Envision Landrum...

Your Dream Is Our Future

APRIL 2017

Prepared by

with support from

BROADMOOR PLANNING LLC
Community Planning & Project Management

in association with

John M. Newman Planning
LAND USE & ENVIRONMENTAL PLANNING

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PLANNING COMMISSION
Bob Lowe
Page Rogers
Barbara Wilder
Stacy Zuber

PUBLIC ENGAGEMENT COMMITTEE MEMBERS
Sherry Barrett (Upstate Forever)
Mayor Robert Briggs (City of Landrum)
Rich Caplan (City of Landrum)
Caitlin Martin Cothran (City of Landrum)
Linda Fitzgerald-Howard
Mary Johnson
Bob Lowe
Juan Molina
Edna McDowell
Anne Regan
Page Rogers
Madelon Wallace
Barbara Wilder

CITY COUNCIL
Mayor Robert Briggs
John Carruth
Tammy Wells Cox
Billy Inman
Jon Matheis
Joyce Whiteside
Randy Wohnig

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Several of the photos in this plan were graciously provided by Dick Carr. His name is listed on the photos he contributed to this plan.
Table 27. Housing Heating Fuel 2000 & 2010
Table 28. Housing Problems in the City, 2016
Table 29. Landrum Neighborhood Infrastructure Survey Results, 2016
Table 30. Landrum Business by Major Industry 2002 – 2014
Table 31. Primary Market Area Total Business Trends 2005 – 2014
Table 32. Landrum Average Annual Wages 2014
Table 33. Median Household Income 2011
Table 34. Annual Household Income 2014
Table 35. Landrum Educational Attainment 2011
Table 36. Poverty Status 1999 – 2009
Table 37. Place of Work and Means of Transportation to Work
Table 38. Source of Landrum Shoppers
Table 39. Landrum Climate
Table 40. Tax Abatement Example (Source: MASC)
Table 41. Average Annual Daily Traffic Counts in Landrum 2006-2015
Table 42. Landrum Road Level of Service
Table 43. Community survey results regarding road conditions
Table 44. Community survey results regarding neighborhood infrastructure and public facilities
Table 45. Projected funding sources for Landrum transportation projects
Table 46. Acres of Current Land Use in the City of Landrum, 2016
Table 47. Community survey response regarding parks and recreational services in the city
Table 48. City of Landrum Farmland Classification Acreage, 2016
Table 49. Community survey response regarding comprehensive planning topics
Table 50. Community survey response regarding comprehensive planning topics II
Table 51. City of Landrum Future Land Use Acreages
Table 52. City of Landrum Land Use Acreage Comparison Future v. Current
Table 53. Priority Investments in the City of Landrum
INTRODUCTION

“Downtown Landrum, South Carolina is noteworthy for its historic character. The Landrum Depot, built on land donated to the town by John Landrum in 1877, was one of the earliest structures in the town, known originally as Landrum’s Station and incorporated in 1883. As the railroad brought commerce and a measure of prosperity to the town during the late 19th and early 20th centuries, Landrum became a mercantile hub for the surrounding agricultural community. Landrum’s streetscape still features a number of the historic structures that originally served as banks, dry goods stores, and groceries. The town has retained much of its original, historic character, and continues to evoke the “feeling” of the small, thriving railway towns so important to the economy of the rural South during the late 19th and early 20th centuries.”

—Local Landrum historian, Jo Quatannens.
The quote from the local Landrum historian evokes a vision of the character that the community wishes to maintain. This character is referred to throughout this plan. It is the intent of this plan to strengthen this character and build on it to accommodate the changing needs of the community. This comprehensive plan update, “Envision Landrum: Your Dream is Our Future,” is meant as a tool to guide Landrum’s future community development work. And as the title suggests, it is the community’s vision for the future. Although it is a project undertaken by the City government, the information and recommendations contained herein can be utilized by many different community members and organizations. The plan is based on data, input from the community, and information from other Landrum area plans and organizations.

The authority for the City of Landrum to create a Comprehensive Plan comes from the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 which, in Section 6-29-510, says “The local planning commission shall develop and maintain a planning process which will result in the systematic preparation and continual re-evaluation and updating of those elements considered critical, necessary, and desirable to guide the development and redevelopment of its area of jurisdiction.” Elements of the plan include population, economic development, natural resources, cultural resources, community facilities, housing, land use, transportation, and priority investment. Additional details about the components and the process can be found at http://www.scstatehouse.gov.

PURPOSE AND AUDIENCES

Comprehensive plans fulfill several purposes:
- to ensure efficient and effective use of resources
- to protect public health, safety, and welfare
- to provide information about an area or jurisdiction to interested parties
- to prioritize and coordinate efforts

Comprehensive plans are meant to be accessible to anyone, but some of the most common uses are by:
- elected officials seeking guidance or information for the development of their community
- developers interested in the status and future of various aspects of a community
- new or growing businesses interested in locating or expanding in the area
- organizations working in a topical area addressed in the comprehensive plan
- individuals wanting to know more about the community
- grant writers

1 As expressed in the community survey, Envision Landrum chalkboards, and opportunity/threat boards.
PROCESS

The creation of this plan began with the City of Landrum’s Planning Commission in an effort to update the 2004 Comprehensive Plan with an emphasis on planning for community health. Health planning is concerned with obesity and related chronic diseases that are preventable by making healthy life style choices – choices profoundly influenced by the built environment. The South Carolina Health + Planning Toolkit (http://eatsmartmovemoresc.org/pdf/SCHealthyToolkit.pdf), a critical resource used in the creation of this plan, defines health planning as concerning the following two areas:

1) **Healthy Eating:** The production distribution, access, and consumption of foods that limit the risk of diet related chronic disease.

2) **Active Living:** A way of life that integrates physical activity, such as walking and biking, into daily routines.

In 2015, the Planning Commission, with support from the City Administrator and Upstate Forever (UF), began developing outreach efforts and gathering existing conditions for the plan elements. Per the request of the City Administrator, SCDHEC also granted technical assistance, funded by the Centers for Disease Control, to incorporate healthy eating and active living policies into the Landrum comprehensive plan. During this timeframe, a “Community Design and Planning for Active, Healthy Communities” grant awarded to UF by the Mary Black Foundation supported UF staff time on the project and funded a Public Engagement Plan and Market Study for Landrum. Also, technical assistance to develop “Walkable Landrum,” a pedestrian master plan, was awarded to Landrum by the SC Department of Health and Environmental Control (DHEC) through a Centers for Disease Control and Prevention (CDC) grant. These resources were all incorporated into the process and/or the plan. After initial successful outreach and data gathering efforts, the Commission and City Administrator recognized the need for professional support to move forward. Landrum City Council responded by allocating funding in their fiscal 2016-17 budget to support the comprehensive plan update. Shortly thereafter, the City and UF partnered to bring in Broadmoor Planning, with assistance from John M. Newman Planning, to provide targeted support. Landrum was primarily responsible for developing the Population, Community Facilities, Housing, Economic Development, Natural Resources, and Priority Investment elements, while Broadmoor Planning was primarily responsible for the framework of the document along with the Cultural Resources, Transportation, and Land Use elements.

METHODOLOGY

By design, this comprehensive plan integrates health planning across all elements. The plan lays a foundation for development and the provision of infrastructure to accommodate development in Landrum. Healthy eating and active living policies and other complementary tools and strategies recommended in this plan support a regulatory framework to build the vibrant, healthy community envisioned by the community through this planning process.

The planning process began with gathering data on existing conditions. This was followed by input from the public. An initial public meeting was held 5:30 p.m.–8:00 p.m. on February 18, 2016 at Landrum Middle School where more than 75 people attended. Keynote speakers presented on the plan’s purpose and required elements, emphasized the importance of considering public health in all plan elements, and shared preliminary findings of the Market Study for Landrum. Attendees were then asked to answer a survey, visit stations set up to “vote” on the importance of existing assets in the community, and respond to questions about future needs on various topics. The survey was also made available on the City’s website and a link was posted on Facebook. A total of 130 people responded to the survey.

In concert with a Landrum Business Association “Love Landrum” Valentine’s Day campaign throughout February 2016, the City placed chalkboards around Landrum for people to finish the

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2 Seven chalkboards were filled out
sentence, “Because I love Landrum, I hope…” (See Figure 5.) These were placed again in February 2017.

The next public meeting was held at the Landrum Train Depot on May 3rd, 2016. Attendees were updated on the pedestrian plan, the market study recommendations for economic development and housing, and participated in real time, electronic voting to refine public input on a range of topics. Results from public input were incorporated throughout the plan. Public input documents can be found in the Appendix.

The next steps were carried out by the City and the consultants. They reviewed existing plans and conducted research and interviews to gather existing conditions, identify trends, and identify needs in the community. The following plans and documents were reviewed and incorporated into this document:

• City of Landrum, South Carolina 2004 Comprehensive Plan
• Health Planning Recommendations previously provided through a SCDHEC technical assistance grant
• 2040 LRTP: 2016-2040 Rural Long Range Transportation Plan by Appalachian Council of Governments
• SCDOT Statewide Transportation Improvement Program 2017-2022
• City of Landrum Zoning Ordinance
• Market Study for Landrum, South Carolina (2016)
• Walkable Landrum (2017)
• Spartanburg Bicycle and Pedestrian Master Plan (2009)
• Spartanburg County Tourism Action Plan and Feasibility Study (2011)

Needs that were identified were incorporated into the Goals and Strategies section in each element. Then, these goals and strategies were prioritized in an Implementation Plan that includes potential partners and timeframes for implementation of each strategy as well as guidance for monitoring progress. Finally, the Executive Summary was drafted to summarize key findings. The plan is vetted through a public process before being adopted by the City Council. Multiple organizations, including City of Landrum departments, will implement the strategies outlined in the plan.

SUSTAINABILITY AS A PLANNING CONCEPT

Sustainability is a guiding principle in crafting the goals and implementation strategies of this comprehensive plan. In basic terms, sustainable means a system is operating in a way the system can continue undiminished in its current condition over time. Simply stated, systems that are sustainable are those systems that can be supported by the environment on a continual basis. A system can operate continually in the environment only as long as that system does not deplete or degrade the environment to a point at which the environment can no longer yield the resources needed to sustain the system.

Sustainability can also be viewed as a balance between social, economic, and environmental systems. This approach, often referred to as the triple bottom line, requires a full cost accounting of all three systems. If the full cost accounting of a process results in a net loss, the process is not sustainable. An industry may be economically profitable and contribute to the local economy. However, if that industry produces pollution, then the social and environmental costs of health care, loss of life, and environmental clean-up must also be included in full cost accounting.

The sustainable management of our natural resources is a global issue, but sustainable practices on a local level and as individuals make a difference. A society is practicing sustainability when it leaves the community vibrant and whole for future generations. An individual is practicing sustainability when he or she purchases quality durable items that their children can inherit and use instead of buying disposable products. The City of Landrum is committed to doing its part to advance sustainable practices as it looks towards the future development of the City and enhancing the quality of life for the residents of the city.
**EXECUTIVE SUMMARY**

The intent of the Executive Summary is to provide key findings and recommendations for each element. More detailed information can be found in the main body of the document. A complete list of goals and strategies resulting from the findings in this summary can be found in the Implementation Plan at the end of the document.

**POPULATION**

People are the basis for the plan, as a main goal of any plan and any community is to provide a good quality of life for its residents and visitors. It includes topics such as trends, projections, household numbers and sizes, educational levels, and income.

**KEY POPULATION FINDINGS:**

- 2015 Estimated Population: 2,493
- 34% population increase between 1970-2015
- City is expected to gain up to 200 people by 2027
- Population is partially constrained due to annexation challenges
- 2000-2014
  - White population increased
  - African American and Asian populations decreased
  - Other minorities increased
- 15.8% college grads in Landrum v 13% in Spartanburg County v 15.5% in SC
- 74.1% high school grads in Landrum v 79.9% in Spartanburg County v 83% in SC
- 2014 median household income $37,167 v $48,287 in Spartanburg County
- 19.7% at or below poverty line in Landrum v 18.1% in SC
- In 2015, 29% of Spartanburg County adults were obese

**KEY POPULATION RECOMMENDATIONS:**

- Increase the population through annexation
- Build stronger sense of community through partnerships, programs, and events
- Improve health through policies and the built environment

Figure 6. Smiling face at baseball game concessions (Photo courtesy of Dick Carr)

Figure 7. Family enjoying the park (Photo courtesy of Dick Carr)
COMMUNITY FACILITIES
Community facilities provide the basic infrastructure for a community to function in a healthy and safe manner. Many of these facilities are often publicly funded. It includes infrastructure such as water supply, treatment, sewage system, solid waste collection, emergency services, and education facilities.

KEY COMMUNITY FACILITIES FINDINGS
- Majority of facilities expected to meet public need for next 10 years
  - Government admin and public safety facilities are adequate
  - Water and sewer infrastructure can accommodate new growth
  - No new schools are anticipated
- Park and recreation facilities are well maintained, but programs and services are wanted

KEY COMMUNITY FACILITIES RECOMMENDATIONS
- Provide and encourage adequate facilities to serve the community and visitors to the city by:
  - Exploring options for increasing retirement and assisted-living facilities
  - Strengthening partnerships with District One to maximize the use of school district and city owned lands and facilities
  - Considering adding recreational services and programs for families, children, teens, and seniors
    - Evaluating adding a water recreation feature

HOUSING
Shelter is another basic need that is addressed as part of a comprehensive plan. It includes topics such as housing types, age, and affordability of housing.

KEY HOUSING FINDINGS
- A total of 76.9% of the city's housing units are single family, detached units with a median value of $128,450, according to 2015 sales
- The predominant pattern of residential development results in housing units isolated from typical destinations with no other means of safe, efficient transportation available other than by automobile. Residents without access to a car are limited in their access to healthy foods, healthcare and other essentials
- There is opportunity for senior housing, assisted living facilities, housing in mixed-use settings, and higher density apartments
- The median house is more than 42 years old
- 336 households, were paying more than 30% of their household income for housing in 2010 (affordable housing is no more than 30% of one’s gross income)
- 24% of the city's housing stock was built in the last two decades
- There are 186 housing units considered affordable for low-income households
- Housing choices and affordability, property taxes, and housing maintenance were among the most important housing issues to community survey respondents

KEY HOUSING RECOMMENDATIONS
- Improve housing stock through:
  - A housing survey to ascertain redevelopment and renovation opportunities and devise programs that encourage residential reinvestment
  - Encouragement of sustainable residential building practices
- Encourage greater access to more types of housing by:
  - Encouraging varieties of housing styles and locations
  - Reducing the minimum residential lot size for infill development
- Encourage multi-modal transportation in new, rehabilitated, or redeveloped housing developments
ECONOMIC DEVELOPMENT
This element addresses the economy in the community and how to improve quality of life through economic development. It includes topics such as employment, commuting, and major industries.

KEY ECONOMIC DEVELOPMENT FINDINGS
- Tourism is the primary industry in Landrum, having shifted away from traditional industry
- Hospitality tax revenues support further development of tourism industry
- In Landrum from 2002-2014 manufacturing firms declined by 53% while retail establishments grew by 22%
- Average annual wage in Landrum in 2014 was $30,037 v $30,437 in SC
- Household income in the Landrum primary trade area within the Landrum zip code, is $44,942
- Percentage of families living below the poverty level in Landrum increased from 11.7% in 1999 to 14.0% in 2009
- Almost 70% of the Landrum work force works in Spartanburg County
- 3.3% of the Landrum workforce walks to work, 84.4% drive to work alone
- Pedestrian and bicycle infrastructure and parks are assets and tools for economic development
- Personal health affects the economy: in 2009, the state spent an estimated $1.2 billion in healthcare due to obesity and projected an increase to $5.3 billion in 2018

KEY ECONOMIC DEVELOPMENT RECOMMENDATIONS
- Encourage economic investment by:
  - Developing a small area plan for the interchange at I-26. (Landrum Market Study)
  - Supporting and expanding pedestrian and bicycle facilities and amenities
  - Supporting non-tourism industries
- Lower poverty rates and provide equal access to economic opportunity for every resident by:
  - Working with community partners to address them.
  - Monitoring and addressing affordable housing as economic investment occurs
- Support and grow the tourism industry by:
  - Supporting and participating in tourism-related partnerships with businesses and organizations to improve and expand opportunities
  - Enhancing awareness, quality, and utilization of public facilities, attractions, and events
  - Supporting expansion of overnight accommodations and promoting accommodations beyond the city limits
  - Maintaining and expanding a comprehensive local, regional, and statewide marketing plan for the city utilizing digital, print and all multi-media forms
NATURAL RESOURCES

A healthy community is based on healthy natural resources. This element addresses issues like topography, plants and animals, and parks and recreation areas.

KEY NATURAL RESOURCES FINDINGS

- Highest point in Spartanburg County, Bird Mountain, is less than 2 miles from Landrum, with an elevation of approximately 1,480 feet
- Slope and drainage present some minor constraints to development
- There is a threatened plant species in the city and one in the surrounding area
- Ground-level ozone continues to be a threat to Spartanburg County
- Landrum area provides opportunities for horseback riding, hunting, fishing, golfing, wildlife viewing, cycling, boating, running, baseball, tennis, and trail walking
- Natural resources provide a basis for the economy and tourism in Landrum
- There is a 1,300+ acre area of preserved land just east of the city
- Local food system is an asset for the economy and for health

KEY NATURAL RESOURCES RECOMMENDATIONS

- Support and enhance the community food system
  - Establish a community garden
  - Support the viability and expansion of the Landrum Farmers Market
- Maintain and expand outdoor recreation opportunities and open space
  - Pursue the use of conservation easements in and around Landrum
  - Promote the use of the Palmetto Trail
  - Sponsor community events that promote walking and biking
  - Maintain the natural buffers around the city on lands unsuitable for urban development
- Improve air quality by encouraging programs that offer alternatives to standard automobiles including:
  - Exploring potential for utilizing and accommodating vehicles that use alternative fuels
  - Promoting and supporting programs that increase the ability of residents and visitors to utilize walking and bicycles
- Protect natural resources for future generations
  - Adopt an ordinance addressing the treatment of soil and erosion during the development process
  - Consider policy tools that promote best practices for stormwater management
Cultural Resources
Quality of life is maintained and enriched with cultural resources. This element addresses issues like historic structures and unique, natural, and scenic resources.

Key Cultural Resources Findings
- There are many cultural resources in and near Landrum
- Cultural resources benefit residents and visitors
- Landrum’s particular strengths and opportunities are the downtown, Palmetto Trail, Foothills Quilt Trail, Landrum Train Depot, scenic beauty, and equestrian focus
- The City is currently working to preserve Landrum’s historic resources

Key Cultural Resources Recommendations
- Create and maintain greater access to more cultural resources
  - Inventory historic resources and pursue a historic preservation ordinance, district, and plan
  - Work to get buildings on the National Register of Historic Places
  - Determine what work the Downtown Beautification Committee has completed towards official recognition of the downtown area as a place of historical significance (as referenced in the 2004 Comprehensive Plan) will build upon that work
  - Let property owners know about incentives for preservation and rehabilitation of historic properties
  - Encourage and support businesses and organizations that wish to protect and enhance cultural resources
  - Coordinate with the Spartanburg Convention and Visitors Bureau, Polk County, and Our Carolina Foothills to market Landrum’s cultural resources to visitors, especially equestrian events
  - Continue to utilize hospitality taxes to enhance access to cultural resources and will regularly assess the priority of eligible projects
  - Identify and support the installation of public art in appropriate public spaces
  - Expand the utilization of the Historic Train Depot with interior historic and cultural displays and as a setting for outdoor entertainment
  - Expand the number of quilt blocks in Landrum that are a part of the Foothills Quilt Trail
- Maintain and enhance the aesthetic quality that the town is known for
  - Preserve scenic views by considering conservation easements on land providing scenic views or providing access to scenic views
  - Strengthen design standards and their enforcement

Transportation
Connecting destinations through transportation infrastructure is essential to the community. This element considers topics such as road projects, transit, and pedestrian and bicycle infrastructure.

Key Transportation Findings
- Transportation infrastructure is costly and there is a long process involved
- It is imperative that Landrum coordinates transportation needs with the pertinent agencies
- Current Transportation Projects
  - SC 14/ W. Rutherford drainage project at Hay Rack store (City of Landrum with C-Funds)
  - Maintenance (City of Landrum)
- Pedestrian crossing at railroad tracks on SC 14 (City of Landrum with Spartanburg County road fee)
- I-26 and SC 14 intersection improvement (SCDOT)
- I-26 paving near Landrum exit (SCDOT)

- According to SCDOT data, roads in Landrum are not congested, and traffic decreased on many roads from 2006-2015
- Community survey results indicate improvements need to be made to roads in Landrum
- Many localities and states are facing transportation funding shortages

- Landrum’s transportation needs funding from other sources to supplement currently available transportation funding to implement projects
- Bicycle and pedestrian infrastructure is important for health and economic development
- Responsible parties for transportation infrastructure is unclear in Landrum as in many SC municipalities
- Transportation is a major contributor to ground-level ozone
- Truck traffic through downtown is a concern among the community
- There are public and private transportation services available for Landrum residents

**Key Transportation Recommendations**

- Support and encourage a safe environment for all modes of transportation
  - Work with SCDOT to determine if truck traffic can be routed away from downtown
  - Adopt and implement a “Complete Streets Policy” policy
- Provide good stewardship of transportation funds.
  - Create agreements with Spartanburg County and SCDOT to delineate which organization is responsible for physically maintaining which roads and which organization is responsible for paying for maintenance of roads in Landrum
  - Track transportation funds received and transportation projects needed and create a ranking system to determine priority projects for funding
  - Coordinate projects with SCDOT
  - Establish metrics to measure the efficacy of the bicycle and pedestrian programs
  - Consider alternative fuels for municipal fleet.
- Create an interconnected network of bicycle, pedestrian, equestrian, and other non-motorized vehicle facilities that promote an active access to live, work, and play destinations
- Provide appropriate parking for residents and visitors
- Provide access to transit services for everyone who wants them
  - Let residents know about current available transit options
  - Explore expanding transit options with adjacent counties and other organizations

**Land Use**

The community is built on the land and the built environment is an expression of the findings from the other elements. This element considers existing and future land use by categories such as residential, commercial, industrial, and agricultural uses.

