects.w	2	M	Community Development Block Grants (CDBG)
	Cultural Districts and Historic Buildings			
10.5	Integrate historical figures and stories into wayfinding signage and placemaking elements in Downtown Clemson to highlight and share important local stories.	2	M	
10.6	Commission murals that honor the contributions of Black residents in Clemson's history.	2	M	
10.7	Create a publicly accessible inventory of historic places within the City of Clemson to document significant buildings, sites, and cultural landmarks, and support future preservation, education, and tourism efforts.	1	S	
	Tourism			
10.8	Promote the use of the Tourism Related Activities Special Fund to support and expand events, activities, and amenities that attract visitors.	2	M	
10.9	Continue to support and publicize the Accommodations Tax Grant Program to help local organizations fund tourism-related projects and cultural initiatives.	1	Ongoing	Accommodations Tax Grant Program
10.10	Encourage partnerships between the Public Arts and Culture Commission, Clemson University, and local businesses to expand public art installations and rotating exhibitions.	2	L	Public Arts and Culture Commission, Clemson University, local businesses
10.11	Support the development of a cultural calendar highlighting events from the Arts Center, CAAAM, and other cultural organizations to strengthen awareness.	2	S	the Arts Center, CAAAM
10.12	Encourage mixed-use development that integrates creative workspaces and studio housing for local artists and makers.	2	M	

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#	Actions	Priority	Timeframe	Partners
	Placemaking			
10.13	Collaborate with Clemson University and its Public Art Program to identify and implement public art installations in key locations throughout the City.	2	L	Clemson University
10.14	Support outdoor dining and music events to strengthen local businesses and foster community interaction in Downtown Clemson along College Avenue.	1	S	Clemson Area Chamber of Commerce, local businesses
10.15	Improve gateway and wayfinding infrastructure that guide both residents and visitors while enhancing the City's unique character and identity.	1	M	
10.16	Prioritize pedestrian friendly infrastructure by improving sidewalks, crosswalks, and street connections to promote social interaction across the City.	1	M	Shaw Center, Clemson University, the Arts Center, and CAAAM
10.17	Incorporate art installations, murals, and other public art facilities into future designs to enhance the visual appeal of the City and create a cultural identity of place.	2	M	
	Events and Festivals			
10.18	Strengthen collaboration with key partners, such as the Clemson Area Chamber of Commerce, Visit Clemson, local businesses and artists to provide, enhance, and create additional community events and activities.	1	Ongoing	Clemson Area Chamber of Commerce, Visit Clemson, local businesses and artists
10.19	Develop partnerships with local schools, community centers, and neighborhood associations to engage more families, and year-round residents in the planning and execution of events, ensuring that festivals and gatherings appeal to diverse audiences.	3	L	local schools, community centers, neighborhood associations
10.20	Support and expand established community events and festivals by partnering with organizations to offer more events throughout the year to enhance community engagement and draw visitors to Downtown.	2	M	Clemson Area Chamber of Commerce
10.21	Enhance promotion of events through social media and traditional advertising platforms.	1	S	

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PLANNING COMMISSION
CITY OF CLEMSON, SOUTH CAROLINA
Resolution 2025-01

A RESOLUTION OF THE CITY OF CLEMSON PLANNING COMMISSION APPROVING THE DRAFT 2045 COMPREHENSIVE PLAN, AND RECOMMENDING TO CITY COUNCIL THAT IT BE ADOPTED, IN ACCORDANCE WITH THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994.

WHEREAS, Title 6, Chapter 29 of the South Carolina Code of Laws, also known as the Local Government Comprehensive Planning Enabling Act of 1994 (the "Act"), establishes requirements and procedures for local governments with respect to the creation, adoption, and update of comprehensive plans (S.C. Code Ann. §6-29-310, et seq.); and,

WHEREAS, the Act requires that local governments regularly review and update comprehensive plans, with plans to be reviewed no less frequently than every five years, and to be updated no less frequently than every ten years (S.C. Code Ann. §6-29-510(E)); and,

WHEREAS, the City's COMPREHENSIVE PLAN 2024, which was adopted by City Council on December 15, 2014 was subsequently updated by the Planning Commission prior to the ten-year deadline, with the updated plan adopted by City Council on December 16, 2019; and,

WHEREAS, the Planning Commission deemed it appropriate and necessary undertake the development of a new comprehensive plan prior to the required ten-year update deadline; and,

WHEREAS, the City Council provided the resources necessary to acquire the expertise and assistance of Houseal Lavigne, a leading national planning consulting firm, to assist the Planning Commission in development of the draft 2045 COMPREHENSIVE PLAN; and,

WHEREAS, the development of the draft plan included significant public input obtained through a wide range of opportunities offered for more than a year; and,

WHEREAS, the Planning Commission finds the draft 2045 COMPREHENSIVE PLAN to contain the recommendations, strategies and goals needed to guide the City's development and redevelopment in the coming years,

NOW THEREFORE, BE IT RESOLVED, that the City of Clemson Planning Commission, duly assembled with a quorum present, in regular session hereby approves and respectfully recommends that City Council adopt the 2045 COMPREHENSIVE PLAN, including all maps and any other descriptive materials comprising the plan.

This the 10th day of November 2025.

_____
Herb Tyler, Chair
City of Clemson Planning Commission

Attest:

_____
Kelly Winchester, Secretary

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