**Key Land Use Findings**

- Majority of land use is currently residential- 61% and almost 14% of that is either vacant or undeveloped
City of Landrum Current Land Use Acreages in 2016

Total acres = 1,374

- **AGRICULTURE**: 284 acres, 10%
- **RESIDENTIAL-SINGLE FAMILY**: 792 acres, 58%
- **COMMERCIAL**: 21 acres, 2%
- **RESIDENTIAL-MOBILE HOME**: 90 acres, 6%
- **INDUSTRIAL**: 5 acres, 0%
- **PUBLIC/INSTITUTIONAL**: 101 acres, 7%
- **RECREATION/CONSERVATION**: 14 acres, 1%
- **RESIDENTIAL-MULTI-FAMILY**: 7 acres, 1%
- **INFRATESTRUCTURE/UTILITY**: 2 acres, 0%

**ACRES OF CURRENT LAND USE**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Number of Acres</th>
<th>Percent of Total</th>
<th>Number of Parcels</th>
<th>Percent of Classification</th>
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<tr>
<td>Residential Total</td>
<td>640</td>
<td>01%</td>
<td>188</td>
<td>277</td>
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<tr>
<td>Residential Single Family</td>
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<td>58%</td>
<td>174</td>
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<tr>
<td>Residential Mobile Home</td>
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<td>3%</td>
<td>12</td>
<td>23</td>
<td>30%</td>
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<tr>
<td>Residential Multi-Family</td>
<td>7</td>
<td>1%</td>
<td>1</td>
<td>2</td>
<td>13%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>284</td>
<td>19%</td>
<td>174</td>
<td>240</td>
<td>22%</td>
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<td>11%</td>
<td>10</td>
<td>13</td>
<td>7%</td>
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<tr>
<td>Public/Institutional</td>
<td>101</td>
<td>7%</td>
<td>31</td>
<td>30</td>
<td>31%</td>
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<tr>
<td>Recreation/Conservation</td>
<td>14</td>
<td>1%</td>
<td>0.33</td>
<td>1</td>
<td>2%</td>
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<tr>
<td>Industrial</td>
<td>5</td>
<td>0.3%</td>
<td>1</td>
<td>1</td>
<td>30%</td>
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<tr>
<td>Infrastructure/Utility</td>
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<td>0.16%</td>
<td>0.38</td>
<td>2</td>
<td>17%</td>
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<tr>
<td>Unclassified/Utility</td>
<td>0.27</td>
<td>0.02%</td>
<td>0</td>
<td>0</td>
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<tr>
<td><strong>Total</strong></td>
<td>1375</td>
<td>100%</td>
<td>348</td>
<td>354</td>
<td>25.3%</td>
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</tbody>
</table>
- Future Land Use map is largely based on Landrum’s current zoning map because
  - Population is not expected to increase greatly in the next 10 years (approximately 200 people is the high scenario estimate), although the characteristics of the population and their wants are changing
  - Needed facilities can mostly be accommodated within the amount of land allotted in current zoning districts
  - The community has expressed a wish to maintain its character, so significant changes in land use across the city are not necessary or desired
- That being said, there is a need for updating the ordinances to accommodate for the wants and needs expressed by the community, as well as the wants and needs of a changing demographic, and to encourage new development, new residents, and new visitors
Future Land Use in the Landrum Study Area

City of Landrum Future Land Use Acreages

City of Landrum
Future Land Use Acreages
Total Acres= 1,374.97

Legend

Land Use Classification
- Agriculture
- Commercial
- Industrial
- Infrastructure/Utility
- Low Density Residential
- High Density Residential
- Neighborhood Commercial
- Open Space
- Public/Institutional

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**Key Land Use Recommendations**

- Have harmonious compatibility of land uses
  - Develop and adopt a comprehensive annexation policy and procedures manual
  - Use the Future Land Use map, category explanations, and planning concepts in this Plan to inform updates of the zoning ordinance and other land use regulations
- Maintain the aesthetic quality of the city
  - Re-evaluate and strengthen design regulations to address form and appearance, as well as re-evaluate the ability to enforce them
- Have harmonious coordination between land use and transportation policies
- Preserve as much land and preserve agricultural uses as much as possible while accommodating growth
- Be flexible in accommodating growth and development
- Influence development outside of City Limits to preserve the unique quality and best interests of the City

**Priority Investments**

The Priority Investment Element addresses major capital improvements as well as intergovernmental coordination, and provides direction for implementing many of the recommended strategies described in other elements of this plan. The Priority Investment Act encourages local jurisdictions to examine their future need for capital improvements and public facilities and their likely ability to finance those public facilities over a 10-year horizon.

The following investments are prioritized based on the current financial and human resources available and the reasonable ability of the city to implement these projects resulting in the following projected time frames: Short term is in the next 3 years; Medium term is 3 to 5 years and long term is in 5 to 10 years. Because the City of Landrum’s economy and vitality relies heavily on tourism, many of the investments will benefit visitors, as well as the residents and businesses within the community.

![Figure 15. Proposed intersection improvements at railroad crossing (Source: Walkable Landrum plan)](image-url)
## Priority Investments in the City of Landrum

<table>
<thead>
<tr>
<th>Project</th>
<th>Timing</th>
<th>Target Users</th>
<th>Major Funding Sources</th>
<th>Other Potential Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Install Hwy 14/US 176 Intersection crosswalk improvements</td>
<td>Short term</td>
<td>Residents, visitors</td>
<td>City Street Fund, Property Owners</td>
<td></td>
</tr>
<tr>
<td>2. Extend North Randolph Street sidewalks</td>
<td>Short term</td>
<td>Residents</td>
<td>City Street Fund, SCDOT; CTC; Transportation Alternatives Program</td>
<td></td>
</tr>
<tr>
<td>3. Create a new I-26 Gateway sign to Landrum</td>
<td>Short term</td>
<td>Visitors</td>
<td>City Hospitality Fund; Spartanburg County</td>
<td>SCDOT</td>
</tr>
<tr>
<td>4. Increase public parking in the Downtown</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; private sector</td>
<td>Property owners</td>
</tr>
<tr>
<td>5. Install a water play feature in Brookwood Park</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; Grants, Foundations</td>
<td></td>
</tr>
<tr>
<td>6. Incorporate a Railroad Museum in Train Depot</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; Grants; Private sector</td>
<td>National Railway Historic Society</td>
</tr>
<tr>
<td>7. Widen the I-26 Bridge widening (for bicyclists, pedestrians and another vehicle lane)</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>SCDOT; Transportation Alternatives Program</td>
<td></td>
</tr>
<tr>
<td>8. Implement a Rails to Trails link to Tryon, Saluda and Campobello</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>City Street Fund; Town of Tryon; Spartanburg County; Grants/Foundations; States of SC, NC</td>
<td>Norfolk Southern, City of Saluda</td>
</tr>
<tr>
<td>9. Attract a YMCA/Community Center</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>Private sector; School District 1; grants, non-profits; city; foundations</td>
<td>Spartanburg Area Chamber of Commerce</td>
</tr>
<tr>
<td>10. Expand Bike Trails (per Transportation Element)</td>
<td>On-going</td>
<td>Residents, visitors</td>
<td>City; grants; Spartanburg County</td>
<td></td>
</tr>
<tr>
<td>11. Sidewalk Improvements (per Transportation Element / Alta Plan)</td>
<td>On-going</td>
<td>Residents, visitors</td>
<td>City, SCDOT; private sector</td>
<td></td>
</tr>
<tr>
<td>12. Neighborhood street and drainage improvements</td>
<td>On-going</td>
<td>Residents</td>
<td>City; Grants, Property Owners</td>
<td></td>
</tr>
<tr>
<td>13. Inventory Historic sites, Create Historic Preservation District</td>
<td>Short term</td>
<td>Residents, visitors</td>
<td>City; U.S. Dept. of Interior National Park Service</td>
<td>SC Historic Preservation Office</td>
</tr>
</tbody>
</table>
CHAPTER 1: POPULATION

People are the basis for the other elements of the comprehensive plan. It is people that we plan for. Plan elements are based on characteristics and trends of the population, so it is important to understand issues like the number of people expected to live in the city in the next 10 years and the types of lifestyles and services they will expect or need to maintain a good quality of life.

POPULATION TRENDS

The U.S Census estimates that the city’s population in 2015 was 2,493. This figure reflects a return to the city’s historic growth trend following a decline during the decade from 2000 to 2010. The fact that 71 more housing units were vacant in 2010 than in 2000 despite an increase in the total housing stock reflects the population decline during that decade. The higher vacancy rate, as noted in the Housing element of this plan, was likely a result of the national recession that impacted the housing market during the period of the 2010 census and an anomaly in the city’s historical data trend.

Landrum’s population is constrained, in part, by the limitation of cities in South Carolina to annex land into a city. Consequently, there are several residential streets immediately adjacent to the city limits that are part of the community in many ways, but are not in the city limits, and these residents are not legally part of the municipality.

The Greater Landrum community includes people living in unincorporated areas adjacent to and surrounding the city limits, encompassing a combined population of more than 8,000 residents. The population of the unincorporated areas surrounding the city has increased slightly over the past decade.

<table>
<thead>
<tr>
<th>Year</th>
<th>City of Landrum</th>
<th>Percent Change: Decade</th>
<th>Landrum ZIP Code 29356</th>
<th>Percent Change: Decade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>1,859</td>
<td>N / A</td>
<td>N / A</td>
<td>N / A</td>
</tr>
<tr>
<td>1980</td>
<td>2,141</td>
<td>15.2%</td>
<td>N / A</td>
<td>N / A</td>
</tr>
<tr>
<td>1990</td>
<td>2,347</td>
<td>9.6%</td>
<td>N / A</td>
<td>N / A</td>
</tr>
<tr>
<td>2000</td>
<td>2,472</td>
<td>5.3%</td>
<td>8,095</td>
<td>N / A</td>
</tr>
<tr>
<td>2010</td>
<td>2,376</td>
<td>-3.9%</td>
<td>8,074</td>
<td>-0.3%</td>
</tr>
<tr>
<td>2015</td>
<td>2,493</td>
<td>4.9%</td>
<td>8,123</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Since 1980, Landrum’s population has grown by approximately 16.4 percent. Despite the decline from 2000–2010, the city’s population continues on a modest growth rate. Similar growth in the county’s nearest city to Landrum, Campobello, indicates that modest growth in the northern portion of Spartanburg County is a broader growth pattern within the region.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Campobello</td>
<td>472</td>
<td>465</td>
<td>449</td>
<td>502</td>
<td>11.8%</td>
<td>526</td>
<td>4.8%</td>
</tr>
<tr>
<td>Chesnee</td>
<td>1,069</td>
<td>1,280</td>
<td>1,003</td>
<td>798</td>
<td>-20.4%</td>
<td>899</td>
<td>12.7%</td>
</tr>
<tr>
<td>Cowpens</td>
<td>2,023</td>
<td>2,176</td>
<td>2,279</td>
<td>2,162</td>
<td>-5.1%</td>
<td>2,267</td>
<td>4.9%</td>
</tr>
<tr>
<td>Duncan</td>
<td>1,259</td>
<td>2,246</td>
<td>2,870</td>
<td>3,181</td>
<td>10.8%</td>
<td>3,317</td>
<td>4.3%</td>
</tr>
<tr>
<td>Greer</td>
<td>10,525</td>
<td>10,322</td>
<td>16,843</td>
<td>25,515</td>
<td>51.5%</td>
<td>28,365</td>
<td>11.2%</td>
</tr>
<tr>
<td>Inman</td>
<td>1,554</td>
<td>1,742</td>
<td>1,884</td>
<td>2,321</td>
<td>23.2%</td>
<td>2,273</td>
<td>-2.1%</td>
</tr>
<tr>
<td><strong>Landrum</strong></td>
<td>2,141</td>
<td>2,347</td>
<td>2,472</td>
<td>2,376</td>
<td><strong>-3.9%</strong></td>
<td>2,493</td>
<td><strong>4.9%</strong></td>
</tr>
<tr>
<td>Lyman</td>
<td>2,195</td>
<td>2,271</td>
<td>2,659</td>
<td>3,243</td>
<td>22.0%</td>
<td>3,423</td>
<td>5.6%</td>
</tr>
<tr>
<td>Pacolet</td>
<td>2,607</td>
<td>2,645</td>
<td>2,690</td>
<td>2,235</td>
<td>-16.9%</td>
<td>2,352</td>
<td>5.2%</td>
</tr>
<tr>
<td>Reidville</td>
<td>N / A</td>
<td>N / A</td>
<td>478</td>
<td>601</td>
<td>25.7%</td>
<td>619</td>
<td>29.4%</td>
</tr>
<tr>
<td>Spartanburg</td>
<td>43,820</td>
<td>43,479</td>
<td>39,673</td>
<td>37,013</td>
<td>-6.7%</td>
<td>37,867</td>
<td>2.3%</td>
</tr>
<tr>
<td>Wellford</td>
<td>2,143</td>
<td>2,511</td>
<td>2,030</td>
<td>2,378</td>
<td>17.1%</td>
<td>2,526</td>
<td>6.2%</td>
</tr>
<tr>
<td>Woodruff</td>
<td>5,171</td>
<td>4,361</td>
<td>4,229</td>
<td>4,090</td>
<td>-3.3%</td>
<td>4,129</td>
<td>1.0%</td>
</tr>
<tr>
<td>Spartanburg County</td>
<td>201,861</td>
<td>226,800</td>
<td>253,791</td>
<td>284,307</td>
<td>12.0%</td>
<td>297,302</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Landrum’s 4.9% population growth rate from 2000 to 2015 was an approximate mid-point among all cities in Spartanburg County. The City of Landrum’s population growth since 2000 has been greater than 5 cities in Spartanburg County and lower than 7 of the County’s municipalities.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Greer</td>
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<td>28,365</td>
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</tr>
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<td>Reidville</td>
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<td>601</td>
<td>619</td>
<td>29.5%</td>
</tr>
<tr>
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<td>3,243</td>
<td>3,423</td>
<td>28.7%</td>
</tr>
<tr>
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</tr>
<tr>
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</tr>
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<td>3,317</td>
<td>15.6%</td>
</tr>
<tr>
<td><strong>Landrum</strong></td>
<td><strong>2,472</strong></td>
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</tr>
<tr>
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<td>2,235</td>
<td>2,352</td>
<td>-12.6%</td>
</tr>
<tr>
<td>Spartanburg County</td>
<td>253,791</td>
<td>284,307</td>
<td>297,302</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.
Landrum’s location in the foothills of the Upstate region of South Carolina is more economically and geographically aligned with other small cities in the surrounding area than with the more urban Spartanburg-Greenville metropolitan area. While Landrum’s population is the largest among foothill cities within the area, population growth rates in 3 of 4 neighboring cities have exceeded Landrum’s. Population growth in the region provides the opportunity for Landrum to strengthen the city’s economic base with more shoppers and tourists.

Table 4. Population Growth in Sub-Regional Area Cities 2000 – 2010

<table>
<thead>
<tr>
<th>City</th>
<th>2000</th>
<th>2010</th>
<th>Net Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saluda, North Carolina</td>
<td>575</td>
<td>713</td>
<td>138</td>
<td>24.0%</td>
</tr>
<tr>
<td>Campobello</td>
<td>449</td>
<td>502</td>
<td>53</td>
<td>11.8%</td>
</tr>
<tr>
<td>Columbus, North Carolina</td>
<td>992</td>
<td>999</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>Landrum</strong></td>
<td><strong>2,472</strong></td>
<td><strong>2,376</strong></td>
<td><strong>(96)</strong></td>
<td><strong>-3.9%</strong></td>
</tr>
<tr>
<td>Tryon, North Carolina</td>
<td>1,760</td>
<td>1,646</td>
<td>(114)</td>
<td>-6.5%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

HOUSEHOLDS

There are 1,042 households in Landrum including 657 family households representing 63.1% of the total. The size of households influences the type and size of housing units, as well as the amount of retail sales and number of school aged children. The average family household has 2.89 persons while the overall household size for all households is 2.28 persons. The 385 non-family households include households with persons living alone; with individuals 65 years and over; and with individuals 65 years and over living with children under 18 years.

Figure 16. House at the Cottage (Photo courtesy of Dick Carr)
Table 5. Household Profiles 2010

<table>
<thead>
<tr>
<th>Description</th>
<th>No. of Households</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total households</td>
<td>1,042</td>
<td>100%</td>
</tr>
<tr>
<td>Family households (families)</td>
<td>657</td>
<td>63.1%</td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>252</td>
<td>24.2%</td>
</tr>
<tr>
<td>Husband-wife family</td>
<td>429</td>
<td>41.2%</td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>143</td>
<td>13.7%</td>
</tr>
<tr>
<td>Male householder, no wife present</td>
<td>62</td>
<td>6.0%</td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>25</td>
<td>2.4%</td>
</tr>
<tr>
<td>Female householder, no husband present</td>
<td>166</td>
<td>15.9%</td>
</tr>
<tr>
<td>With own children under 18 years</td>
<td>84</td>
<td>8.1%</td>
</tr>
<tr>
<td>Nonfamily households</td>
<td>385</td>
<td>36.9%</td>
</tr>
<tr>
<td>Householder living alone</td>
<td>353</td>
<td>33.9%</td>
</tr>
<tr>
<td>Male</td>
<td>134</td>
<td>12.9%</td>
</tr>
<tr>
<td>65 years and over</td>
<td>35</td>
<td>3.4%</td>
</tr>
<tr>
<td>Female</td>
<td>219</td>
<td>21.0%</td>
</tr>
<tr>
<td>65 years and over</td>
<td>110</td>
<td>10.6%</td>
</tr>
<tr>
<td>Households with individuals under 18 years</td>
<td>295</td>
<td>28.3%</td>
</tr>
<tr>
<td>Households with individuals 65 years &amp; over</td>
<td>348</td>
<td>33.4%</td>
</tr>
<tr>
<td>Average household size</td>
<td>2.28 persons</td>
<td>N / A</td>
</tr>
<tr>
<td>Average family size</td>
<td>2.89 persons</td>
<td>N / A</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2010.

The total number of households in Landrum increased by less than 1% from 2000 to 2010. However, there was a 5.1% decline in families and a 10.6% increase in non-family households, which includes 145 seniors living alone as part of the 1.7% increase in the number of households with individuals 65 years and over.

Table 6. Landrum Major Household Trends 2000 – 2010

<table>
<thead>
<tr>
<th>Description</th>
<th>2000 No. of Households</th>
<th>2010 No. of Households</th>
<th>2000- 2010 Net Change</th>
<th>2000- 2010 Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total households</td>
<td>1,040</td>
<td>1,042</td>
<td>2</td>
<td>0.2%</td>
</tr>
<tr>
<td>Family households (families)</td>
<td>692</td>
<td>657</td>
<td>(35)</td>
<td>(5.1%)</td>
</tr>
<tr>
<td>Nonfamily households</td>
<td>348</td>
<td>385</td>
<td>37</td>
<td>10.6%</td>
</tr>
<tr>
<td>Households with individuals 65 years &amp; over</td>
<td>342</td>
<td>348</td>
<td>6</td>
<td>1.7%</td>
</tr>
<tr>
<td>Average household size</td>
<td>2.36 persons</td>
<td>2.28 persons</td>
<td>(0.08 persons)</td>
<td></td>
</tr>
<tr>
<td>Average family size</td>
<td>2.93 persons</td>
<td>2.89 persons</td>
<td>(0.04 persons)</td>
<td></td>
</tr>
</tbody>
</table>
MIGRATION PATTERNS

More than two-thirds of the population change in Spartanburg County, or 20,413 of the 30,516 increase in the county’s population in the last decade, was driven by migration. This trend is consistent throughout all of the counties in the Appalachian Council of Government’s Region, as well as South Carolina.

<table>
<thead>
<tr>
<th>County</th>
<th>Anderson</th>
<th>Cherokee</th>
<th>Greenville</th>
<th>Oconee</th>
<th>Pickens</th>
<th>Spartanburg</th>
<th>ACOG Region</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 2000</td>
<td>165,740</td>
<td>52,537</td>
<td>379,616</td>
<td>66,215</td>
<td>110,757</td>
<td>253,791</td>
<td>1,028,656</td>
<td>4,012,012</td>
</tr>
<tr>
<td>Change 2000 - 2010</td>
<td>21,386</td>
<td>2,805</td>
<td>71,609</td>
<td>8,058</td>
<td>8,467</td>
<td>30,516</td>
<td>142,841</td>
<td>613,352</td>
</tr>
<tr>
<td>Births 2000 - 2010</td>
<td>22,941</td>
<td>7,049</td>
<td>59,461</td>
<td>8,114</td>
<td>13,051</td>
<td>36,153</td>
<td>146,769</td>
<td>584,576</td>
</tr>
<tr>
<td>Deaths 2000 - 2010</td>
<td>18,155</td>
<td>5,702</td>
<td>34,044</td>
<td>7,037</td>
<td>9,363</td>
<td>26,050</td>
<td>100,351</td>
<td>383,308</td>
</tr>
<tr>
<td>Net Natural Change 2000-10</td>
<td>4,786</td>
<td>1,347</td>
<td>25,417</td>
<td>1,077</td>
<td>3,688</td>
<td>10,103</td>
<td>46,418</td>
<td>201,268</td>
</tr>
<tr>
<td>Net Migration 2000 - 2010</td>
<td>16,600</td>
<td>1,458</td>
<td>46,192</td>
<td>6,981</td>
<td>4,779</td>
<td>20,413</td>
<td>96,423</td>
<td>412,084</td>
</tr>
<tr>
<td>Population Est. 2015</td>
<td>194,692</td>
<td>56,194</td>
<td>491,863</td>
<td>75,713</td>
<td>121,691</td>
<td>297,302</td>
<td>1,237,455</td>
<td>4,896,146</td>
</tr>
<tr>
<td>Change 2010 - 2015</td>
<td>7,569</td>
<td>727</td>
<td>40,644</td>
<td>1,438</td>
<td>2,465</td>
<td>12,997</td>
<td>65,840</td>
<td>270,745</td>
</tr>
<tr>
<td>Births 2010 - '15</td>
<td>11,797</td>
<td>3,569</td>
<td>32,346</td>
<td>4,086</td>
<td>6,347</td>
<td>18,785</td>
<td>76,930</td>
<td>301,101</td>
</tr>
<tr>
<td>Deaths 2010 - 2015</td>
<td>10,380</td>
<td>3,088</td>
<td>20,241</td>
<td>4,415</td>
<td>5,812</td>
<td>14,825</td>
<td>58,761</td>
<td>228,566</td>
</tr>
<tr>
<td>Net Natural Change 10-15</td>
<td>1,417</td>
<td>481</td>
<td>12,105</td>
<td>(329)</td>
<td>535</td>
<td>3,960</td>
<td>18,169</td>
<td>72,535</td>
</tr>
<tr>
<td>Net Migration 2010 - 2015</td>
<td>6,475</td>
<td>342</td>
<td>27,561</td>
<td>1,814</td>
<td>1,749</td>
<td>8,900</td>
<td>46,196</td>
<td>190,997</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

RACE

As seen in Table 8, the 2014 Census statistics show that Landrum is growing less diverse. Approximately 86% of Landrum’s population was white compared to nearly 82% white population in 2000. The remaining 2014 population consisted of 10% Black and 5% Hispanic individuals (with 2.9% of the population listed as “some other.”). This demonstrates a trend toward a less diverse population. These figures place Landrum in the 19th percentile statewide in regard to diversity.

This trend is contrary to the trend in Spartanburg County and the State of South Carolina where the white population declined from 75.1% to 72.3% and from 68.0% to 66.2%, respectively, between 2000 and 2010. It is hard to assess why the state and countywide trend is not occurring in Landrum, although the lack of new industries and limited employment growth may be factors.
In 2014, 49.2% of Landrum’s population was male and 50.8% was female. This reflects a more typical balance than the 2000 census when it was found that 47.9% of the population was male and 52.1% were female.

### Table 8. Landrum Population by Race 2000-2014

<table>
<thead>
<tr>
<th>Year</th>
<th>2000</th>
<th>2014</th>
<th>2000 - 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of Total</td>
<td>Number</td>
</tr>
<tr>
<td><strong>Total Population</strong></td>
<td>2,472</td>
<td>100%</td>
<td>2,597</td>
</tr>
<tr>
<td><strong>One race</strong></td>
<td>2,450</td>
<td>99.1%</td>
<td>2,587</td>
</tr>
<tr>
<td><strong>White</strong></td>
<td>2,023</td>
<td>81.8%</td>
<td>2,232</td>
</tr>
<tr>
<td><strong>Black or African American</strong></td>
<td>392</td>
<td>15.9%</td>
<td>264</td>
</tr>
<tr>
<td><strong>American Indian and Alaska Native</strong></td>
<td>2</td>
<td>0.1%</td>
<td>9</td>
</tr>
<tr>
<td><strong>Asian</strong></td>
<td>13</td>
<td>0.5%</td>
<td>7</td>
</tr>
<tr>
<td><strong>Some other race</strong></td>
<td>20</td>
<td>0.8%</td>
<td>75</td>
</tr>
</tbody>
</table>

**HISPANIC OR LATINO and RACE**

- **Hispanic or Latino (of any race)** | 44 | 1.8% | 141 | 5.4% | 97 | 220% |
- **Not Hispanic or Latino** | 2,428 | 98.2% | 2,456 | 94.6% | 28 | 1% |

Source: U.S. Census.

Figure 17. Family at Brookwood Park (Photo courtesy of Dick Carr)
AGE
The population of Landrum is aging, though only slightly. While the median age in 2000 was 39.4 years, the median age in 2015 was 41.5 years. In 2015, 40.2%, the largest segment of Landrum’s population, was between 25 and 54 years old, the age range typically associated with families with children at home. This indicates a strong family component to the population which is an important part of maintaining a stable community. In addition, this percentage has not changed since 2000, suggesting a consistent population base to support steady student enrollment in local public schools.

The second largest age group is people under 19 years of age. This also represents the strong family component of the community’s population. Only 6% of the population is between the ages of 20 to 24 which indicates that many of the young people are leaving Landrum when they complete high school. This is not unusual, though, since many of these young adults are leaving to continue their education. Over 85% of the city’s population is below retirement age (65 years) in 2015, a decline of 115 residents over age 65 years of age since 2000 despite the city’s overall growth of 125 residents.
<table>
<thead>
<tr>
<th>Year</th>
<th>2000</th>
<th>2014</th>
<th>2000 - 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of Total</td>
<td>Number</td>
</tr>
<tr>
<td>Total Population</td>
<td>2,472</td>
<td>100%</td>
<td>2,597</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>142</td>
<td>5.7%</td>
<td>99</td>
</tr>
<tr>
<td>5 to 9 years</td>
<td>170</td>
<td>6.9%</td>
<td>193</td>
</tr>
<tr>
<td>10 to 14 years</td>
<td>174</td>
<td>7.0%</td>
<td>161</td>
</tr>
<tr>
<td>15 to 19 years</td>
<td>153</td>
<td>6.2%</td>
<td>231</td>
</tr>
<tr>
<td>20 to 24 years</td>
<td>123</td>
<td>5.0%</td>
<td>157</td>
</tr>
<tr>
<td>25 to 34 years</td>
<td>306</td>
<td>12.4%</td>
<td>274</td>
</tr>
<tr>
<td>35 to 44 years</td>
<td>368</td>
<td>14.9%</td>
<td>281</td>
</tr>
<tr>
<td>45 to 54 years</td>
<td>356</td>
<td>14.4%</td>
<td>489</td>
</tr>
<tr>
<td>55 to 59 years</td>
<td>107</td>
<td>4.3%</td>
<td>170</td>
</tr>
<tr>
<td>60 to 64 years</td>
<td>115</td>
<td>4.7%</td>
<td>199</td>
</tr>
<tr>
<td>65 to 74 years</td>
<td>229</td>
<td>9.3%</td>
<td>178</td>
</tr>
<tr>
<td>75 to 84 years</td>
<td>167</td>
<td>6.8%</td>
<td>128</td>
</tr>
<tr>
<td>85 years &amp; over</td>
<td>62</td>
<td>2.5%</td>
<td>37</td>
</tr>
<tr>
<td><strong>Median age</strong></td>
<td><strong>39.4</strong></td>
<td>n/a</td>
<td><strong>41.5</strong></td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Graph 1. Change in Key Age Groups 2000-2014
EDUCATION ATTAINMENT

The educational levels of the community influence the type of employment and household income levels in a community. Over the last decade, the number and percentage of high school graduates has declined by 1.8% in Landrum. Despite this decline, the number of persons with an associate or bachelor’s degree grew from 251 residents, representing 14.9% of the population in 2000, to 345 residents, or 19.8% of the city’s residents in 2010. The number of persons with a graduate degree remained the same over the last decade.

<table>
<thead>
<tr>
<th>Table 10. Landrum Educational Attainment 2000, 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population 25 years and over</strong></td>
</tr>
<tr>
<td>Less than 9th grade</td>
</tr>
<tr>
<td>9th to 12th grade, no diploma</td>
</tr>
<tr>
<td>High school graduate (incl. equivalency)</td>
</tr>
<tr>
<td>Some college credit, less than 1 year</td>
</tr>
<tr>
<td>Associate degree</td>
</tr>
<tr>
<td>Bachelor’s degree</td>
</tr>
<tr>
<td>Graduate or Professional degree</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Although Landrum had a lower percentage of high school graduates than Spartanburg County or South Carolina’s populations in 2010 the city had a higher percentage of college graduates with 15.8% attaining that level of education compared to 13% in the county and 15.5% of the statewide population.

<table>
<thead>
<tr>
<th>Table 11. Landrum, Spartanburg County, and South Carolina Education Attainment 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
</tr>
<tr>
<td>Landrum</td>
</tr>
<tr>
<td>Spartanburg County</td>
</tr>
<tr>
<td>South Carolina</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

The median household income within the Landrum ZIP code in 2015 was $46,402. Household income in Landrum and the market area served by Landrum is discussed in detailed in the Landrum Market Study section of the Comprehensive Plan Update, adopted by the City Council as a part of this update.

POPULATION HEALTH

Although population health data is not available for the City of Landrum, higher level population health data for Spartanburg County, South Carolina (SC) and the United States (US) is useful to reach a general understanding of population health in Landrum. The US has the highest obesity rates in the developed world (behind four tiny Pacific island nations) and SC ranks 7th in the nation for overall (all ages) obesity. The 2015 Robert Wood Johnson data reports adult obesity in Spartanburg County at 29%, placing Spartanburg County in the 4th lowest ranking in obesity among SC counties. This is a great improvement over 2010 data (Table 12) which, at 35.7%, placed Spartanburg County at the 5th highest in the state in adult obesity. Still, well over 1 in 4 Spartanburg County adults are obese. Obesity is a risk factor for many chronic diseases. Risk factors for obesity include physical inactivity and improper nutrition. Table 12 below outlines these risk factors for Spartanburg County adults in 2010.
**Definition of Overweight and Obese**
The Centers for Disease control (CDC) defines overweight as having a Body Mass Index (BMI) between 25 and 29.9 pounds per square inch. Obesity is defined as having a BMI greater than 30. Simply stated, BMI is the relationship of a person’s height to their weight.

**Physical Activity Guidelines**
The US Department of Health and Human Services (DHHS) physical activity recommendation is that adults should do at least 150 minutes (2 hours and 30 minutes) a week of moderate-intensity, or 75 minutes (1 hour and 15 minutes) a week of vigorous-intensity aerobic physical activity or a combination of the moderate and vigorous-intensity physical activity. DHHS also recommends that adults engage in muscle-strengthening activities that are moderate or high-intensity and involve all major muscle groups on two or more days per week.

**Healthy Eating Guidelines**
The DHHS recommended fruit and vegetable consumption is 2+ fruits and 3+ vegetables daily.

---

### Table 12. Obesity and Risk Factor Rates for Spartanburg County Adults in 2010

<table>
<thead>
<tr>
<th>2010 Percentage Adults</th>
<th>Spartanburg County</th>
<th>SC</th>
<th>US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obese¹</td>
<td>35.7*</td>
<td>30.3</td>
<td>27.7</td>
</tr>
<tr>
<td>Not meeting recommended physical activity²</td>
<td>57.1</td>
<td>54.6</td>
<td>49.4</td>
</tr>
<tr>
<td>Not eating recommended fruits and vegetables³</td>
<td>86.8</td>
<td>82.6</td>
<td>76.6</td>
</tr>
</tbody>
</table>

---

**CHRONIC DISEASE AND OBESITY PREVENTION**
A healthy diet that is well-balanced and varied reduces risk for many chronic diseases including cancer, cardiovascular disease, diabetes, gastrointestinal disorders, and osteoporosis (ESMMSC). Physical activity is a protective factor against overweight and obesity. According to the U.S. Surgeon General, adults can obtain significant health benefits by including moderate physical activity on most days of the week. Engaging in regular physical activity is one of the most important steps to reduce risk for chronic disease, build physical and mental health and prevent overweight and obesity.

---

Obesity is a major contributor to health risks in Spartanburg County. Citizens are found to be at high risk of chronic diseases due to not having healthy diets and lack of engaging in physical activity. Several recent partnership efforts focus on evidence-based, population scale strategies to address these risk factors and improve health in Landrum. These include the following: Landrum’s participation in the Mary Black Foundation’s Healthy Communities 50 Walk with Your Elected Officials program in 2017; the City’s 2015-2017 partnership with Upstate Forever, through the Mary Black Foundation, to complete a healthy Comprehensive Plan update; the City’s partnership with SCDHEC and Alta Planning + Design to develop **Walkable Landrum**, a pedestrian plan, through a CDC grant; and Partners For Active Living and O. P. Elementary School’s use of the Alliance for a Healthier Generation’s School Wellness Toolkit in 2015-16.

---

¹ *Definition of Overweight and Obese* The Centers for Disease control (CDC) defines overweight as having a Body Mass Index (BMI) between 25 and 29.9 pounds per square inch. Obesity is defined as having a BMI greater than 30. Simply stated, BMI is the relationship of a person’s height to their weight.

² *Physical Activity Guidelines* The US Department of Health and Human Services (DHHS) physical activity recommendation is that adults should do at least 150 minutes (2 hours and 30 minutes) a week of moderate-intensity, or 75 minutes (1 hour and 15 minutes) a week of vigorous-intensity aerobic physical activity or a combination of the moderate and vigorous-intensity physical activity. DHHS also recommends that adults engage in muscle-strengthening activities that are moderate or high-intensity and involve all major muscle groups on two or more days per week.

³ *Healthy Eating Guidelines* The DHHS recommended fruit and vegetable consumption is 2+ fruits and 3+ vegetables daily.
Population Projections

Anticipating population growth and studying trends are essential to a comprehensive planning effort. Given the rebound in the city’s total population in 2015, driven in part by the addition of 93 new housing units constructed from 2000 to 2009 and a more stable national, state and regional economy, the city’s population is projected to continue to grow through 2030.

Therefore, a combination of three population scenarios has been prepared for the city based on the following methodologies:

- **Low Population Scenario** – This scenario is based on the historical average annual increase in population from 1990 to 2015, 0.03 percent.
- **Medium Population Scenario** – The medium population growth rate is midpoint between the low and high population growth scenarios. For planning purposes, this is considered the most realistic forecast for the city although infrastructure should expect to accommodate the high population scenario as this higher figure can be expected to be realized at some future date.
- **High Population Scenario** – The highest population growth rate is based on the most recent Appalachian Council of Governments (ACOG) projections for Spartanburg County and the assumption that the City of Landrum maintains the same share of the total county population into the future as in 2015, i.e. the same population growth rate as projected for Spartanburg County by ACOG. With increased marketing by the city and the revitalization of downtown over the past decade, it is anticipated that Landrum will continue on its path to becoming a more desirable place to live, particularly if an adequate and expanded housing stock is available to accommodate market preferences. This projection reflects an average annual growth rate of 1.2 percent.

These projections are based on the current city boundaries, excluding any new annexations of residential units or land that may occur in the coming decade that would further add to these population projections.

The results of these three scenarios are presented in the following graph and Table 13.

<table>
<thead>
<tr>
<th>Year</th>
<th>Actual</th>
<th>Low Scenario</th>
<th>Medium Scenario</th>
<th>High Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>2,347</td>
<td>N / A</td>
<td>N / A</td>
<td>N / A</td>
</tr>
<tr>
<td>2000</td>
<td>2,472</td>
<td>N / A</td>
<td>N / A</td>
<td>N / A</td>
</tr>
<tr>
<td>2010</td>
<td>2,376</td>
<td>2,493</td>
<td>2,493</td>
<td>2,493</td>
</tr>
<tr>
<td>2015</td>
<td>2,493</td>
<td>2,493</td>
<td>2,493</td>
<td>2,493</td>
</tr>
<tr>
<td>est. 2020</td>
<td>2,530</td>
<td>2,550</td>
<td>2,585</td>
<td></td>
</tr>
<tr>
<td>est. 2025</td>
<td>2,568</td>
<td>2,605</td>
<td>2,660</td>
<td></td>
</tr>
<tr>
<td>est. 2030</td>
<td>2,610</td>
<td>2,690</td>
<td>2,800</td>
<td></td>
</tr>
</tbody>
</table>
**POPULATION GOALS AND STRATEGIES**

**Goal: Landrum will strive to increase the population of the city by including those members of the Landrum community that reside outside of the city limits.**
- Strategy: Landrum will support state legislation that enables cities in South Carolina to annex areas surrounded by municipalities (“doughnuts”) to provide for annexation and more efficient municipal services and enhance Landrum’s tax base.
- Strategy: Landrum will require parcels immediately adjacent to the city limits to annex into the city when new development is planned and/or connection is required to the Spartanburg Water system.

**Goal: Landrum will build an even stronger sense of community.**
- Strategy: Landrum will support partnerships for programs, services and facilities with District 1 schools that enhance the quality of life for residents.
- Strategy: Landrum will encourage and support non-residents of Landrum to participate in city sponsored events and activities to create more opportunities for successful community projects and programs.

**Goal: Landrum will decrease the incidence of obesity and chronic disease related to poor nutrition and lack of physical activity among all segments of Landrum’s population.**
- Strategy: Landrum will remove barriers and prioritize safety, accessibility and connectivity to support physical activity and healthy eating as part of everyday life routines.
- Strategy: Landrum will adopt policies and provide funding to support active living and healthy eating strategies.
CHAPTER 2: COMMUNITY FACILITIES

The Community Facilities Element includes the facilities, services, and activities essential to the growth, development or redevelopment of the community. An inventory and analysis of the city’s community facilities and services are presented. The information in the Community Facilities Element represents the City’s position regarding efficient use of public funds, future growth, development and redevelopment.

CITY ADMINISTRATION

The City of Landrum follows the council form of government. The key players in this form of government are the Mayor, six members of the City Council and the City Administrator. Landrum’s City Council composition, terms, and elections are consistent with many communities in South Carolina. The Mayor and all members of the Council are elected at large for four years. The City Administrator is hired by the Mayor and City Council and serves at the pleasure of the elected body for an indefinite period.

Landrum City Hall is located at 100 N. Shamrock Avenue. It houses the City Council Chambers, the Landrum Police Department and all administrative offices of the city. Given the limited population growth and size of the City’s annual budget, the current City Hall will meet the needs for the city's administrative and law enforcement functions for the coming decade.

PUBLIC SAFETY

POLICE DEPARTMENT

Police services are provided by the City with 11 full time sworn officers and four reserve officers. The City of Landrum Police Department also provides school resource officers to O.P. Earle Elementary School, Landrum Middle School and Landrum High School. The mission of the Landrum Police Department to provide twenty-four-hour professional law enforcement to the citizens and businesses of the City of Landrum. Our values are embodied in the Law Enforcement Officer’s Code of Ethics: “To protect the innocent against deception, the weak against oppression, the peaceful against violence, and to respect the constitutional rights of all.” The number of patrol officers is satisfactory to serve the requirements of the city for the next several years. Additional officers may be added in the event that special projects or grants become available.

The Landrum Police Department strives to accomplish its mission through the maintenance of public order, safety, health, prevention, detection, enforcement of laws, and prosecution of public nuisances and crimes.

FIRE DEPARTMENT

Landrum’s Fire Department is a special purpose district operating as the name “Landrum Area Fire & Rescue District” and is governed by a five-member board of commissioners. The department has 9 paid part time positions and 25
The fire district has a Chief, Assistant Chief, Captain, 1st & 2nd Lieutenant and a Chaplain. It provides 24-hour coverage to the citizens of Landrum within the city limits.

The former Landrum Fire Department served the incorporated City of Landrum, a contract area in Spartanburg County outside (but adjacent to) the city, and approximately 22% of the Foothills Fire Service Area in Greenville County.

To better address the area’s fire protection and emergency response needs, the South Carolina General Assembly created the Landrum Area Fire and Rescue District through Act 48 on June 3, 2015. As a result, the District transitioned from a fire department that operated with part-time paid personnel from 8:00 a.m. – 5:00 p.m. Monday through Friday to a department staffed 24 hours a day, seven days a week that also includes at least one emergency medical responder (EMR) on each shift. This transition occurred in 2016.
The average Landrum Fire Department response time from dispatch to on scene arrival in the City of Landrum is 4:21 minutes. This is a faster average response time than peer communities in the foothills closest to Landrum. The Campobello Fire District reports an average response time of 12:18 and the Tryon (NC) Fire District average is 12:00. The Landrum Fire District ISO Rating is a 3/3X.

**UTILITIES AND SERVICES**

- Natural gas is supplied by Greer Commission of Public Works (CPW), 864-848-5500, [www.greercpw.com](http://www.greercpw.com). Greer CPW’s gas unit is served by Transcontinental Gas Pipeline (Transco) through an eight-inch high pressure line owned by Greer CPW along with 46 miles of high pressure lines, 710 miles of intermediate and distribution lines, and 139 pressure-reducing and regulating stations. Gas service customers cover 450 square miles.
  - “Windstream Corporation formed through the spinoff of Alltel’s landline business and merger with VALOR Communications Group.” - Windstream Corporation. Windstream is one of the largest providers of telecommunications services in rural communities in the United States. Windstream offers up to 25 Mpbs.
- Charter, “founded in 1993, created a customer service-oriented company that has grown and evolved on many levels over the past two decades. Charter’s growth was achieved through acquisitions of cable properties and the subsequent increase of customers in those communities, as well as development and launch of new products and services.” - Charter Communications. Charter is a leading broadband communications company and the fourth largest cable operator in the United States and provides services to more than 6 million customers in 28 states.
- The City offers free Wi-Fi in the Train Depot for use by groups who utilize the facility for special events or meetings.

**WATER**

Water services inside city limits are provided by Spartanburg Water. The Landrum water system, distribution system, water plant and intake were acquired by Spartanburg Water in 2004. The Landrum Water Treatment Facility uses surface water from Hogback Creek, located near the top of Hogback Mountain, as well as Vaughn's Creek, located near Lake Lanier. The source water is located in Greenville County within the Broad River Basin. The upstate of South Carolina is fortunate to have a temperate climate and, under normal climatic conditions, an abundance of available surface water. Spartanburg Water reports in their 2015 Water Quality Report that Landrum’s drinking water continues to meet and surpass all state and federal water quality standards under the Safe Drinking Water Act. This notable performance is due in part to the participation by the Landrum Water Treatment Facility in the South Carolina Area Wide Optimization Program (AWOP), which focuses on treatment enhancements. The Landrum facility was recently recognized by DHEC for achieving the AWOP program goals.

Spartanburg County has recently enhanced the Landrum watershed protection program and partners with the EPA and the American Water Works Association (AWWA) as a member of the Partnership for Safe Water. The Landrum Water Treatment Facility has received the Director’s Award for this program. Both the water and sewer plants have adequate capacity to accommodate new growth in the next decade. However, Spartanburg Water has identified several water lines that need to be replaced and are being carried out in the next several years on a phased basis.
Spartanburg Water tests Landrum’s drinking water for more than 100 substances. Most of the results show that contaminants are not present in our drinking water, but there are some exceptions below standards set by the South Carolina Department of Health and Environmental Control.

**SOLID WASTE**
Garbage and recycling services are provided by Republic Services located in Spindale, North Carolina under a 5-year contract which ends in 2018. ([www.republiconline.com](http://www.republiconline.com)) The City will solicit bids for services for a five-year period upon expiration of the existing contract.

Republic Services, Inc. is the second largest provider of non-hazardous solid waste collection, transfer, disposal, recycling, and energy services in the United States, as measured by revenue. The company is active in recycling, reducing carbon emissions by replacing diesel trucks with compressed natural gas powered trucks, supporting composting and other community projects which relate to environmental conservation, sustainability and education.

**NURSING HOMES AND ASSISTED LIVING**
There are two facilities in Landrum that provide short term or long term care for the elderly, infirmed, or handicapped. These facilities are:

- Charles Lea Center
  720 Bomar Avenue
  Landrum, SC 29356

- Smith Phayer Hospice House
  260 Fairwinds Road
  Landrum, SC 29356
There are options for residential or assisted care for the elderly or handicapped in the local area, but compared to other local municipalities, Landrum has fewer facilities that provide these options. Local facilities available are:

- **Rosedale Community Care Home**
  107 Montgomery St
  Campobello, SC 29322

- **White Oak Community**
  70 Oak Street
  Tryon, NC 28782

- **Tryon Lane Assisted Living**
  3357 Lynn Rd
  Tryon, NC 28782

- **Light House**
  85 Mimosa Lane
  Tryon, NC 28782

Options for increasing the number of retirement and assisted-living facilities should be explored.

## Schools

Landrum is located in Spartanburg County School District One. District One Schools are in the northwest section of Spartanburg County. The district is comprised of an area approximately 120 square miles and has an estimated population of 30,000. Spartanburg School District Two is to the east of the district and Spartanburg Districts Five and Six border the district on the south. Located within the School District are the municipalities of Landrum, Inman and Campobello. The communities of New Prospect and Gowensville are also located within the district.

School District One does not have official enrollment projections. However, school district officials indicate that the District routinely plans for an average of one percent (1%) annual growth. This growth rate will not require any additional schools in the coming decade.
A small portion (less than 10%) of the School District is located in Greenville County. The School District is one of seven districts in Spartanburg County. The District office is located at: 121 Wheeler Street
Campobello, SC 29322

The three Landrum area public schools are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Level</th>
<th>Type</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landrum Middle School</td>
<td>Middle</td>
<td>Public</td>
<td>6-8</td>
</tr>
<tr>
<td>Landrum High School</td>
<td>High</td>
<td>Public</td>
<td>9-12</td>
</tr>
</tbody>
</table>
There is currently one private school in the Landrum area, outside the city limits in Greenville County. The school is:
Blue Ridge Christian Academy
424 South Carolina 101
Landrum SC 29356

Blue Ridge Christian Academy is a private religious school with 153 enrolled students in elementary, middle and high levels. They provide services for grade levels PK-12, over a 7 hour day.

There are no colleges or universities located in Landrum.

**DAYCARE AND PRE-SCHOOLS**
There are currently two state licensed facilities that offer childcare in Landrum. These facilities are:

- Miss Tammy’s Little Learning Center
  815 E. Brookwood Drive
  Landrum SC 29356

- Abby’s Learning Academy, Inc.
  103 S. Lee Avenue
  Landrum, SC 2935

**PUBLIC INFORMATIONAL RESOURCES**
There are two publicly-run facilities that provide information and resources in Landrum. They are:

- Landrum Library
  111 East Asbury Drive
  Landrum, SC 29356

- SC Welcome Center
  200 Interstate 26 Eastbound
  Landrum, SC 29356
There are three Landrum information kiosks in the downtown on Rutherford Street providing pamphlets and maps of the area and one kiosk at the Landrum Community Dog Park.
PARKS AND RECREATION
The park facilities in Landrum that are provided and maintained by the City are as follows:

- Brookwood Park
  E. Rutherford Street (Hwy. 14) at S. Bomar Avenue
- W. Simmons Street Park
  W. Simmons Street at N. Randolph Avenue
- Landrum Youth Association
  205 E. Earle St.

The city also owns a 1.3 acre vacant parcel on S. Shamrock Avenue which has been identified and is being developed by District One as a Community Garden.
The city also owns and maintains the historic Landrum Train Depot. The Depot continued to function as a rail depot until 1973. Ownership of the building was transferred to the City of Landrum in 1975. The land associated with the building, identified as railroad right-of-way, is leased to the City from Norfolk Southern Railroad under a long-term lease. The building functions as a community building and a small transportation museum. The building serves as regular meeting quarters for a number of civic groups such as the Lion’s Club. In addition, any citizen can use this building as meeting place for any event, club meeting, family reunion, etc. for a nominal fee.

The newly established Landrum Community Dog Park located on Kirby Street is privately owned, but open to the public.

Figure 29. New private dog park open to the public behind Stone Soup (Photo courtesy of Dick Carr)

Overall, residents are satisfied with the city’s maintenance of parks and recreation facilities, but they want more facilities and programs (See Table 15.)

Table 15. Landrum Community Survey Question about Parks and Recreation Services

<table>
<thead>
<tr>
<th>What are your opinions about the Parks and Recreational Services in the City?</th>
<th>Yes</th>
<th>No</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are enough recreational services for families</td>
<td>37</td>
<td>69</td>
<td>106</td>
</tr>
<tr>
<td>There are enough programs for teens and children</td>
<td>20</td>
<td>86</td>
<td>106</td>
</tr>
<tr>
<td>There are enough programs for senior citizens</td>
<td>21</td>
<td>79</td>
<td>100</td>
</tr>
<tr>
<td>Park and recreational facilities are adequately maintained</td>
<td>83</td>
<td>25</td>
<td>108</td>
</tr>
<tr>
<td>More park space and facilities are needed</td>
<td>84</td>
<td>22</td>
<td>106</td>
</tr>
</tbody>
</table>

answered question 110
skipped question 20
In response to the question “What are the most important topics for the city to address in the Comprehensive Plan”, increasing parks and recreation opportunities ranked 7th in most important. This should be kept in mind when implementing strategies from this plan.

### Table 16. What is the most important topic the city should address?

<table>
<thead>
<tr>
<th>Rank</th>
<th>Topic</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preserving and protecting the environment</td>
<td>47</td>
</tr>
<tr>
<td>2</td>
<td>Providing fire and police protection</td>
<td>47</td>
</tr>
<tr>
<td>3</td>
<td>Improving schools and libraries</td>
<td>41</td>
</tr>
<tr>
<td>4</td>
<td>Management of growth patterns and development (land use)</td>
<td>41</td>
</tr>
<tr>
<td>5</td>
<td>Addressing traffic, improving roads, and promoting public transit</td>
<td>39</td>
</tr>
<tr>
<td>6</td>
<td>Preserving historic and cultural resources</td>
<td>35</td>
</tr>
<tr>
<td>7</td>
<td>Increasing parks and recreation opportunities</td>
<td>33</td>
</tr>
<tr>
<td>8</td>
<td>Providing water and sewer to un-served areas</td>
<td>25</td>
</tr>
</tbody>
</table>

(128 total responses)

### Community Facilities Goals and Strategies

**Goal: Landrum will provide and encourage adequate facilities to serve the community and visitors to the city**

- Strategy: Landrum will explore options for increasing the number of retirement and assisted-living facilities.
- Strategy: Landrum will add information kiosks around the city including an app for visitors to enhance visitor awareness of facilities and services.
- Strategy: Landrum will strengthen partnerships with District One to maximize the use of school district and city owned lands and facilities.
- Strategy: Landrum will consider adding recreational services and programs for families, children, teens, and seniors including, but not limited to:
  - Evaluating the opportunities to add a water recreation feature for children at Brookwood Park.
Chapter 3: Housing

Housing plays an important role in providing residents with opportunities and contributes to the World Health Organization’s (WHO) definition of health as: “a complete state of physical, mental and social well-being”. This element of the Comprehensive Plan Update describes the characteristics and conditions of Landrum’s housing, evaluates the conditions of the city’s housing and recommends strategies for enhancing Landrum’s housing stock.

Landrum had a net increase of 84 residential units between 2000-2010, reflecting a 7.6% increase in the city's housing stock. Given that the amount of residential land within the city limits has not substantially changed in decades, this increase represents a reasonable amount of growth. The city's service agreement with Spartanburg Water requiring annexation of parcels adjacent to the Landrum city limits in return for water services can be expected to result in the addition of new units to the city's housing stock as the amount of vacant residential land within the city declines.

Table 17. Total Housing Units for Spartanburg County Municipalities, 1980-2010

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Campobello</td>
<td>214</td>
<td>174</td>
<td>176</td>
<td>225</td>
<td>49</td>
<td>27.8%</td>
</tr>
<tr>
<td>Central Pacolet</td>
<td>137</td>
<td>125</td>
<td>147</td>
<td>105</td>
<td>-42</td>
<td>-28.6%</td>
</tr>
<tr>
<td>Chesnee</td>
<td>423</td>
<td>570</td>
<td>460</td>
<td>471</td>
<td>11</td>
<td>2.4%</td>
</tr>
<tr>
<td>Cowpens</td>
<td>838</td>
<td>966</td>
<td>991</td>
<td>967</td>
<td>-24</td>
<td>-2.4%</td>
</tr>
<tr>
<td>Duncan</td>
<td>479</td>
<td>910</td>
<td>1,274</td>
<td>1,401</td>
<td>127</td>
<td>10.0%</td>
</tr>
<tr>
<td>Greer</td>
<td>5,206</td>
<td>4,507</td>
<td>7,386</td>
<td>11,127</td>
<td>3,741</td>
<td>50.6%</td>
</tr>
<tr>
<td>Inman</td>
<td>673</td>
<td>760</td>
<td>829</td>
<td>1,134</td>
<td>305</td>
<td>36.8%</td>
</tr>
<tr>
<td>Landrum</td>
<td>917</td>
<td>1,017</td>
<td>1,107</td>
<td>1,191</td>
<td>84</td>
<td>7.6%</td>
</tr>
<tr>
<td>Lyman</td>
<td>486</td>
<td>1,007</td>
<td>1,224</td>
<td>1,497</td>
<td>273</td>
<td>22.3%</td>
</tr>
<tr>
<td>Pacolet</td>
<td>547</td>
<td>671</td>
<td>1,178</td>
<td>1,134</td>
<td>-44</td>
<td>-3.7%</td>
</tr>
<tr>
<td>Spartanburg</td>
<td>17,181</td>
<td>17,950</td>
<td>17,696</td>
<td>17,516</td>
<td>-180</td>
<td>-1.0%</td>
</tr>
<tr>
<td>Wellford</td>
<td>822</td>
<td>985</td>
<td>910</td>
<td>1,120</td>
<td>210</td>
<td>23.1%</td>
</tr>
<tr>
<td>Woodruff</td>
<td>2,008</td>
<td>1,799</td>
<td>1,869</td>
<td>1,846</td>
<td>-23</td>
<td>-1.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Low density, single family housing is the predominant type of housing in Landrum and is interspersed throughout the city, generally clustered in neighborhoods. Mobile homes make up a relatively small portion of the residential land uses. The number of mobile homes is gradually declining as new replacement mobile homes are not permitted in the city limits.

Although Landrum has had a net increase of 84 new housing units from 2000 to 2010, this growth rate has been less than its three neighboring foothills municipalities. The growth rate in nearby Tryon, North Carolina is comparable to Landrum while the rate of new housing growth in Campobello and Columbus, North Carolina has been much faster.

Table 18. Housing Units by Carolina Foothills Regional Cities

<table>
<thead>
<tr>
<th>Municipality</th>
<th>HOUSING UNITS 2000</th>
<th>HOUSING UNITS 2010</th>
<th>Total Change 2000-2010</th>
<th>% CHANGE 2000-2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landrum</td>
<td>1,107</td>
<td>1,191</td>
<td>84</td>
<td>7.6%</td>
</tr>
<tr>
<td>Campobello</td>
<td>176</td>
<td>225</td>
<td>49</td>
<td>27.8%</td>
</tr>
<tr>
<td>Tryon, NC</td>
<td>985</td>
<td>1,066</td>
<td>81</td>
<td>8.2%</td>
</tr>
<tr>
<td>Columbus, NC</td>
<td>492</td>
<td>588</td>
<td>96</td>
<td>19.5%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.
Housing Unit Characteristics

Landrum maintains a high percentage of owner-occupied housing. The owner-occupancy rate in Landrum in 2015 was slightly above the rate in 2000. This is due, in part, to no new multi-family rental developments having been constructed in more than a decade, as well as the limited amount of vacant residential land zoned for higher density development. A high rate of home ownership contributes to community and neighborhood stability as home owners tend to maintain their properties, i.e. investments, and renovate when needed more than in renter-occupied housing units.

A high rate of home ownership contributes to community and neighborhood stability as home owners tend to maintain their properties, i.e. investments, and renovate when needed more than in renter-occupied housing units.

Table 19. Landrum Housing Tenancy, 1990–2015

<table>
<thead>
<tr>
<th>Status</th>
<th>1990 Total</th>
<th>2000 Total</th>
<th>2010 Total</th>
<th>2015 Total</th>
<th>2010 Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total housing units</td>
<td>1,017</td>
<td>1,040</td>
<td>1,191</td>
<td>1,215</td>
<td>100%</td>
</tr>
<tr>
<td>Owner-occupied units</td>
<td>58%</td>
<td>70%</td>
<td>732</td>
<td>751</td>
<td>70.6%</td>
</tr>
<tr>
<td>Renter-occupied units</td>
<td>42%</td>
<td>30%</td>
<td>310</td>
<td>312</td>
<td>29.4%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Home ownership within the City of Landrum is above the county, state and national ownership levels. It is reported that 70.2% of the housing units are owned, while only 29.8% of the housing units are rental properties. These percentages have grown from prior years, with a 2010 estimate of 70% home ownership and 58% home ownership estimate in 1990.

Vacancy vs Occupancy Rate

The city’s ownership vacancy rate is higher than county and national rates but less than the statewide figures for homes that are for sale, reflecting a weaker market demand than elsewhere in the state. However, Landrum’s rental vacancy rate is lower than regional and national levels, a reflection, in part, on the lower number and percentage of rental units in the Landrum market.

Table 20. Landrum VS County, State and National Ownership and Vacancy Rates

<table>
<thead>
<tr>
<th>Housing Status</th>
<th>Landrum</th>
<th>Spartanburg County</th>
<th>South Carolina (2016)</th>
<th>U.S. (2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Ownership</td>
<td>70.2%</td>
<td>68.6%</td>
<td>69.3%</td>
<td>65.1%</td>
</tr>
<tr>
<td>Homes Rented</td>
<td>29.8%</td>
<td>31.4%</td>
<td>30.7%</td>
<td>34.9%</td>
</tr>
<tr>
<td>Vacancy Rate</td>
<td>12.5%</td>
<td>10.9%</td>
<td>15.7%</td>
<td>11.4%</td>
</tr>
<tr>
<td>For Sale Vacancy Rate</td>
<td>3.3%</td>
<td>1.8%</td>
<td>1.2%</td>
<td>1.8%</td>
</tr>
<tr>
<td>For Rent Vacancy Rate</td>
<td>2.9%</td>
<td>3.9%</td>
<td>6.4%</td>
<td>6.8%</td>
</tr>
</tbody>
</table>

Graph 2. Home Ownership Rates in Landrum, Spartanburg County, South Carolina, and the U.S.
AGE OF HOUSING STOCK

Only 24% of the city’s housing stock was built in the last two decades. The median house in Landrum is more than 42 years old, reflecting the decline in the rate of new housing construction since 1990 in comparison to the rate of new construction in the 1970’s and 1980’s when 33 percent of the housing stock was constructed. Due to the city’s aging housing stock, the City should undertake a housing survey to ascertain and support housing renovation and reinvestment to strengthen the character of the city’s residential neighborhoods and ensure neighborhood stability.

In the last year, the city has seen a rebound in the number of new housing units constructed on infill parcels and on the fringe of the city limits. This rebound may be attributed to a combination of low home mortgage interest rates and a continuing improvement of the quality of life offered in smaller, well-planned communities across South Carolina, including Landrum. This especially applies to Landrum as the City’s marketing efforts, attractive downtown appeal, walkability and tourism growth has resulted in the city being recognized as offering an attractive quality of life. This trend is also consistent with the national trend of people moving into cities.

<table>
<thead>
<tr>
<th>YEAR STRUCTURE BUILT</th>
<th>Units Constructed</th>
<th>Percent of Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 to 2009</td>
<td>144</td>
<td>12%</td>
</tr>
<tr>
<td>1990 to 1999</td>
<td>142</td>
<td>12%</td>
</tr>
<tr>
<td>1980 to 1989</td>
<td>205</td>
<td>18%</td>
</tr>
<tr>
<td>1970 to 1979</td>
<td>168</td>
<td>15%</td>
</tr>
<tr>
<td>1960 to 1969</td>
<td>128</td>
<td>11%</td>
</tr>
<tr>
<td>1950 to 1959</td>
<td>128</td>
<td>11%</td>
</tr>
<tr>
<td>1940 to 1949</td>
<td>82</td>
<td>7%</td>
</tr>
<tr>
<td>1939 or earlier</td>
<td>158</td>
<td>14%</td>
</tr>
</tbody>
</table>

Median Year/Average Age: 1974  Average Age: 42+ years

Source: U.S. Census.
A total of 76.9% of the city's housing units are single family, detached units. There are 99 mobile home units in Landrum representing 20.2% of all renter-occupied units in the city. There have not been any new multi-family rental projects built in Landrum in more than a decade. However, manufactured housing units, commonly found in rural settings in the Upstate, are allowed within the city.

The limited number of apartments in Landrum provides the opportunity to expand housing options integrated with single family detached housing though the addition of granny flats. Designed for one or two persons, a granny flat is a self-contained living area usually located on the grounds of a single-family home. It is sometimes called a granny flat because it is a popular way for families to accommodate aging parents.

The development of higher density “pocket neighborhoods”, as described and recommended in the Landrum Market Study, should also be encouraged and supported where there is adequate vacant residential land in the city, or on other vacant sites, that may be annexed into the city in the future.

**Housing Affordability**

According to the U.S. Department of Housing and Urban Development (HUD) housing affordability is housing for which the occupant(s) is/are paying no more than 30% of his or her gross income for housing costs. For renters, housing costs are rent and utilities. For owner-occupied housing, housing costs are mortgage, taxes, insurance and utilities. These definitions are intended as an approximate guideline or general rule for HUD programs and a major guideline commonly used by lenders in providing for home mortgages.

As the community survey conducted on behalf of this plan indicates later in this section, housing affordability is a concern
among Landrum residents. The average household income for Landrum varied significantly depending on the sources. The U.S. Census reported the 2014 median household income in Landrum was $37,167. This median income figure was $43,907 in Spartanburg County in 2015. ESRI market profile stated a 2015 average household income of $48,287. This may be accounted for, in part, as including households outside of the city limits, but defined as part of Landrum. More significant is data that 19.7% of Landrum residents are living at or below the poverty level. By comparison, the percentage of South Carolina residents living at or below the poverty level is 18.1%.

The single-family housing units in the City of Landrum currently have a median value of $128,450, according to 2015 sales. However, the average value for 2016 was considerably higher at $158,512. This average value is a more accurate reflection, because real property valuations for single family residential homes are based on averages of comparable current sales, as well as a reflection of the overall strengthening of the Landrum housing market and limited amount of new construction in the city. It should be noted, though, that the average can also vary from the median because of extreme values on either end.

<table>
<thead>
<tr>
<th>Home Value</th>
<th>Number of Housing Units</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $50,000</td>
<td>72</td>
<td>9.6%</td>
</tr>
<tr>
<td>$50,000 to $99,999</td>
<td>226</td>
<td>30.1%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>240</td>
<td>32.0%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>101</td>
<td>13.4%</td>
</tr>
<tr>
<td>$200,000 to $299,999</td>
<td>86</td>
<td>11.5%</td>
</tr>
<tr>
<td>$300,000 to $499,999</td>
<td>21</td>
<td>2.8%</td>
</tr>
<tr>
<td>$500,000 to $999,999</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>$1,000,000 or more</td>
<td>5</td>
<td>0.7%</td>
</tr>
<tr>
<td>Total owner-occupied units</td>
<td>751</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

Based on Landrum’s household income levels, a total of 336 households, 197 owner households and 139 renter households were paying more than 30 percent of their household income for housing in 2010. This represents 31.8 percent of the city’s households. This number is a significant increase from the 197 households that paid more than 30% of their income in 2000. This reflects the fact that household income levels are not keeping pace with the increase in housing values. While this pattern is seen throughout other cities and states across the country, it is nevertheless a matter of concern and may negative consequences on the community. Estimated housing data for 2015 from the American Community Survey, reports the same number of households as 2010, reflecting the inability to accurately update 2010 Census data in smaller cities, such as Landrum.

This affordability condition and its growth also results in households having less income to spend on household goods and supplies and reduces the amount of resources available for housing maintenance. This factor also hurts the ability of Landrum, as well as other communities, to provide home ownership opportunities for newly formed households, especially younger households that are critical to the continued success of a city.

<table>
<thead>
<tr>
<th>Gross Mortgage Costs or Rent as % of Household Income</th>
<th>2000 Owners Number/Percent</th>
<th>2000 Renters Number/Percent</th>
<th>2010 Owners Number/Percent</th>
<th>2010 Renters Number/Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 20 percent</td>
<td>397</td>
<td>42%</td>
<td>428</td>
<td>41%</td>
</tr>
<tr>
<td>20 to 29 percent</td>
<td>161</td>
<td>17%</td>
<td>115</td>
<td>11%</td>
</tr>
<tr>
<td>30 percent or more</td>
<td>74</td>
<td>8%</td>
<td>197</td>
<td>19%</td>
</tr>
<tr>
<td>Total</td>
<td>632</td>
<td>67%</td>
<td>740</td>
<td>70%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.
It may be a more accurate model to look at a longer time span with years falling outside of a recession and slow market on single family homes. Home values have increased steadily throughout the last ten-year period in the City of Landrum. Single family housing unit appreciation levels throughout the same period seem to have been in an upward movement in years falling outside recession years with an unfavorable market.

Figure 20. Median Home Value- Ten Year Chart

Graph 4. Housing Costs Exceeding 30% of Household Income 2000-2010

LOW INCOME HOUSING

Landrum’s affordable rental housing stock includes three properties financed through federal programs including Section 8 Housing Choice Vouchers, project-based Section 8 contracts, public housing, USDA Rental Assistance (in Section 515 properties) as well as HUD Section 202 and 811 properties.

Rental assistance is a type of housing subsidy that pays for a portion of a renter’s monthly housing costs, including rent and tenant paid utilities. Locally, The Spartanburg Housing Authority is the resource for this federal funding. Public housing comes in all sizes and types, from duplexes, garden style apartments and townhouses in various bedroom sizes to high-rise apartments for families, elderly and disabled individuals. SHA also serves its residents through a variety of programs including housing choice vouchers, low income housing tax credits and homeownership.

In Landrum, the three affordable housing properties, totaling 106 units describing the number of units and location of the three properties serving low income households are as follows:

- Bon Air Apartments, 40 units  |  700 S. Randolph Street
- Spruce Pines Apartments, 50 units  |  720 Bomar Avenue
- Landrum Estates (Elderly or Handicapped), 16 units  |  100 Red Bird Lane
To qualify for most rental assistance programs a renter must earn no more than 50% of the Area Median Income (AMI). In some cases, rental assistance is reserved for renters earning 30% or less of the AMI. In Landrum, to qualify for Section 8 assistance, a renter household containing four persons must earn $25,550 or less. For some targeted rental assistance programs, a renter household of four can’t earn more than $24,250.

There are also 50 Project-Based Section 8 subsidized apartments in Landrum. There are 80 other low income apartments that don’t have rental assistance but are still considered to be affordable housing for low income families.

**ADDITIONAL HOUSING ASSISTANCE OPTIONS FOR LANDRUM**

In addition to the three projects managed by the Spartanburg Housing Authority, there are an assortment of other public and non-profit housing options, housing programs and services available to Landrum including the following:

**HABITAT FOR HUMANITY**

Habitat for Humanity is a global nonprofit housing organization working in nearly 1,400 communities across the United States, including Landrum. Habitat’s vision is of a world where everyone has a decent place to live. Habitat works toward their vision by building strength, stability and self-reliance in partnership with people and families in need of a decent and affordable home.

People in a community partner with Habitat to build or improve a place they can call home. Habitat homeowners help build their own homes alongside volunteers and pay an affordable mortgage. Families in need of decent, affordable housing apply for homeownership with their local Habitat for Humanity.

Each local Habitat’s family selection committee selects homeowners based on three criteria:

1. The applicant’s level of need.
2. Their willingness to partner with Habitat.
3. Their ability to repay a mortgage through an affordable payment plan.

As part of their willingness to partner, Habitat’s homebuyers invest hundreds of hours of their own labor, called sweat equity, working alongside volunteers and other Habitat homeowners.

Habitat for Humanity follows a nondiscriminatory policy of family selection. Neither race nor religion is a factor in choosing Habitat’s homeowners.

Habitat has built several homes in the past in Landrum that have been sold to low income families. The local organization currently owns three vacant lots in Landrum providing the opportunity for additional qualified households to become homeowners in Landrum.

**SECTION 8 HOUSING CHOICE VOUCHER PROGRAM**

The housing choice voucher program is the federal government’s major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants can find their own housing, including single-family homes, townhouses and apartments.

Housing choice vouchers are administered locally by public housing agencies (PHAs). The PHAs receive federal funds from the U.S. Department of Housing and Urban Development (HUD) to administer the voucher program.

A family that is issued a housing voucher is responsible for finding a suitable housing unit of the family’s choice where the owner agrees to rent under the program. This unit may include the family’s present residence. Rental units must meet minimum standards of health and safety, as determined by the PHA.

A housing subsidy is paid to the landlord directly by the PHA on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program. Under certain circumstances, if authorized by the PHA, a family may use its voucher to purchase a modest home.

**PROJECT-BASED SECTION 8**

Project-based vouchers are a component of a public housing agencies (PHAs) housing choice voucher program. A PHA can attach up to 20 percent of its voucher assistance to specific housing units if the owner agrees to either rehabilitate or construct the units, or the owner agrees to set-aside a portion of the units in an existing development.
**USDA Rural Housing Assistance**
The USDA Rural Development offers loans, grants and loan guarantees to support essential services such as housing, economic development, health care, first responder services and equipment, and water, electric and communications infrastructure. They promote economic development by supporting loans to businesses through banks, credit unions and community-managed lending pools. They offer technical assistance and information to help agricultural producers and cooperatives get started and improve the effectiveness of their operations. They also provide technical assistance to help communities undertake community empowerment programs. They help rural residents buy or rent safe, affordable housing and make health and safety repairs to their homes.

**South Carolina State Housing Finance & Development Authority**
South Carolina Housing administers several federal and state programs directed at low and low-to-moderate income South Carolinians. South Carolina Housing’s vision is that all South Carolinians can live in safe, decent, and affordable housing. South Carolina Housing administers programs to assist families and neighborhoods and help stimulate the economy by supporting jobs in the construction, real estate, and financial industries.

**United Housing Connections**
United Housing Connections is a 501(c)(3) non-profit organization. UHC is an organization that works together with other agencies in the area to provide affordable housing. They are dedicated to ending homelessness through programming, advocacy, and building safe, decent, and affordable housing for homeless or at-risk families and individuals. Their goal is to help fill the gaps in services for homeless and at-risk persons. UHC coordinates the Continuum of Care throughout Upstate South Carolina. The Continuum of Care is a community plan to organize and deliver housing and services to meet the specific needs of people who are homeless as they move to stable housing and maximum self-sufficiency. It includes action steps to end homelessness and prevent a return to homelessness.

**Emergency Shelters**
1. Emergency Shelters for men provides shelter; food; clothes; job training; case management; individual and group counseling; referral; transportation on as needed basis for outside doctor appointments, for employment searches, or to place of employment; provision of alcohol and drug abuse services through partner organizations; may assist with cost of medication or may refer to other organization for assistance with medication is located at 446 Arch St, Spartanburg.
2. Emergency Shelters for Women in Landrum is provided by Miracle Hill Rescue Mission, Spartanburg County offering shelter for women and children, food / meals, counseling, and assistance in finding work and housing; Offers a free medical clinic providing vision, dental, and medical exams for clients and the surrounding community. The Miracle Hill Website: miraclehill.org.
3. Homes for Life (Miracle Hill) provides shelter and support services for homeless young men ages 16-21.

**Other Housing Characteristics**
Three bedroom units are the most commonly found housing unit in Landrum, closely followed by two bedroom units. These patterns have remained the same over the last decade, although the number of four bedroom units in the city has grown from 116 units in 2000 to 151 units in 2010. The growth in these larger homes reflects the size of new housing being built in the city over the last decade.

<table>
<thead>
<tr>
<th>Unit Size by No. of Bedrooms</th>
<th>2000 Units</th>
<th>2000 Percent of Total</th>
<th>2010 Units</th>
<th>2010 Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No bedroom</td>
<td>26</td>
<td>2.4%</td>
<td>15</td>
<td>1.4%</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>74</td>
<td>6.7%</td>
<td>83</td>
<td>7.8%</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>438</td>
<td>39.7%</td>
<td>403</td>
<td>37.9%</td>
</tr>
<tr>
<td>3 bedrooms</td>
<td>448</td>
<td>40.7%</td>
<td>410</td>
<td>38.7%</td>
</tr>
<tr>
<td>4 or more bedrooms</td>
<td>116</td>
<td>10.5%</td>
<td>151</td>
<td>14.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau.
HOUSING CONDITIONS

The percentage of units in Landrum that have complete plumbing and kitchen facilities over the past two decades has increased from 98.1% in 1990 to 99.1% in 2000 to 99.7% in 2010. This decline may also reflect the renovation and/or demolition of older housing units in the city.

Table 26. Plumbing and Kitchen Facilities, 1990 - 2010

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Units</td>
<td>1,017</td>
<td>1,040</td>
<td>1,191</td>
</tr>
<tr>
<td>Percent with Complete Facilities</td>
<td>98.1%</td>
<td>99.1%</td>
<td>99.7%</td>
</tr>
<tr>
<td>Units Lacking complete plumbing facilities</td>
<td>12</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Units Lacking complete kitchen facilities</td>
<td>7</td>
<td>9</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: U.S Census.

The primary source of heating fuel in the city is electricity, having increased from supplying 40.1 percent of the city’s housing stock in 2000 to serving 57.1 percent of the city’s units in 2010. Connecting to the city’s and region’s electric grid has replaced a total 171 homes in 2000 that previously were served by fuel oil and kerosene, a net reduction from 21.1 percent to only 4.6 percent of the city’s housing units. This transition also reduces the risk of fire hazards with a safer source of heating fuel.

SOLAR ENERGY

Although there are no homes in the city heated with solar energy, Landrum’s policies strive to incorporate sustainable building practices into new housing developments, as such sources become more affordable and energy efficient. The current South Carolina personal tax credit for solar photovoltaics for commercial and residential sectors is 25% of eligible costs up to $3,500, or 50% of the taxpayer’s tax liability for that taxable year, whichever is less. The current US personal tax credit for solar photovoltaics for the residential sector is 30%. It will decrease over the next several years. The cost of solar has decreased 60% since 20083. For a residential system it is about $3.50/watt or about $14,000 for 4 kW system. Tax credits help to defray costs.

For households that want to utilize solar energy, but not install a system, Duke Energy will begin to offer shared solar in 2017. With this program, the individual or household purchases a piece of a larger system elsewhere and gets a return on it. Some benefits are that it is supporting a renewable energy source, it is available to renters, and property owners could use solar, but would not need to cut down trees in their yards, which is a possibility when installing a personal system.

More incentives including tax credits, grants, and loans for the Landrum area for energy efficiency can be found at www.dsireusea.org

Table 27. Housing Heating Fuel 2000 & 2010

<table>
<thead>
<tr>
<th>Fuel Source</th>
<th>2000</th>
<th>% of Units</th>
<th>2010</th>
<th>% of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility gas</td>
<td>202</td>
<td>19.4%</td>
<td>241</td>
<td>22.7%</td>
</tr>
<tr>
<td>Bottled, tank, or LP gas</td>
<td>156</td>
<td>15.0%</td>
<td>90</td>
<td>8.5%</td>
</tr>
<tr>
<td>Electricity</td>
<td>427</td>
<td>40.9%</td>
<td>607</td>
<td>57.1%</td>
</tr>
<tr>
<td>Fuel oil, kerosene, etc.</td>
<td>220</td>
<td>21.1%</td>
<td>49</td>
<td>4.6%</td>
</tr>
<tr>
<td>Solar energy</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Wood</td>
<td>34</td>
<td>3.3%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>All other fuels</td>
<td>4</td>
<td>0%</td>
<td>70</td>
<td>6.6%</td>
</tr>
<tr>
<td>No fuel used</td>
<td>0</td>
<td>0%</td>
<td>6</td>
<td>0.6%</td>
</tr>
<tr>
<td>Total</td>
<td>1,043</td>
<td>100%</td>
<td>1,063</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

3 According to the US Department of Energy
NURSING HOMES, ASSISTED LIVING AND SPECIAL NEEDS
There are two facilities in Landrum that provide short term or long term care for the elderly, infirmed, or handicapped. These facilities are:

Charles Lea Center     Smith Phayer Hospice House
720 Bomar Avenue, Landrum     260 Fairwinds Road, Landrum

There are options for residential or assisted care for the elderly or handicapped in the local Foothills area, but compared to other local municipalities, Landrum has fewer facilities that provide these options.

Special housing programs in Landrum are carried out under the jurisdiction of Spartanburg County. The Spartanburg County Community Development Department will continue funding non-profit organizations that provide emergency shelter, transitional housing, and services to homeless and special needs individuals and families. There is also a new service through the United Way called South Carolina 2-1-1. This is a one-stop resource for finding assistance in the community. By utilizing this site which keeps a database of service providers that include support groups, community clinics, counselors, shelters, food pantries, and programs for seniors and many more, the Community Development staff will be better prepared to assist those citizens who contact us with specific needs.

Housing and Mobility
The predominant pattern of residential development in Landrum results in housing units isolated from work, shops, schools, and services with no other convenient means of safe and efficient transportation available other than by automobile. Those residents without access to a car are often limited in their access to healthy foods, healthcare and other essentials. Lack of pedestrian and bicycling facilities connecting residential areas to routine destinations discourages active modes of transportation that support adequate physical activity to maintain health.

Pedestrian access is key to the health and independence of low-income persons in general, and in particular the young and the elderly. There is a clear link between the development and design of the built environment and public health. This link is particularly evident in residential subdivisions isolated by distance and/or poor connectivity to key destinations in the neighborhood and/or larger community. The following elements, essential for affordable housing, should be priorities in planning for all residential development and redevelopment in Landrum:
• Multi-modal transportation infrastructure, including pedestrian and bicycle facilities and transit options that connect residents to adjacent residential, nearby commercial development, and public, private, and institutional amenities in the community.

• A mix of nearby destinations that include small, neighborhood scale commercial uses such as shops, cafés and other types of service businesses as well as parks and open space. Integration of service-oriented businesses can provide residents the option of walking or bicycling rather than driving a vehicle. The promotion of small-scale neighborhood commercial establishments such as corner grocery stores can also help increase access to healthy food.

**HOUSING MATERIALS AND EFFICIENCY**

Low income housing is often equated in the housing finance and construction industries as building housing at the lowest possible cost. When the objective is to build a house at the lowest possible costs, corners are cut into sound construction practices and non-durable materials are used. The end result is that lower mortgage payments or rent is more than offset by higher energy bills and maintenance costs. According to the U.S. Department of Energy, residential energy use is 22% of total energy consumption; and 90% of energy used in the US is generated from non-renewable sources. Choosing durable building materials and furnishings conserves the natural resources and the energy required to manufacture and distribute building products.

Housing units built to last many decades can save the community the considerable costs of extending infrastructure and utilities to the new residential developments that will be necessary to replace poorly constructed units. Building quality-constructed, durable, and energy-efficient housing units contributes to sustainability on national, community, and individual levels. In the long run, such units are more cost-efficient and affordable.

**NEIGHBORHOOD INFRASTRUCTURE SURVEY RESULTS**

A total of 104 community members responded to survey questions regarding their rating of housing issues and infrastructure in their neighborhood. The survey results revealed that affordable moderately priced housing and property maintenance were the most important problems to respondents while drainage in the neighborhoods was the least of concerns. Neighborhood road conditions were also a big concern. A summary of these results is presented in the following tables.

<table>
<thead>
<tr>
<th>Comment</th>
<th>“Important” Responses</th>
<th>“Unimportant” Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not enough choice in Moderate Price Ranges</td>
<td>63</td>
<td>30</td>
</tr>
<tr>
<td>Property Maintenance</td>
<td>62</td>
<td>29</td>
</tr>
<tr>
<td>Not enough housing for young couples/families</td>
<td>61</td>
<td>32</td>
</tr>
<tr>
<td>High property taxes</td>
<td>61</td>
<td>34</td>
</tr>
<tr>
<td>Not enough affordable housing</td>
<td>51</td>
<td>41</td>
</tr>
<tr>
<td>Not enough senior housing</td>
<td>50</td>
<td>44</td>
</tr>
<tr>
<td>High purchase prices</td>
<td>48</td>
<td>43</td>
</tr>
<tr>
<td>Least important</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not enough housing for single people</td>
<td>45</td>
<td>47</td>
</tr>
<tr>
<td>Not enough rental housing</td>
<td>39</td>
<td>54</td>
</tr>
<tr>
<td>Neighborhood Characteristic</td>
<td>Excellent/Good</td>
<td>Fair/Poor</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>----------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Satisfied with drains &amp; ditches after rain</td>
<td>46.7%</td>
<td>28.6%</td>
</tr>
<tr>
<td>Easy to walk or bike to Downtown &amp; parks</td>
<td>45.3%</td>
<td>27.0%</td>
</tr>
<tr>
<td>Satisfied with street lighting</td>
<td>35.7%</td>
<td>30.1%</td>
</tr>
<tr>
<td>Home is served by a sidewalk</td>
<td>29.2%</td>
<td>39.3%</td>
</tr>
<tr>
<td>Easy to walk or bike in neighborhood</td>
<td>16.2%</td>
<td>23.6%</td>
</tr>
<tr>
<td>Sidewalks in decent condition</td>
<td>15.0%</td>
<td>23.1%</td>
</tr>
<tr>
<td>Roads in decent condition</td>
<td>11.9%</td>
<td>25.1%</td>
</tr>
</tbody>
</table>

**Housing Goals and Strategies**

Based on citizen input received during the planning process and reflecting the city’s housing and economic development conditions and needs, the following goals are recommended for strengthening the city’s housing supply.

**Goal: Landrum will improve housing stock**
- Strategy: Landrum will conduct a citywide housing survey to ascertain housing redevelopment and renovation opportunities and needs and devise programs that encourage such residential reinvestment.
- Strategy: Landrum will encourage sustainable residential building practices in construction materials and energy efficiency practices in new and renovated housing, especially the use of solar energy.

**Goal: Landrum will encourage greater access to more types of housing**
- Strategy: Landrum will stimulate more housing development and renovation, including the addition of granny units to existing detached housing units and through Planned Unit Developments (PUDs) with higher densities that provide amenities and good design while protecting or enhancing the natural features of the site.
- Strategy: Landrum will allow a reduction in the minimum residential lot size for infill development stimulating investment on vacant residentially zoned land.
- Strategy: Landrum will encourage mixed-use development on commercial parcels along Highway 14 and US 176 as noted in the Landrum Market Study to increase the supply of housing options.
- Strategy: Landrum will allow higher density multifamily development on commercial land and other residential sites where satisfying the need for affordable and/or senior housing.

**Goal: Landrum will encourage multi-modal transportation in new, rehabilitated, or redeveloped housing developments**
- Strategy: Landrum will consider multi-modal connections between housing developments and nearby properties.
- Strategy: Landrum will encourage bicycle and pedestrian infrastructure in new, rehabilitated, or redeveloped housing developments.
Landrum is a picturesque city at the base of the Blue Ridge Mountains. Tourism is the primary industry in Landrum, the leading industry in South Carolina, and ranks as either the first or second largest industry in 47 out of 50 states. Tourism in Landrum is supported by the city’s on-going efforts to enhance its downtown for visitors as well as the city’s geographic location in the Carolina foothills. It is also facilitated by easy access to Interstate 26. The I-26 corridor is frequented by visitors traveling to destinations in the North Carolina mountains and the Appalachian region, including expanding facilities that support national and international equestrian events near Landrum.

Landrum’s city government and business community are increasingly active in regional tourism institutions in Spartanburg County and Polk County, North Carolina. Continued enhancement of downtown Landrum, through both public and private investment in the last decade, has led to significantly increased marketing efforts undertaken by the city using hospitality tax funds. Cooperative efforts with local businesses have created a positive brand awareness of Landrum as a popular daytime visitor destination.

In addition to growing tourism industry employment in the community, in 2016, the City of Landrum collected nearly $170,000 in hospitality tax revenues. These funds are earmarked to further strengthen the local tourism industry through a variety of marketing, infrastructure projects, and visitor services. In Landrum, tourism enhances economic, social and cultural aspects of the city that attract visitors and enriches the quality of life of residents.

The city has the opportunity to continue growing its tourism economy in the years ahead. According to the State of South Carolina, the state captures only 57% of the average tourism expenditure (amount of money the average tourist spends per day over the course of a trip) when compared to national tourism data. As a gateway to South Carolina, Landrum’s strategic location provides an excellent jumping off point for visitors coming from the north and west.

The growing emphasis on heritage tourism holds economic promise for many communities in South Carolina. A statewide analysis of heritage travelers shows that average spending per trip for a historic tourist household is $727 versus only $547 per average tourist household. Heritage tourists also stay longer – an average of 5.2 days per trip – than the average traveler at only 3.4 days.

**ECONOMIC TRENDS**

A shift in the Landrum economy due to tourism over the past two decades is reflected in the following Table 30. The 3 industries that most directly serve tourism, retail trade, food services and arts, and entertainment and recreation increased from a combined total of 56 in 2002 to 63 in 2014, while the total number of businesses overall remained stable. Between 2002 and 2014 the number of manufacturing firms in Landrum decreased from 19 firms to 9, a 53% decline, while the number of retail establishments grew by 22%, from 37 to 45 establishments during the period. Professional service firms in the city grew by 27% while wholesale trade businesses declined from 7 to 2, reflecting a further shift in the city’s economy away from traditional industry to a service economy.
### Table 30. Landrum Business by Major Industry 2002 – 2014

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>44</td>
<td>30</td>
<td>-14</td>
<td>-32%</td>
</tr>
<tr>
<td>Retail Trade ***</td>
<td>37</td>
<td>45</td>
<td>8</td>
<td>22%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>19</td>
<td>9</td>
<td>-10</td>
<td>-53%</td>
</tr>
<tr>
<td>Accommodation and Food Services ***</td>
<td>17</td>
<td>15</td>
<td>-2</td>
<td>-12%</td>
</tr>
<tr>
<td>Professional and Technical Services</td>
<td>15</td>
<td>19</td>
<td>4</td>
<td>27%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>12</td>
<td>15</td>
<td>3</td>
<td>25%</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management and Remediation Services</td>
<td>8</td>
<td>8</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>7</td>
<td>2</td>
<td>-5</td>
<td>-71%</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>5</td>
<td>7</td>
<td>2</td>
<td>40%</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>4</td>
<td>2</td>
<td>-2</td>
<td>-50%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>4</td>
<td>11</td>
<td>7</td>
<td>175%</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>67%</td>
</tr>
<tr>
<td>Information</td>
<td>2</td>
<td>1</td>
<td>-1</td>
<td>-50%</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation ***</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>50%</td>
</tr>
<tr>
<td>Other Services (except Public Admin.)</td>
<td>26</td>
<td>28</td>
<td>2</td>
<td>8%</td>
</tr>
<tr>
<td><strong>TOTAL BUSINESSES</strong></td>
<td><strong>205</strong></td>
<td><strong>200</strong></td>
<td><strong>-5</strong></td>
<td><strong>-2%</strong></td>
</tr>
</tbody>
</table>

*** Industries directly serving tourism.  Source: U.S. Census.

---

Figure 32. Carver Industries in Landrum (Photo courtesy of Dick Carr)
**ECONOMIC SUSTAINABILITY**

The economic downturn in the last decade was a reminder of the importance of resiliency in an economy. An important component to economic resiliency is good communication with regional organizations and ties to regional resources. When crises do happen or when shortcomings are identified, it is useful to have the regional relationships already in place to address local needs. For example, Landrum’s active relationships with more than one Chamber of Commerce in the area foster awareness, collaboration and cooperation on regional economic issues. Landrum could also benefit from relationships with other issue-oriented and economically-focused groups in the region like Ten at the Top.

Landrum’s business climate should be evaluated in the context of its sub-regional economy. In fact, the modest increase in the number of businesses in Landrum by just 1 between 2005 and 2014 is relatively positive compared to the declining number of businesses recorded for 2 neighboring cities, Campobello and Tryon. Yet, Landrum’s rate is lower than the growth experienced in nearby Columbus and Saluda, North Carolina during the period.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Campobello, SC</td>
<td>111</td>
<td>107</td>
<td>95</td>
<td>(16)</td>
</tr>
<tr>
<td>Columbus, NC</td>
<td>137</td>
<td>160</td>
<td>152</td>
<td>14</td>
</tr>
<tr>
<td>Saluda, NC</td>
<td>61</td>
<td>73</td>
<td>71</td>
<td>10</td>
</tr>
<tr>
<td>Tryon, NC</td>
<td>190</td>
<td>194</td>
<td>185</td>
<td>(5)</td>
</tr>
<tr>
<td><strong>LANDRUM</strong></td>
<td><strong>199</strong></td>
<td><strong>198</strong></td>
<td><strong>200</strong></td>
<td><strong>1</strong></td>
</tr>
<tr>
<td>Total</td>
<td>698</td>
<td>732</td>
<td>703</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau of Economic Analysis.
ANNUAL WAGES

Total employment in Landrum has remained stable over the last decade following the trend in the number of businesses and total population. The average annual wage in Landrum in 2014 was $30,037. This amount is 1.3% lower than the statewide annual average wage of $30,437. This may be attributed, in part, to the lower percentage of persons employed in higher paying health care fields than statewide and a high proportion of workers in lower paying service occupations.

Table 32. Landrum Average annual Wages 2014

<table>
<thead>
<tr>
<th>Employment Category</th>
<th>Total Employees</th>
<th>Percent of Total</th>
<th>Percent Male</th>
<th>Percent Female</th>
<th>Annual Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian employed population 16 years &amp; over</td>
<td>1,097</td>
<td>100%</td>
<td>48.9%</td>
<td>51.1%</td>
<td>$30,037</td>
</tr>
<tr>
<td>Management, business and arts occupations:</td>
<td>398</td>
<td>36%</td>
<td>35.2%</td>
<td>64.8%</td>
<td>$48,571</td>
</tr>
<tr>
<td>Management, business, and financial</td>
<td>136</td>
<td>12%</td>
<td>45.6%</td>
<td>54.4%</td>
<td>$54,643</td>
</tr>
<tr>
<td>Computer, engineering, and science</td>
<td>32</td>
<td>3%</td>
<td>62.5%</td>
<td>37.5%</td>
<td>$55,781</td>
</tr>
<tr>
<td>Education, legal, arts &amp; media occupations:</td>
<td>90</td>
<td>8%</td>
<td>12.2%</td>
<td>87.8%</td>
<td>$25,750</td>
</tr>
<tr>
<td>Healthcare practitioner and technical occupations:</td>
<td>140</td>
<td>13%</td>
<td>33.6%</td>
<td>66.4%</td>
<td>$53,971</td>
</tr>
<tr>
<td>Service occupations:</td>
<td>202</td>
<td>18%</td>
<td>32.7%</td>
<td>67.3%</td>
<td>$13,533</td>
</tr>
<tr>
<td>Healthcare support occupations</td>
<td>26</td>
<td>2%</td>
<td>23.1%</td>
<td>76.9%</td>
<td>$22,083</td>
</tr>
<tr>
<td>Protective service occupations:</td>
<td>21</td>
<td>2%</td>
<td>76.2%</td>
<td>23.8%</td>
<td>$46,250</td>
</tr>
<tr>
<td>Food preparation and serving related</td>
<td>104</td>
<td>9%</td>
<td>31.7%</td>
<td>68.3%</td>
<td>$13,155</td>
</tr>
<tr>
<td>Building and grounds cleaning and maintenance occupations</td>
<td>23</td>
<td>2%</td>
<td>47.8%</td>
<td>52.2%</td>
<td>$8,750</td>
</tr>
<tr>
<td>Personal care and service occupations</td>
<td>28</td>
<td>3%</td>
<td>0.0%</td>
<td>100%</td>
<td>$12,500</td>
</tr>
<tr>
<td>Retail sales and office occupations:</td>
<td>210</td>
<td>19%</td>
<td>31.9%</td>
<td>68.1%</td>
<td>$23,438</td>
</tr>
<tr>
<td>Natural resources, construction, and maintenance occupations</td>
<td>145</td>
<td>13%</td>
<td>100%</td>
<td>0%</td>
<td>$34,531</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>142</td>
<td>13%</td>
<td>83.1%</td>
<td>16.9%</td>
<td>$28,125</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

The gap between the city, the county and the state income has continued since 1999. As noted elsewhere in this plan, the 2011 Median Household Income in 2015 was reported by the U.S. Census as $35,823. The household income in the Landrum primary trade area, which includes more than 8,000 residents within the Landrum ZIP 29356 code is much higher.

Table 33. Median Household Income 2011

<table>
<thead>
<tr>
<th>Area</th>
<th>2011 Median Household Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Landrum</td>
<td>$35,823</td>
</tr>
<tr>
<td>Landrum ZIP Code 29356</td>
<td>$44,866</td>
</tr>
<tr>
<td>Spartanburg County</td>
<td>$43,907</td>
</tr>
<tr>
<td>South Carolina</td>
<td>$45,393</td>
</tr>
</tbody>
</table>

Source: U.S. Census American Community Survey.
Median household income for the primary trade area is $44,866. This median household income level slightly exceeds that of Spartanburg County at $43,907 and South Carolina at $45,393. Incomes vary by type and have an impact on the retail sales occurring within the community. However, the addition of tourism expenditures coming into the community bolsters retail sales to local businesses. The breakdown by income range is presented in the following table - Table 34.

<table>
<thead>
<tr>
<th>Total Households / Annual Income Range</th>
<th>Number of Households</th>
<th>Percent of Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>137</td>
<td>12.9%</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>83</td>
<td>7.8%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>171</td>
<td>16.1%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>126</td>
<td>11.9%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>191</td>
<td>18.0%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>129</td>
<td>12.1%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>111</td>
<td>10.4%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>67</td>
<td>6.3%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>26</td>
<td>2.4%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>22</td>
<td>2.1%</td>
</tr>
</tbody>
</table>


**POVERTY**

The percentage of families living below the poverty level in Landrum increased from 11.7% in 1999 to 14.0% in 2009. This trend has many negative implications, none more consequential than families struggling through their everyday lives. The effects of poor socio-economic conditions can reverberate through a community over time. For instance, an increasing rate of poverty can signal challenges to the amount of household income available for retail purchases and for maintaining the city’s housing stock. The trend in Landrum between 1999 and 2009 may be attributed to one or more of the following factors: 1) the average wages in Landrum are lower than the statewide average and 2) the more rural setting of Landrum and lack of adequate public transportation limit options to more easily access higher paying jobs in the metropolitan cities in the region.

Access to jobs and higher wages is dependent, in large part, on education. Of the 1,746 persons in Landrum 25 years and over, only 16.5% have a bachelor’s degree or higher level of educational attainment compared to 22.7% of Spartanburg County residents and 25.8% statewide.

<table>
<thead>
<tr>
<th>Location</th>
<th>Percent High School Graduates</th>
<th>Percent with Bachelor's Degree or Higher</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landrum</td>
<td>84.0%</td>
<td>16.5%</td>
</tr>
<tr>
<td>Spartanburg County</td>
<td>83.2%</td>
<td>22.7%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>85.6%</td>
<td>25.8%</td>
</tr>
</tbody>
</table>

Source: U.S. Census.

The combination of increasing poverty, household income below county and state averages, and limited attainment of higher education within Landrum’s population represent a set of issues that are difficult to address. The City and partner organizations can collaborate to implement strategic educational programs, including evening classes that are accessible to those who could benefit from them the most. Poverty is a complex problem with no easy or perfect solution. However, several of the strategies mentioned throughout this plan help address issues related to increasing income among Landrum households.
Table 36. Poverty Status 1999 – 2009

<table>
<thead>
<tr>
<th>Household Type</th>
<th>1999 Number / Percent</th>
<th>2009 Number / Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persons 18 years and Older</td>
<td>1,603</td>
<td>-</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>- 16.2%</td>
<td>1,913</td>
</tr>
<tr>
<td>Persons 65 years and Older</td>
<td>260</td>
<td>19.0%</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>449</td>
<td>- N / A</td>
</tr>
<tr>
<td>Children under 18 years</td>
<td>85</td>
<td>18.9%</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>581</td>
<td>17.9%</td>
</tr>
<tr>
<td>Children under 5 years</td>
<td>107</td>
<td>18.4%</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>138</td>
<td>18.9%</td>
</tr>
<tr>
<td>Children 5 to 17 years</td>
<td>21</td>
<td>15.2%</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>443</td>
<td>55.7%</td>
</tr>
<tr>
<td>All Families</td>
<td>613</td>
<td>- N / A</td>
</tr>
<tr>
<td>Below the Poverty Level</td>
<td>- 11.7%</td>
<td>14.0%</td>
</tr>
</tbody>
</table>


COMMUTING
Almost 70% of the Landrum work force is employed in Spartanburg County. Only 3.3% of the Landrum workforce walks to work none are reported to bicycle work in Landrum. The creation of a multi-modal transportation network through sidewalk enhancements, mixed-use development, and a ‘complete streets’ approach to highway improvements in Landrum would support safe and convenient walking and bicycling options for traveling to work.

Table 37. Place of Work and Means of Transportation to Work

<table>
<thead>
<tr>
<th>Place of Work</th>
<th>Percent of Workforce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spartanburg County</td>
<td>69.7%</td>
</tr>
<tr>
<td>Other South Carolina counties</td>
<td>13.3%</td>
</tr>
<tr>
<td>North Carolina and others</td>
<td>17.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Percent of Workforce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>84.4%</td>
</tr>
<tr>
<td>Carooled</td>
<td>9.2%</td>
</tr>
<tr>
<td>Walked</td>
<td>3.3%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>2.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Source: U.S. Census American Community Survey 2011 – 2015

ECONOMIC GROWTH
The city’s future economic growth and growth of household incomes will be driven largely by expansion of the local and regional tourism industries and the strategies identified for implementation in this Comprehensive Plan Update. These strategies are recommended in five areas:

1. Pro-active and Expanding Marketing;
2. Targeted Opportunities for Private Investment; and
3. Public and Non-Profit Investment.
4. Create a more walkable, pedestrian-friendly downtown district that allows people to explore all of downtown Landrum.
5. Improve walkability in areas adjacent to Interstate 26.
1. Expanding Marketing

The city’s role in marketing Landrum has expanded over the past decade as tourism began to emerge as a driving force in the local economy. A broad marketing campaign is funded through strategic use of the city’s growing hospitality tax base. Marketing effort takes many forms, from direct paid advertising to cooperative advertising with local businesses, to financially supporting and expanding special events. Landrum actively participates in the 2 Chambers of Commerce that also promote the city and surrounding area. The Landrum Market Study reported only 18.3% of retail sales are from city residents and 13.4% from others with a Landrum address but outside of the city limits. A total of 10% of the shoppers come to Landrum from outside of South and North Carolina.

<table>
<thead>
<tr>
<th>Location</th>
<th>Percent of Shoppers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landrum (city residents)</td>
<td>18.3%</td>
</tr>
<tr>
<td>Landrum ZIP Code (outside of City)</td>
<td>13.4%</td>
</tr>
<tr>
<td>Tryon</td>
<td>16.8%</td>
</tr>
<tr>
<td>Campobello</td>
<td>8.3%</td>
</tr>
<tr>
<td>Columbus, NC</td>
<td>7.0%</td>
</tr>
<tr>
<td>Saluda, NC</td>
<td>1.8%</td>
</tr>
<tr>
<td>Greer</td>
<td>3.0%</td>
</tr>
<tr>
<td>South Carolina other</td>
<td>16.0%</td>
</tr>
<tr>
<td>North Carolina other</td>
<td>5.5%</td>
</tr>
<tr>
<td>All Other</td>
<td>10.0%</td>
</tr>
</tbody>
</table>


Several measures are recommended to serve and expand the city’s tourism industry. These measures go beyond physical improvements and focus instead on other methods to attract visitors and provide them with information to enhance and extend their time in Landrum:

1. Transition city marketing away from printed materials to digital and social media.
   b. Coordinate activities, events, and marketing closely with websites like the “Our Carolina Foothills” website and the Spartanburg Convention and Visitors Bureau website.
2. Install new signage at the I-26/ Highway 14 interchange
3. Add wayfinding signs to increase visibility of hiking, bicycling, and trails in the city and surrounding area.
4. Encourage and support local merchants to offer Landrum specialty products.
5. Expand support for existing special events and the creation of new special events.
6. Expand utilization of the Landrum Train Depot and other public facilities that serve tourists and/or may host events.

2. Opportunities for Private Investment

Tourism expansion requires the attraction of additional private investment. While there are multiple financial incentives provided by cities and states for manufacturing investments, there are limited direct tools available to the City of Landrum to attract private investment associated with tourism. For this reason, it is extremely important for the city to protect its distinguishing physical characteristics and geographic features through best practices in community design and planning. Downtown is particularly critical. Design standards for development and redevelopment can protect public and private investment and promote a quality public realm to compete with other small cities seeking tourism. Such standards and other complementary business friendly policies support the following objectives:

1. Attract new retail businesses identified in the Landrum Market Study recommendations adopted by the Landrum City Council in 2016 as a part of this Comprehensive Plan Update. In summary, the market study identified the following retail opportunities:
   • Furniture and Home Furnishings - Landrum has already emerged as a location with stores that offer home furnishings and decorative items. This cluster could continue to grow as there is market leakage in both the primary and secondary trade areas.
   • Dining - In spite of the growth of dining establishments in Landrum, both the primary and secondary trade
areas continue to leak restaurant sales in both the full service and limited service categories. Landrum has the opportunity to grow independent full service restaurants as well as quick service restaurants oriented toward interstate traffic.

- **Food-Related Retail** - The overall trade areas are at near market equilibrium with grocery store sales. However, the growth of specialty food as an emerging retail category can have a strong impact on Landrum as more customers return to traditional butchers, cheese sellers, wine stores, etc. This is a growing market throughout the United States and Landrum has the opportunity to successfully capitalize on this market trend.

- **Clothing Stores and Accessories** - It comes as no surprise that Landrum leaks sales in the clothing categories. While the leakage is not enough to support a big box type store, there are opportunities for highly specialized clothing stores that cater to a specific clientele (ladies clothing, children’s’ clothing, consignment, and accessories).

- **General Merchandise** - The general merchandise store category is one where the Landrum market does not have enough retail sales leakage to support a big box store. However, the community should be mindful that the proliferation of discount retailers are filling a niche left behind when larger box stores do not have enough market to succeed. The community should be aware that even with existing supply, there is pent up demand for additional small retail of this nature.

- **Highly Specialized Retail** - These categories are very specific and fall into what is called “Other Miscellaneous Retail”. These store types are ideal for locations like Landrum as they cater to a specific population and to visitors.

2. Attract a lodging facility and new Bed & Breakfast inns to increase opportunities for visitors to extend their visits as recommended in the Landrum Market Study
3. Revitalize commercial development on West Rutherford Street south of Highway 176
4. Attract new or stimulate redeveloped commercial on Howard Street, US Highway 176
5. Support reuse of downtown office into retail commercial uses upon changes in ownership, whenever possible or when new renovation occurs
6. Support modification of existing residential units of suitable size into Bed & Breakfast accommodations
7. Consider direct and indirect public incentives to encourage commercial building renovation and new development that strengthens the attractiveness and vitality of downtown.
8. Implement policy tools including design standards calibrated to reinforce and enhance Landrum’s historic architectural vernacular and pastoral setting.

Figure 34. An invitation to explore the retail wares in downtown Landrum (Photo courtesy of Dick Carr)
As economic investment occurs in Landrum, it is important to monitor housing prices both in terms of rent and mortgage to ensure there is enough affordable housing in the area and people are not priced out of the market due to the rising tax base. As an older population, the Landrum primary and secondary trade areas show the potential for housing that is closer to the city, smaller in size, and located within an easy walk of shops and restaurants.

3. PUBLIC AND NON-PROFIT INVESTMENT STRATEGIES

The city government, as well as the State of South Carolina, Spartanburg County and many nonprofit organizations serving the city can play a role in strengthening Landrum's tourism industry. Several projects on the horizon include:

1. Expand the city’s sidewalk and bicycle infrastructure network (as recommended and included in the Walkable Landrum pedestrian plan and described in more detail in the Transportation Section of the Comprehensive Plan Update), while maintaining existing infrastructure. This was mentioned as a desire in several studies and methods of public input.
2. Expand the number of publicly displayed quilts and informational signs on the Foothills Quilt Trail to enhance the visitor experience.
3. Evaluate the feasibility of adding a water feature in Brookwood Park or elsewhere in the city for summer recreation by local residents and visitors.
4. Improve and expand wayfinding signage to direct visitors to downtown Landrum and increase awareness of community and special events.
5. Partner with Spartanburg County and/or SCDOT to design and install welcome/gateway signage and landscaping on Interstate 26 in conjunction with intersection improvements.
6. Add highway directional signage to Landrum by SCDOT
7. Adopt an Historic Preservation Ordinance to raise public awareness of the city’s landmarks and use in marketing the city.
8. Increase code enforcement to beautify the city and enhance its aesthetic appeal to visitors.
9. Enhance utilization of the public facilities, such as the Landrum Train Depot, the Landrum Library, and schools to support increased community and regional activities and events.
10. Work with the Palmetto Conservation Foundation to enhance trailhead attractiveness and amenities; and to increase awareness and use of the Palmetto Trail through wayfinding and informational signage.

HOSPITALITY AND ACCOMMODATIONS TAXES

Hospitality and accommodations taxes collected by tourism-related businesses can be invested back into tourism through investment in infrastructure, accessibility, and marketing for tourism. A portion may also be used for some emergency services. Landrum currently collects hospitality tax.

While the Landrum area does have small independent accommodations for tourists, it may be beneficial to consider recruiting a chain hotel to the area so that visitors have choices in accommodation. However, in order to collect accommodations tax, the hotel would need to be inside city limits. According to the South Carolina “Fairness in Lodging Act”, once this is established, the City can also collect accommodations tax from individuals who rent residential accommodations to tourists. This supports fair competition among all types of accommodations providers. Like the hospitality tax, proceeds from the accommodations tax can be used for investments in infrastructure, accessibility, marketing for tourism, and for some emergency services.

ECONOMIC IMPACT OF WALKING AND BIKING FACILITIES

The availability of infrastructure (water, sewer, roads, telecommunications, etc.) is a must-have in attracting new businesses and industries. Economic development professionals cite that the next most important factor in corporation location decisions is the quality of life in the host community. Topping the list of desirable amenities are greenways, trails, and walkable, bikable communities. Eat Smart Move More South Carolina’s recent publication: Stronger Economies through Active Communities - The Economic Impact of Walkable, Bikable Communities in South Carolina is a case study of walking and biking projects in ten South Carolina towns and cities. The findings confirm that investments in walking and biking infrastructure:

- Spur activity-related spending
- Create new jobs and businesses
- Raise property values
- Encourage private investment
- Promote tourism
- Reduce injuries and health care costs
Downtown revitalization and trail improvements in the City of Florence have resulted in nearly a tripling of downtown property values. The opening of the Swamp Rabbit Trail between the Cities of Travelers Rest and Greenville has resulted in dramatic economic benefits for Travelers Rest. The Swamp Rabbit Trail and complementary downtown revitalization efforts have created nearly fifty new businesses on Main Street. Numerous residential developments are underway, all advertising convenient access to the Trail. With Landrum’s existing sidewalk network, the Foothills Quilt Trail, and the Palmetto Trail, and Walkable Landrum, a pedestrian master plan for the city, Landrum is well positioned to enhance walkability and bikeability in the City – and to reap the economic benefits.

ECONOMIC AND OTHER BENEFITS OF GREENWAYS, PARKS, AND OPEN SPACES

- Real property values - Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs.
- Resident expenditures - Spending by local residents on greenway related activities helps support recreation oriented businesses and employment, as well as other businesses that are patronized by greenway and trail users.
- Commercial opportunities - Greenways often provide business opportunities, locations and resources for commercial activities such as recreation equipment rentals and sales, lessons and other related businesses.
- Tourism - Greenways are often major tourist attractions that generate expenditures on lodging, food and recreation oriented services. Greenways also help improve the overall appeal of a community to prospective tourists and new residents.
- Agency expenditures - The agency responsible for managing a river, trail or greenway can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.
- Corporate relocation and industrial recruitment - Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.
- Cost Reduction of public services - The conservation of rivers, trails and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.
- Health benefits - Researcher Dr. Francis Kuo has found that people with greater access to green environments exhibit better well-being and increased function scores in social, psychological, and physical health. The research also states that access to green environments can help enhance recovery from surgery, improve immune function, improve healthy blood glucose levels, and improve independent living skills and functional health among seniors. Access to green environments enables higher levels of physical activity for all age groups. Dr. Kuo also found that environments with less green space are associated with higher rates of childhood obesity, 15 out of 24 categories of physician-diagnosed diseases, and higher rates of mortality in younger and older adults.
- Intrinsic Value - While greenways have many economic benefits, it is important to remember the intrinsic environmental and recreation value of preserving rivers, trails and other open space corridors.

HEALTH ECONOMICS: THE COST OF CHRONIC DISEASE AND OBESITY

SCDHEC reports that in 2009, the state spent an estimated $1.2 billion in healthcare due to obesity and projected an increase to $5.3 billion in 2018. If practices, policies, and personal choices that contribute to today’s current rate of increase could be halted, there would be an approximate $197.6 million in cost avoidance for Spartanburg County society in 2018.

According to the Trust for America’s Health and the Robert Wood Johnson Foundation, obesity-related healthcare costs in South Carolina could increase 12.6% by 2030. The study concludes that lowering the Body Mass Indexes of adults by 5% could save 7.4% in health care costs.

Chronic diseases and associated obesity are in large part the result of poor diet and lack of physical activity. Therefore, chronic diseases are preventable diseases within a policy climate that promotes healthy eating and active lifestyles. Sidewalks, bicycle lanes, parks, and trails are also amenities that attract businesses and industries to an area.

FUTURE ECONOMIC DEVELOPMENT

Economic development goals presented in this section of the plan for Landrum for the coming decade focus on tourism. Growth in Landrum will likely be further driven by a combination of the following measures:
- Continued reinvestment of funds generated through the city’s hospitality tax into marketing the city using digital marketing products, billboards on I-26, magazine, radio, and television advertising.
Expansion and enhanced marketing of the city’s Foothills Quilt Trail;
Increased wayfinding signage in the city directing visitors to the regional hiking and bicycle trails as recommended in the Landrum Market Study (3.1.3)
Continued aggressive marketing of the region by the 2 regional Chambers of Commerce of which Landrum is an active member – the Carolina Foothills Chamber of Commerce and the Spartanburg Area Chamber of Commerce; (See Landrum Market Study 3.1.1)
Increased national and international awareness of Landrum from Tryon International Equestrian Center’s hosting of the 2018 World Equestrian Games 15 minutes from Landrum.

**ECONOMIC DEVELOPMENT GOALS AND STRATEGIES**

**Goal: Landrum will encourage more economic investment**
- Strategy: Landrum will work with Spartanburg County, SCDOT, and property owners to develop a small area plan for the interchange at I-26. (Landrum Market Study)
- Strategy: Landrum will continue and expand efforts to develop, redevelop and maintain a pedestrian-friendly public realm, especially downtown and along the Highways 14 and 176 corridors using incentives and regulations to support installation of attractive and appropriately scaled signs, outdoor informational and branding banners, landscaping, street and sidewalk furnishings—including lighting, safe, high-visibility pedestrian crossings, and related measures.
- Strategy: Landrum will support the expansion of existing non-tourism industries in the city to maintain employment opportunities and business friendly local policies such as use of public right of way for expansion, where acceptable to area traffic patterns, flexibility of setback requirements for expansion and other non-monetary planning approaches.

**Goal: Landrum will lower poverty rates and provide equal access to economic opportunity for every resident**
- Strategy: Landrum will identify specific reasons for poverty in Landrum and work with community partners to address them.
- Strategy: Landrum will monitor and address affordable housing as economic investment occurs.

**Goal: Landrum will promote economic sustainability**
- Strategy: Landrum will encourage a diverse range of industries and sectors to locate and grow in Landrum.
- Strategy: Landrum will foster strong ties with regional, economically-focused organizations.

**Goal: Landrum will support and grow its tourism industry**
- Strategy: Landrum will actively support and participate in tourism-related partnerships and collaborate with local businesses, regional and statewide tourism entities, regional media and targeted national trade organizations associated with Landrum’s themes and attractions, such as quilts, antiques, dining, music and equestrian groups.
- Strategy: Landrum will strive to expand the city’s capture rate of regional tourism by monitoring visitor attendance, collecting feedback, and using that feedback to enhance the visitor experience.
- Strategy: Landrum will support the expansion of existing retail and dining businesses serving the tourism industry creating more local employment opportunities.
- Strategy: Landrum will enhance the awareness, quality and utilization of public facilities and attractions such as the Landrum Train Depot, the Foothills Quilt Trail, Brookwood Park, and the Palmetto Trail, etc. Provide and enhance tourism public infrastructure such as kiosks, wayfinding signs, parking, Landrum Library and restrooms.
- Strategy: Landrum will actively support ongoing and diverse special events and activities that attract visitors including, but not limited to, cultural and recreational shows, performances, festivals, displays, exhibits and attractions that stimulate new visitors or extend visitor stays while enhancing the quality of life for residents. The City’s hospitality tax funds reflect monthly restaurants’ visitor activity and peaks in the summer months corresponding to the increased number of concerts held at the Landrum Train Depot, quilt shows and regional outdoor recreational activity.
- Strategy: Landrum will expand overnight accommodations by allowing new Bed & Breakfast inns in suitable existing residential properties, supporting existing facilities, and attracting new lodging and overnight camping in suitably zoned sites in and/or adjacent to the city. The city and business association will also cooperate with and promote accommodations beyond the city limits that have a Landrum address.
- Strategy: Landrum will maintain, target, and expand a comprehensive local, regional, and statewide marketing plan for the city utilizing digital, print and all multi-media forms to highlight visitor attractions in and around the city, including creation of a new Visit Landrum website.
- Strategy: Landrum will explore the creation of an overlay district that strengthens tourist-related uses and activities.
CHAPTER 5: NATURAL RESOURCES

The following inventory addresses the basic landform characteristics of the City of Landrum. Included are geographic and geologic conditions, climate, agricultural and forest lands, plant and animal habitats, parks and open space, scenic areas, wetlands and flood plains and other factors that can significantly impact the natural environment and shape the future development of the City of Landrum and surrounding areas. This element seeks to achieve a balance between the protection of natural resources and meeting the developmental needs of current and future residents. In this section of the Comprehensive Plan, the natural resources conditions, issues and opportunities that can enhance Landrum as a more enjoyable place to live, work, pay, learn and visit will be discussed.

“Community residents often equate their quality of life with the health of their natural resources. The American Planning Association conducted a national survey in 2000 to identify the planning issues that citizens believe are most important to their communities. After education, the 2nd highest concern was the creation and protection of parks and recreational areas (69%), closely followed by preserving farmland and open space (67%), and protecting wetlands and other natural areas (65%). National, state and local survey results consistently show that people value natural resources and consider them an important component of their community.”- Patrick Robinson, University of Wisconsin Cooperative Extension

GEOGRAPHY

Located at the junction of US 176 and SC 14, Landrum is the most northwestern city in Spartanburg County. It is only a few miles from the Greenville County line to the west and the North Carolina border to the north. Landrum is just west of Interstate 26 between Spartanburg, South Carolina and Asheville, North Carolina. Landrum’s strategic location places it near many economic and other regional markets in the Southeastern United States, including Asheville and Columbia on Interstate 26 and to Charlotte and Atlanta along Interstate I-85.

TOPOGRAPHY

Landrum is in the Mountain/Foothills Region, one of two major physiographic provinces that make up the upstate region of South Carolina. While most of Spartanburg County falls within the Piedmont Region, Landrum is nestled among the backdrop of the Blue Ridge Mountains. The highest point in Spartanburg County, Bird Mountain, is located less than 2 miles from Landrum, with an elevation of approximately 1,480 feet.
The topography is characterized by rolling hills interspersed with several streams and creeks. The general topography of the city supports development. Slope and drainage present some minor constraints to development in the immediate area surrounding streams.

**CLIMATE**

Landrum, South Carolina climate is warm during summer when temperatures tend to be in the 70’s and cold during winter when temperatures tend to be in the 40’s.

<table>
<thead>
<tr>
<th>Month/Season</th>
<th>Temperature (degrees Fahrenheit) Average Normal</th>
<th>Precipitation (inches) Average Normal</th>
<th>Snowfall (inches) Average Normal</th>
</tr>
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</tr>
<tr>
<td>Summer</td>
<td>77.0</td>
<td>12.65</td>
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</tr>
<tr>
<td>Fall</td>
<td>61.0</td>
<td>11.64</td>
<td>0.1</td>
</tr>
<tr>
<td>Winter</td>
<td>42.9</td>
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</tr>
<tr>
<td>Annual</td>
<td>60.0</td>
<td>50.24</td>
<td>5.9</td>
</tr>
</tbody>
</table>

* State Climatology Office (division within SC Dept. of Natural Resources), Station ID 383747, Station period of record: 10/1962 – 1/2016

**THREATENED SPECIES**

Landrum is highlighted in Upstate Forever’s Special Places Inventory, an assessment of Spartanburg County’s natural assets and a reference tool in land use planning. The area encompassing Landrum has been identified as one of six major Conservation Focus Areas (CFAs). Of particular note are north-facing slopes, seepages, and sheltered areas that encourage rich soils and unusual plant communities, including the threatened species Hexastylis naniflora (dwarf heartleaf), Monotropsis odorata (pygmy pipes), Lonicera flava (yellow honeysuckle), Fothergilla major (mountain witchalder), Aconitum uncinatum (southern blue monkshood), and Solidago bicolor (white goldenrod). Threatened species specifically within the City of Landrum and surrounding area are identified below.
GEOLOGY

The types of rocks and sediment found in the Landrum area are part of the Six mile Thrust sheet. This geologic sheet contains muscovite-biotite schist, biotite schist, sillimanite-mica schist and gneiss, amphibolite, biotite gneisses including some that are porphyroblastic, felsic gneiss, and some manganiferous schist and metamorphosed manganese silicate. The rocks are probably metamorphosed marine sediments that also received some volcanic material. (South Carolina Geological Survey)

SOIL

The primary utilizations of the soil characteristics are for building/development and agriculture. Within Spartanburg County, including Landrum, much of the soils have limitations that need to be overcome to develop such as bedrock or slope. The placement of septic tanks also depends on the type of soil. Because the soil is potentially highly erodible, care must be taken to keep the soil in place so that its usefulness is not lost and so that it does not affect streams and waterbodies in the region. It is advisable to adopt an ordinance addressing the treatment of soil and erosion during the development process. Agricultural activity surrounding the community plays a meaningful role in the community as best represented in the popular and widely visited Landrum Farmer’s Market that operates weekly for six months each year.
Community Food System

A community food system, also known as a local food system, is comprised of all the components that get food from the farm to the table. There is a growing community of local food enthusiasts and an increasing demand for local food throughout Spartanburg County and in Landrum, as evidenced by the ongoing success of the Farmer’s Market in Landrum and elsewhere in communities in the region.

The City of Landrum is making a surplus parcel of land available to District One to enable students to learn more about producing food and to make the locally grown produce available for consumption either at District One schools or at the Landrum Farmers Market.

Air quality is regulated by the U.S. Environmental Protection Agency and is administered in South Carolina by the South Carolina Department of Health and Environmental Control (DHEC). Pollutants in the air can affect human health and the environment. The latest EPA air quality standard for ground-level ozone of 0.070 parts per million (ppm), was announced in 2015. As of 2017, Spartanburg County was within the proposed standard. Monitor readings vary depending on factors such as local and regional sources, temperature, wind, humidity and precipitation. Because the air quality is constantly monitored, standards are regularly re-evaluated, and Spartanburg County has continuously been very close to nonattainment of standards, it is recommended that Landrum is proactive in maintaining and improving air quality. There are real impacts of nonattainment that may include stricter, more costly regulations for new industry, potential loss of federal transportation funding, and more expensive gasoline. Reducing transportation emissions is one of the most effective ways to reduce ground-level ozone in Spartanburg County, and there are several other strategies that can be implemented.

Children need healthy meals to learn. District One schools offer healthy meals every school day including a free breakfast. Discounted lunch is available to students based on the student’s family size and household income. Dinner is planned to be added as a service to students beginning in the fall of 2017.
Nature-Based Recreation and Tourism

Landrum has amenities to offer residents and visitors to enjoy the outdoors. The Landrum area offers hunting, fishing, golfing, wildlife viewing, cycling, boating, running, ball fields, tennis courts and trail walking. In addition to a short trail loop in the City’s Brookwood Park, the Palmetto Trail is a long distance, multi-use trail routed through the park as it passes through the city.

The Palmetto Trail, established 1994, offers access to the outdoors from Walhalla in the Blue Ridge Mountains and is South Carolina’s longest pedestrian and bicycle trail. It connects Landrum to state and county parks, national forests, nature preserves, wildlife management areas, Revolutionary War battlefields, Native American paths, urban to rural, swamps to mountains and is only one of 16 cross-state trails in the United States.
Country roads and sidewalks link the Palmetto Trail user through downtown Landrum and Brookwood Park. Nearest to Landrum is the Blue Wall Passage that crosses pristine natural areas managed by The Nature Conservancy and home to more than 100 species of birds. Wildlife, scenery, and a 30-foot cascading waterfall are included on a side loop. The eastern trailhead is located in the Foothills Equestrian Nature Center (FENCE), an education/recreation center with easy paths, a pond, and an observation boardwalk. Landrum provides parking for hikers and the Palmetto Trail kiosk map are on Trade Avenue in Downtown Landrum.

The Landrum Youth Sports Association owns 6.04 acres on Earle Street that offers space for leagues on their baseball and softball fields.
WATER
Spartanburg County has recently enhanced the Landrum watershed protection program and partners with the EPA and the American Water Works Association (AWWA) as a member of the Partnership for Safe Water. The Landrum Water Treatment Facility has received the Director’s Award for this program. To complement this program, it is recommended that Landrum adopt best management practices for stormwater.

Figure 42. Stream at Brookwood Park (Photo courtesy of Dick Carr)

NATURAL RESOURCE GOALS AND STRATEGIES
The natural resources in and surrounding Landrum are major factors that enhance the quality of life and support the city’s economy. To ensure the maintenance and enhancement of the city’s natural resources in the coming decade, the following goals are recommended:

Goal: Landrum will support and enhance the community food system.
- Strategy: Landrum will establish a Community Garden – Utilize surplus city land, or other vacant sites to encourage and support the establishment of a Community Garden.
- Strategy: Landrum will support the Landrum Farmers Market – Actively support the viability and expansion of the Landrum Farmers Market.

Goal: Landrum will maintain and expand outdoor recreation opportunities and promote open space.
- Strategy: Landrum will promote and pursue the use of conservation easements in and around Landrum.
- Strategy: Landrum will promote the use of the Palmetto Trail.
- Strategy: Landrum will sponsor community and regional events that promote walking and biking for residents and visitors.
- Strategy: Landrum will maintain the natural buffers around the city on lands unsuitable for urban development that provides the city with a unique unspoiled viewshed.

Goal: Landrum will improve air quality
- Strategy: Landrum will encourage programs that offer alternatives to standard automobiles including:
  - Exploring potential for utilizing and accommodating vehicles that use alternative fuels including municipal vehicles and an electric charging station for electric cars.
  - Promoting and supporting programs that increase the ability of residents and visitors to utilize bicycles, including adding and improving bike lanes, paths and trails.
- Strategy: Landrum will seek other opportunities to reduce air pollutants, especially those that contribute to ground level ozone.

Goal: Landrum will protect natural resources for future generations
- Strategy: Landrum will adopt an ordinance addressing the treatment of soil and erosion during the development process.
- Strategy: Landrum will consider policy tools that promote best practices for stormwater management.
CHAPTER 6: CULTURAL RESOURCES

Culture is what gives a community its identity. It is a collection of history, events, activities, beliefs, places, institutions, the arts, stories, traditions, and ways of life. Landrum has a wealth of cultural resources and has particular strengths in its downtown, equestrian focus, places of worship, and close proximity to so many other cities and towns with an abundance of resources to offer. The good weather in Landrum also allows for outdoor activities year-round.

The South Carolina Comprehensive Planning Act requires this element to consider “historic buildings and structures, commercial districts, residential districts, unique, natural, or scenic resources, archaeological, and other cultural resources.” This element will mention existing cultural resources in and near the City of Landrum and discuss needs and opportunities for enriching the existing resources with a particular emphasis on historical resources.

PLACES, PROGRAMS, EVENTS, AND ROUTES

Landrum is the home of many artists, musicians, and performers. The area has been rich with culture, and the cultural opportunities have been rapidly increasing throughout recent years. Many newcomers to the area have added to the local talent and flavor. Many local facilities and events are offered in Landrum and the surrounding areas. Some of the cultural resources and facilities that Landrum has to offer include:

- **“Music in Landrum”**
  Landrum Presbyterian Church
  404 E Rutherford Street
  Landrum, SC 29356

  “Music in Landrum” is a 501(C)3 non-profit corporation based in Landrum, South Carolina. For four years, we have been proud to bring free performances of virtuoso, classical musicians to Landrum. These performances are funded by donations, sales of recordings, and grants.

- **Landrum Library**
  111 Asbury Drive
  Landrum, SC 29356

  This Branch of the Spartanburg Public Library System offers many cultural events and workshops on an ongoing basis.

- **Landrum Train Depot**
  199 North Trade Street
  Landrum, SC 29356

  The City of Landrum’s historic Train Depot, recently restored by the City, provides some artifacts and information about the City of Landrum. It can be rented for private functions, and outdoor concerts are hosted by the City at the Train Depot.

Figure 43. A band playing at the recently renovated Landrum Train Depot (Source: City of Landrum)
• **Foothills Quilt Trail**  
Various buildings around the City of Landrum display quilt-inspired artwork as part of the Quilt Trail. The Foothills Quilt Trail represents a far-reaching initiative which promotes history, the arts, and tourism. The 38 quilt blocks can be followed as a collection along a trail in the City of Landrum, and two in the Gowensville community, or enjoyed as a collection of public art embedded in the everyday life of the community. The quilts also serve as landmarks for navigating the community, assisting in directions, and identifying specific locations.

![Foothills Quilt Trail banner in downtown Landrum](image)

• **Downtown Landrum**  
A bustling center of activity for locals and tourists alike, Downtown Landrum hosts shops, restaurants, offices, and government facilities. It maintains a quaint small-town feel fit for a stroll any time of day and into the evening and is known for its antique shopping.

![Downtown Landrum](image)
• **The Arts in Schools**
Spartanburg School District One has partnered with the John F. Kennedy Center for the Performing Arts in Washington, D.C. to promote the arts in Landrum public schools. As a result, the arts program and the concept of arts integration is very strong in the area. Both Landrum and Chapman High Schools have public performances of theater, band, choir, and orchestra. Art, music, and theater students from Polk County High School in Tryon also provide public performances.

• **Places of Worship**
There are many places of worship in the Landrum area. In the Landrum city limits, there are six churches, but the Landrum Police Department lists 75 places of worship in the area from Inman, to Campobello, to Tryon, and Columbus. There are several different kinds of beliefs and religions represented.

• **Equestrian Facilities**
Landrum area residents are known for their love of horses. The area hosts tack shops, boarding facilities, riding schools, horse farms, horse trails, equestrian events, and other horse related activities and places. The Spartanburg County Tourism Action Plan mentions this as a joint marketing opportunity between Landrum, Polk County, and the Spartanburg Convention and Visitors Bureau.
• **Revolutionary War Tour**
  This self-guided driving tour focuses on Revolutionary heritage in Spartanburg County and passes through the Landrum area which hosts the “Battle of Earl’s Ford” stop. The tour is composed of 12 features throughout the county. Details can be found at [www.revwartour.com](http://www.revwartour.com).

• **Cherokee Foothills National Scenic Byway**
  SC Highway 11, also known as the Cherokee Foothills National Scenic Byway, is located in the Landrum area. This byway passes through several South Carolina counties and is promoted as “a scenic alternative to driving the interstate.” It offers a route for exploring the rural character of Upcountry, South Carolina with many activities, restaurants, and stores along the way. More information can be found at [http://www.scenic11.com/](http://www.scenic11.com/).

**FESTIVALS AND SEASONAL EVENTS**

Landrum offers several annual festivals and seasonal events that help to promote tourism and/or business participation:

• Battle of the Bands at the Landrum Train Depot
• Music at the Tracks hosted by the City of Landrum at the Train Depot
• Dark Corner Car Show
• Labor Day Festival at the Landrum Train Depot
• Christmas Parade and Stroll
• Halloween Parade and Stroll
• Weekend Farmers Market
• Annual Scarecrow Contest between downtown businesses
• Battle of the Bands (High School Marching Bands) at Landrum High School
OTHER NEARBY FESTIVALS AND SEASONAL EVENTS:

- Columbus July 4th Celebration with Concert and Fireworks
- Steeplechase Horse Racing Event at FENCE in Spring and Fall
- Children’s Theater Festival Super Saturday
- Tryon Christmas Parade and Stroll
- Tryon Halloween Parade and Stroll
- Tryon International Equestrian Center
- April Fools Festival (Tryon)
- New Year’s Celebration (Tryon)
- Blue Ridge BBQ Festival (Tryon)
- Spartanburg Spring Fling
- Spartanburg Dickens of A Christmas
- Belle Chere (Asheville)
- Fall for Greenville (Greenville)
- Salsa Under the Stars (Greenville)
- Artisphere (Greenville)

SELECT LOCAL RESOURCES AND FACILITIES NEARBY

TRYON:

- Tryon International Equestrian Center
- Tryon Fine Arts Center
- Upstairs ArtSpace
- Nina Simone Statue and Tribute
- Various galleries
- Lanier Library (many events)
- Tryon Movie Theater
- Tryon Concert Association
- Tryon Arts & Crafts
- Pearson Falls
- Tryon Little Theater
- FENCE
- Wineries

OTHER NEARBY RESOURCES

- Flat Rock Playhouse (Flat Rock)
- Flat Rock Playhouse Downtown (Hendersonville)
- Performing Arts Center – ICC (Forest City)
- Biltmore Estate and Winery (Asheville)
- Spartanburg Memorial Auditorium (Spartanburg)
- Artists Guild (Spartanburg)
- Spartanburg Ballet (Spartanburg)
- Spartanburg Little Theater (Spartanburg)
• Sierra Nevada Brewery (Mills River)
• Oscar Blues Brewery (Fletcher)
• Diana Wortham Theater (Asheville)
• PACK Place (Asheville)
• Arboretum (Asheville)
• Chapman Cultural Center (Spartanburg)
• Carowinds (Charlotte)
• Belk Theater (Charlotte)
• Peace Center (Greenville)
• Bon Secours Wellness Center (Greenville)
• Greenville Zoo

Map 9. Cultural Resources in the Landrum Area

This map is not intended to be exhaustive, but to illustrate the amount and kinds of resources available as well as where Landrum is in relation to other cities mentioned in this section.
CIVIC ORGANIZATIONS AND CLUBS
There are many organizations and clubs serving the Landrum area. This is not an exhaustive list, but it is meant to illustrate the amount and diversity of civic engagement and services in the community. More information about these organizations and clubs can be obtained through the Landrum Police Department or through the individual organization.

- Landrum Area Business Association
- Big Brothers Big Sisters
- National Youth Advocate Program
- Spartanburg County Guardian ad Litem Program
- Child Advocacy Center
- Meals on Wheels
- Landrum Lions Club
- Alcoholics Anonymous
- Boys and Girls Club of the Upstate
- Thermal Belt Habitat for Humanity
- Operation Hope Charitable Organization
- Foothills Riding Club
- Grand Lodge of Ancient Free Masons
- Carolina Foothills Chamber of Commerce
- Spartanburg Area Chamber of Commerce
- Landrum High School Interact Club
- O.P. Earle Elementary Parent Teacher Organization
- Pacolet Area Conservancy
- Upstate Forever
- National Alliance on Mental Health Illness

CULTURAL TOURISM
Landrum certainly enjoys the benefits of cultural tourism and it is important to the community. In a Landrum community survey question with 111 respondents, the vast majority of respondents felt it was very important or moderately important, with respect to future growth and development of the city, to promote the city as a tourist destination. An upside to enhancing cultural resources and promoting cultural tourism is that residents benefit as well by having more awareness about, and having more access to, cultural resources. Public input also indicated a need for more activities for seniors, youth, and teens. These sentiments should be taken into consideration when prioritizing focus for enhancement of cultural resources. Focus on the downtown also emerged as an important theme from the public input process. One possibility that might combine all of these benefits is to have an activity downtown that can be enjoyed by people of all ages and abilities that would also be something for tourists to enjoy such as an art studio, pottery decorating studio, or a small movie theater.

Figure 49. Art on display and for sale in Landrum (Photo courtesy of Dick Carr)

SCENIC RESOURCES
Scenic views are mostly composed of nature and may also be composed of the built environment. Views of nature offer calm and contrast urbanized surroundings. Facing north from many places in Landrum affords some breathtaking views. Aesthetics are important to a community’s character and so care should be taken to preserve the quality and number of scenic views in Landrum. One way to achieve this is through conservation easements. Another way is to create and enforce design and aesthetic standards. The public would benefit from access to several different scenic views from within Landrum.
Figure 50. View from Landrum (Source: Google Maps)

Figure 51. Landscape design complementing the built environment in downtown Landrum (Photo courtesy of Dick Carr)
Historic Resources
Preserving Historic Resources
Creating a Preservation Plan

Landrum is pursuing several history-related projects. One project currently underway is an oral history. Also, Landrum’s Design Review Board has recently taken on the task of exploring historic preservation in Landrum and is creating an inventory of unique and older homes in the area. This is a good and necessary first step towards preserving historic resources in the community. Additionally, in 2017, historic marker signs were placed by a citizens group that identified all former locations of Landrum schools. Historic resources can be tied together, documented, and maintained through a preservation plan. Information on preparing preservation plans is available from the State Historic Preservation Office (SHPO) that is housed in the South Carolina Department of Archives and History. Landrum may apply for a SHPO grant to administer surveys of historic and prehistoric resources and to develop a preservation plan. To be eligible to apply, Landrum must become a Certified Local Government (CLG). According to the SHPO website: “Communities interested in joining the CLG program need to:

• Enforce appropriate state or local legislation for the designation and protection of historic properties. This means passage of a historic preservation ordinance that meets state guidelines for CLGs.
• Establish an adequate and qualified historic preservation commission by state or local legislation.
• Maintain a system for the survey and inventory of historic properties.
• Encourage public participation in the local historic preservation program, including the process of recommending properties for nomination to the National Register.”

Figure 52: Historic Landrum school site (Source: City of Landrum)
From the State Historic Preservation Office:
“Older and historic buildings comprise more than half of the existing buildings in the United States. Retention and adaptive reuse of these buildings preserves the materials, embodied energy, and human capital already expended in their construction. The reuse of historic buildings is one of the most beneficial “green” practices, and stresses the importance and value of historic preservation in the overall promotion of sustainability. The State Historic Preservation Office believes energy and resource conservation in historic buildings can be accomplished responsibly without compromising the qualities that define their intrinsic historic character.”

ESTABLISHING A HISTORIC PRESERVATION DISTRICT AND CREATING AN ORDINANCE

Once an inventory has been performed, a historic preservation district can be established and a historic preservation ordinance can be created. A model historic preservation ordinance can be obtained from the South Carolina Department of Archives and History: http://shpo.sc.gov/programs/logov/Documents/SCsampleOrdinance.pdf

The Municipal Association of South Carolina (MASC) recommends the following elements be included in a Historic Preservation Ordinance:

“A preservation ordinance should contain procedures and standards for designating historic property, setting design guidelines and reviewing proposed changes to historic properties.

1. Title. Architectural review, historic preservation and landmarks are terms used in existing ordinance titles.

2. Purposes. The generally stated purposes are to protect, preserve and enhance the distinctive architectural heritage and history of the community; to promote educational, cultural, economic and general welfare; to ensure harmonious, orderly and efficient growth and development; to strengthen the local economy; and to stabilize and improve property values.

3. Legal authority. Ordinances should refer to S.C. Code §§ 6-29-710, 6-29-870 and 6-29-880.

4. Definitions. Definition of key terms, especially those having a particular technical meaning (e.g., historic district, historic property, landmark, substantial hardship.)

5. Creation of Board. If a board is created specifically for historic preservation, the following factors should be considered.
   a. Qualification. The board should have both an architect and a historian, if available. All members should have a demonstrated interest in historic preservation.
   b. Powers and duties. The board approves, denies or approves with conditions the demolition or alteration of building exteriors. It also reviews proposed new construction in a historic district. The board should maintain an inventory of local historic properties, promote education about historic preservation and procedures, review and comment on National Register nominations and exercise other duties specifically needed by a community.
   c. Designation of historic properties. Based on the local inventory and criteria, the board recommends individual properties to the local governing body for historic property designation. The process includes owner notification and public hearing.
   d. Design guidelines. The board uses guidelines set by the ordinance for reviewing applications. Typically, the Secretary of Interior’s “Standards for Rehabilitation” are incorporated by reference and used with additional local standards.
   e. Application procedure. The ordinance should establish a process for changes that require a permit, the application procedure itself, required documents, exterior elements included in the permit and the requirements for a certificate of appropriateness as a condition for receiving a building permit.
   f. Appeal. The appeal process is described earlier in this chapter. For example, substantial economic hardship may be the basis for appeal of a design review decision.
   g. Substantial hardship. When denying a certificate of appropriateness results in substantial economic hardship, the ordinance may allow the owner to reapply to the board citing the hardship. Economic hardship should not be allowed as a basis for review until an application is rejected for noncompliance with the design guidelines.

NATIONAL REGISTER OF HISTORIC PLACES IN LANDRUM
The South Carolina ArchSite Public Web Map http://www.scarchsite.org/V3.1/PublicView.aspx does not show any National Register points, and this is confirmed by City officials, but does show historic structures that are either eligible, not eligible, or require evaluation. Information on eligibility for the National Register for Historic Places can be found here: http://shpo.sc.gov/programs/natreg/Pages/Eligibility.aspx. According to the State Historic Preservation Office:

“'Eligible’ means that the property or district has been evaluated by our office as meeting the criteria for listing in the National Register of Historic Places. It has not gone through the formal National Register nomination process, but it indicates that at the time the property was recorded, our office believed it met these criteria.

'Not eligible' means that the property or district has been evaluated by our office as not meeting the criteria for listing in the National Register.

'Requires evaluation' means that a formal evaluation of the eligibility of the property has not been made.”

The SHPO makes an eligibility determination based on a Preliminary Information Form that has been prepared by others, usually on behalf of the entity seeking a nomination of a property, properties, or district for listing on the National Register. They also note that these designations can change.

Map 10. Historic Places in Landrum according to ArchSite and the State Historic Preservation Office

INCENTIVES FOR HISTORIC PRESERVATION
AN INCENTIVE FOR HISTORIC PRESERVATION: THE BAILEY BILL
The Bailey Bill is a South Carolina law (South Carolina Code of Laws Section 4-9-195 and Section 5-21-140) that incentivizes rehabilitation of historic properties through tax abatement. The Municipal Association of South Carolina (MASC) recommends that municipalities and counties coordinate ordinances to implement this incentive for maximum benefit to the property owner. It does not appear that Spartanburg County has a historic preservation ordinance as of the drafting of this plan. According to MASC, the ordinance must at least define:

- What historic structures qualify for the special assessment
- How much money needs to be invested to qualify
- What is qualified rehabilitation expenditure
- Who certifies compliance of the rehabilitation project
- How long the special assessment will be offered

Additional information can be found on the MASC website.
“For a period of no more than 20 years, the local government can lock in a special property tax assessment based on the property’s fair market value prior to rehabilitation. This allows the property owner to avoid local property tax payments on the increased value resulting from eligible renovations. The abated value is the difference between the fair market value of the building at the start of renovation and the fair market value of the building after renovation.” –MASC

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased Value Due to Renovations</td>
<td>$50,000</td>
<td>$150,000</td>
</tr>
<tr>
<td>Assessment Ratio</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>Avoided Annual Assessment</td>
<td>$2,000</td>
<td>$9,000</td>
</tr>
<tr>
<td>Combined City/County Millage Rate</td>
<td>0.200</td>
<td>0.200</td>
</tr>
<tr>
<td>Avoided Annual Tax Payment</td>
<td>$400</td>
<td>$1,800</td>
</tr>
<tr>
<td>Avoided Annual Tax Payment- 20 years</td>
<td>$8,000</td>
<td>$36,000</td>
</tr>
</tbody>
</table>


THE SOUTH CAROLINA HISTORIC REHABILITATION INCENTIVES ACT (SCHRIA)
This law (South Carolina Code of Laws Section 12-6-3535) incentivizes rehabilitation of historic homes by providing a tax credit. Homeowners rehabilitating their homes may be eligible to subtract 25% of the cost of the rehabilitation in the form of a state income tax credit. The owner must live in the home or intend to live in the home. According to the State Historic Preservation Office, the building must be one of the following:
- Listed individually in the National Register of Historic Places,
- Contributing to a listed National Register historic district,
- Determined by the State Historic Preservation Office (SHPO) to be eligible for individual listing in the National Register, or
- An outbuilding that contributes to the significance of a property listed in the National Register.

Currently there are three places in Landrum that are potentially eligible for this tax credit as places eligible for listing in the National Register. Refer to Map 10.

LOCAL PROPERTY TAX SPECIAL ASSESSMENT
A property owner whose property is not listed on the National Register or a National Register District can nonetheless receive a tax break if the property is located in a designated historic district which a local government has established by ordinance. In the case that the property is considered historic, it can be assessed at its pre-renovation value for up to 20 years.

Additional information can be found on the State Historic Preservation Office website.

PUBLIC INPUT
Through the Landrum community survey, the respondents provided that preserving historic and cultural resources ranked 5th of 8 priorities in terms of importance, but 111 respondents either agreed or strongly agreed that the city should promote and enhance historic preservation and should enhance appearance through landscaping, improved signage, and façades. So, it appears that preserving cultural resources in Landrum is important to people, but it may be a lower priority when placed in the context of other issues that Landrum must contend with. This should be taken into account during the implementation phase once the comprehensive plan has been adopted by City Council.

Public input indicated want for:
- An amphitheater at Brookwood Park
- A pool or a fountain
- More trails (mentioned several times)
- YMCA
- More events
- A rodeo
- Focus on beautification
- Indoor kids activities
- A Catholic church
- More clubs
- Community wind ensemble
- Turn old railroad into a bike and walking trail
- Kids’ splash pad
- Make downtown “people” only and have open-air cafes
The illustration is depicting the size of the word based on the number of times a request was made. Participants finished this statement, “Because I love Landrum, I hope__________” Exact words may have been changed to make a more usable illustration, but efforts were made to capture the intent of the statement.

**CULTURAL RESOURCES GOALS AND STRATEGIES**

**Goal: Landrum will create and maintain greater access to more cultural resources for community members and visitors to our community.**

- Strategy: Landrum will support efforts to protect and enhance our cultural resources.
- Strategy: Landrum will continue to inventory our historic resources and pursue a historic preservation ordinance, district, and plan.
- Strategy: Landrum will maintain an inventory of cultural resources.
- Strategy: Landrum will work to get buildings on the National Register of Historic Places.
- Strategy: Landrum will determine what work the Downtown Beautification Committee has completed towards official recognition of the downtown area as a place of historical significance (as referenced in the 2004 Comprehensive Plan) and will build upon that work.
- Strategy: Landrum will let property owners know about incentives for preservation and rehabilitation of historic properties.
- Strategy: Landrum will encourage and support businesses and organizations that wish to protect and enhance our cultural resources.
- Strategy: Landrum will support efforts to enhance access to our cultural resources.
- Strategy: Landrum will coordinate with the Spartanburg Convention and Visitors Bureau, Polk County, and Our Carolina Foothills to market Landrum’s cultural resources to visitors, especially equestrian events.
- Strategy: Landrum will continue to utilize hospitality taxes to enhance access to our cultural resources and will regularly assess the priority of eligible projects.
- Strategy: Landrum will identify and support the installation of public art in appropriate public spaces.
- Strategy: Landrum will expand the utilization of the Historic Train Depot with interior historic and cultural displays and as a setting for outdoor entertainment.
- Strategy: Landrum will expand the number of quilt blocks in Landrum that are a part of the Foothills Quilt Trail for the enhancement of the cultural environment of the city for residents and enhancing the visitor experience.

**Goal: Landrum will maintain and enhance the aesthetic quality of our town that it is known for.**

- Strategy: Landrum will preserve scenic views by considering conservation easements on land providing scenic views or providing access to scenic views.
- Strategy: Landrum will strengthen design standards and their enforcement.
Chapter 7: Transportation

Background
When the South Carolina Local Comprehensive Planning Enabling Act of 1994 was first passed, transportation issues were addressed within the Community Facilities Element of the Comprehensive Plan. In 2007, the South Carolina State Legislature passed the Priority Investment Act, which amended the 1994 Comprehensive Planning Act to require a separate Transportation Element to inventory and analyze issues impacting the local transportation network. The Act stipulated that this analysis must be multi-modal in nature: meaning that all forms of transportation should be considered, not just the roadways designed for motor vehicle movement. The Transportation Element should assess the needs for major road improvement, new road construction, bicycle and pedestrian facilities, rail, and transit. The Act also required that the Transportation Element be developed in accordance with the Land Use Element to ensure compatibility and coordination between transportation priorities and existing and future land use policies.

The Transportation Planning Process
Transportation infrastructure construction and improvements come with a very high capital cost. Therefore, most local governments must depend on federal and state government programs for funding their transportation projects. However, local governments do have a limited degree of control over transportation project planning and how funds are spent through participation in urban or rural transportation programs that are funded through federal and state legislation.

In South Carolina, state and federal programs are administered by the South Carolina Department of Transportation (SCDOT). SCDOT passes eligible funds through the regional transportation planning bodies.

In Spartanburg County, there are two transportation planning organizations: The Appalachian Council of Governments (ACOG) serves as the planning organization for the rural part of the county which contains Landrum. ACOG serves a six-county region in the Upstate that includes Anderson, Cherokee, Greenville, Oconee, Pickens, and Spartanburg counties. Spartanburg Area Transportation Study (SPATS) is a Federally-mandated Metropolitan Planning Organization (MPO) and serves as the planning organization for the urbanized part of the county. These organizations do coordinate transportation planning between themselves.

Map 11. Transportation Planning Jurisdictions in the Upstate

ACOG rural transportation planning covers everywhere in the six-county Upstate region not covered by an MPO (Map Source: ACOG 2016-2040 LRTP)
Federal Legislation and the Regional Planning Process

The primary legislation for funding federal and state maintained road projects comes through the current federal surface transportation bill, the Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4th, 2015. The FAST act is the first federal transportation bill “…in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.” http://www.fhwa.dot.gov/fastact/

In the case of urban areas, which are defined as having a population of 50,000 or more, the surface transportation bill requires that certain transportation planning be done through a designated Metropolitan Planning Organization (MPO). In rural areas (those communities not meeting the urban population threshold) in South Carolina transportation planning is conducted through a Rural Planning Organization (RPO).

ACOG has a six member Rural Transportation Advisory Committee (RTAC) that is appointed by the ACOG Board of Directors. The current RTAC member from Spartanburg County is a county council member. The ACOG 44-member Board of Directors is made up of “local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members, some of whom may also be elected officials.” (http://www.scacog.org/Portals/9/Transportation/Introduction.pdf) Potential projects are solicited from various stakeholders including ACOG Board members, RTAC members, SCDOT District Engineers, and the general public. Potential projects may also be submitted for evaluation and kept on file in between 5-year planning periods.

Other transportation projects are funded and implemented directly through the state departments of transportation.

The primary responsibility of both an MPO and RPO is to develop a multi-modal long range transportation plan (LRTP) that examines transportation needs over a 20- to 30-year planning horizon. The LRTP specifically identifies potential infrastructure improvements that will help address these needs and proposes a financial plan for using federal and state funds to implement the highest priority projects. This prioritized list is generated through a technical rating and ranking process defined by the South Carolina Department of Transportation Reform Bill (Act 114). The prioritization process includes an assessment of each proposed project in terms of financial viability, public safety, economic development, traffic congestion, environmental impact, and several other important criteria. The projects which rank highest on this list become part of the “fiscally constrained” plan, which means they have federal and state funding associated with them. All other projects remain on the “unconstrained” or “unfunded” Aspiration project list. The fiscally constrained projects go into a five-year Transportation Improvement Program (TIP). The TIP is regularly amended to remove completed projects and to add on new projects based on priority ranking to maintain a five-year program horizon. All these documents pertaining to Landrum can be found here: http://www.scacog.org/Services/PlanningServices/TransportationServices.aspx.

The South Carolina Department of Transportation (SCDOT), maintains a Statewide Transportation Improvement Program (STIP). The STIP contains all the MPO’s and RPO’s TIPs as well as their own projects to be completed within a six-year period.

The STIP is the State’s six-year transportation improvement program for all projects or program areas receiving federal funding, including bridge replacements, congestion mitigation and air quality, interstate maintenance and upgrades, roadway resurfacing, safety, primary and secondary road system upgrades, transportation alternatives, and federal lands projects. The STIP covers all federally funded improvements for which funding has been approved and are expected to be undertaken during the upcoming six-year period. The document is scheduled for updating every three years and is revised on a continual basis to reflect the latest program and project information. The SCDOT Commission, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), approve the STIP.

List of Federal Funded Projects in and around Landrum

The State Transportation Improvement Program contains an intersection improvement for eastbound and westbound ramps at I-26 and SC 14. This project is scheduled to receive a total of $1.1 million between 2017 and 2020. The funding comes from the Surface Transportation Block Grant Program which is a federal program.
There has been discussion in the community to widen the exit ramps and the bridge, as well as to locate a gateway welcome sign, at this exit. A conversation with SCDOT needs to occur as soon as possible, if it has not already, in order to incorporate these ideas into the intersection improvement so as to utilize resources efficiently.

The Statewide Transportation Improvement Program (STIP) contains a pavement and reconstruction project on I-26 between mile markers 0 and 5. In 2017 there is $8,000,000 planned for this project. This funding comes from the National Highway Performance Program.
Map 12. ACOG LRTP Fiscally Constrained Proposed Priority Projects 2014-2040

(Source: ACOG 2016-2040 LRTP)
THE SOUTH CAROLINA C-FUND PROGRAM

Most federal transportation funds are only eligible for expenditure on federal and state maintained roads, usually defined as the National Highway System (NHS). However, many transportation needs of local communities pertain to county and municipality maintained roads, many of which are not paved. The primary source of funding for paving and resurfacing these roads is provided by the South Carolina County transportation fund program - known as the C-Fund. This program was originally established to fund the construction of local roads and streets that directly benefited local residents, primarily for the improvement of existing farm-to-market roads. Today, eligible C-Fund expenditures include engineering, construction, and field contract management for paving and resurfacing projects, as well as program administrative expenses, county or state highway bond debt service, sidewalk construction, and limited expenses for the fabrication and dedication of road signs. However, since funds are so limited, most South Carolina counties restrict funding to road paving and resurfacing projects.

In accordance with Section 12-28-2740(A) of the South Carolina Code of Laws, funding for the C-Fund program is derived from 2.66 cents of the 16 cents per gallon state gasoline tax. This money is deposited into the SCDOT County Transportation Fund, where it is allocated back to the counties based upon the following three-part formula:

- $\frac{1}{3}$ based on ratio of land area between county and state
- $\frac{1}{3}$ based on ratio of county population to the state population
- $\frac{1}{3}$ based on ratio of rural road mileage in county to rural road mileage of the state

State law requires the establishment of a County Transportation Committee (CTC) to prioritize projects and allocate funding. The members of the CTC are appointed by the County’s legislative delegation and the number of committee members and their composition varies from county to county.

The CTC can use these funds for any eligible project as long as a minimum of 25% is used for improvements on the state highway system. The remaining 75% can then be used for local paving and resurfacing projects. In Spartanburg County this is how the C-Funds are distributed:

A. 25% set aside for state road projects.
B. 5% set aside for economic development projects.
C. 10% set aside for special projects such as sidewalks, traffic lights, intersection improvements, etc.
D. 10% set aside for projects as recommended by the Spartanburg County House of Representatives Members* and approved by the full CTC with each receiving their portion of the 10%. The percentages of set aside monies will be prorated based on percent of population under control of the House Member. This 10% set aside allocations shall be permitted on projects which are located within the House Member district and merits C Fund allocations. The House Members are permitted to borrow necessary monies from other House Members if the other member(s) agrees and the CTC agrees that the specified projects merit C fund allocations. Funds for projects not submitted by January 15 of each year will revert back into the general “C” funds.
E. 50% set aside for general county/cities projects. By a majority vote of the CTC and a majority vote of the Delegation, 25% of the 50% set aside for general county/cities projects will be permitted to be used on state projects if the state offers a state matching fund program.
F. Any remaining set aside funds, (as listed in items B, C, and D), not appropriated within the active fiscal year, will be transferred into the general C fund account and will be used as deemed appropriate by the majority of the Spartanburg County Transportation Committee.

*Landrum is in House District 38 and the current Representative is Josiah Magnuson. District 38 receives 13.439% of the 10% set aside for House Members.

In ranking projects to determine funding, the criteria currently includes (and is updated on an annual basis), but is not limited to:

A. Annual maintenance cost,
B. Number of homes and businesses on the road being reviewed,
C. Traffic counts,
D. School bus and public transportation routes.
E. Emergency Vehicle Ingress and Egress
The Spartanburg County Transportation Committee consists of eleven members:
1. The Spartanburg County Public Works Director, or County Council designee;
2. The City of Spartanburg Engineer, or City of Spartanburg designee;
3. One member appointed by each of the eight House of Representatives representing Spartanburg County
4. One member appointed jointly by the Senators representing Spartanburg County

The Advisory Committee provides technical support and consists of eleven members:
1. One member of the Spartanburg Legislative Delegation, appointed by the Delegation Chairperson;
2. One member of the Spartanburg County Council, appointed by the Council Chairperson;
3. The South Carolina Department of Transportation Resident Maintenance Engineer for Spartanburg County;
4. The South Carolina Department of Transportation Construction Engineer;
5. The Spartanburg County Planning Department Manager or his appointee;
6. The SC Department of Transportation 4th Congressional District Commissioner
7. The City of Spartanburg Engineer;
8. The SC Department of Transportation District Traffic Engineer
9. The County Road Engineer;
10. The Director of County Roads and Bridges
11. The County Public Works Director

The Spartanburg County CTC had approximately $4.3 million in income this year. Landrum has a $25,000 drainage project currently underway utilizing these funds. Requests for project review can be sent to the Delegation Office. It may take up to 4 months for a project to receive C-Funds once it has been approved for funding. An example of a project funded by CTC funds in Landrum was the SC 14 widening from I-26 into town.

This and additional information, including updated criteria for establishing eligibility of funding for a project, can be found here: http://www.spartanburgcounty.org/150/Legislative-Delegation.

Much like with the federal and state transportation planning process, the total amount of funding needed to adequately maintain the county and municipal road systems far exceeds the annual CTC allocation.

**CURRENT SOUTH CAROLINA LEGISLATION**

Proposed legislation, currently before the South Carolina Senate at the time of this writing, would raise revenue for roads in South Carolina. Currently the funding is proposed to go to safety improvements, starting in rural communities, and pavement repair, starting with the worst roads. The funding would be distributed through the CTC C-Funds and would eventually increase the Spartanburg CTC budget approximately 50%.

**LANDRUM ROAD NETWORK**

**FUNCTIONAL CLASSIFICATION**

Functional classification designations for roads in South Carolina are officially made by the SCDOT with recommendations and input from the relevant MPOs and RPOs. Final approval is made by the Federal Highway Administration. The last update to the Landrum Functional Classification was made in 2010. The following table explains the Functional Classification System. The vast majority of roads in Landrum are considered local roads.
### Functional Classification System

<table>
<thead>
<tr>
<th>Functional System</th>
<th>Services Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td>Provides high mobility with low access, no traffic signals, and full control of access</td>
</tr>
<tr>
<td>Arterial</td>
<td>Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control</td>
</tr>
<tr>
<td>Collector</td>
<td>Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials</td>
</tr>
<tr>
<td>Local</td>
<td>Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement. A local connector collects traffic from and distributes traffic to local streets within neighborhoods, commercial, and industrial districts. Connectors are usually longer than other local streets and primarily serve access to local functions and, again, are not designed for through traffic.</td>
</tr>
</tbody>
</table>

Map 13. Landrum Functional Road Classifications as of 2010
**Daily Traffic Volumes and Levels of Congestion**

The most readily available data source for measuring traffic volumes on the Spartanburg County road network is the Average Annual Daily Traffic (AADT) counting system. The AADT’s counts are collected by SCDOT from their network of counter stations which are set up on many state maintained roads and some county roads presumed to carry significant volumes of traffic. This data provides a daily traffic volume number that is averaged over the course of a year. Because this data is reported annually going back multiple years, it is often possible to examine traffic growth over time which gives a clear indication of which facilities are most impacted by growth and development trends.


Table 41. Average Annual Daily Traffic Counts in Landrum 2006-2015

(Data Source: SCDOT)
While traffic counts have fluctuated between 2006 and 2015, with the highest volumes occurring mostly between 2006-2008, they have mostly decreased from 2006 to 2015. This is consistent with what many other communities have seen as a result of the economic downturn.

Traffic volumes expressed in AADTs are a good indicator of how heavily a road is used. However, AADTs are not a good assessment of congestion. A two lane road with an AADT of 20,000 will be more congested than a four lane divided highway with the same volume of traffic. Therefore, traffic engineers often use a Level of Service (LOS) indicator of the degree of congestion. The LOS provides a ratio of the volume of traffic to the capacity of the road to handle traffic. This ratio is then measured on a scale representing six different levels of service with letter designations for each one ranging from A to F. LOS A represents the best operating conditions (or least amount of congestion – open road), while LOS F represents the worst operating conditions (or most amount of congestion – traffic jam). Intermediate grades of B, C, D and E reflect incremental increases in congestion, with LOS D representing an acceptable LOS for future operating conditions by SCDOT standards. An LOS of C can be considered a targeted amount of congestion, while an LOS of A or B indicates an underutilized roadway.

The following descriptions reflect the North American Highway LOS standards per the Highway Capacity Manual.

**LOS A**: free flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. The average spacing between vehicles is about 550 feet or 27 car lengths. Motorists have a high level of physical and psychological comfort. LOS A generally occurs late at night in urban areas and frequently in rural areas.

**LOS B**: reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. The lowest average vehicle spacing is about 330 feet or 16 car lengths. Motorists still have a high level of physical and psychological comfort.

**LOS C**: stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Minimum vehicle spacing is about 220 feet or 11 car lengths. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural highways.

**LOS D**: approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 feet or 8 car lengths. Minor incidents are expected to create delays. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.

**LOS E**: unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Vehicle spacing is about 6 car lengths, but speeds are still at or above 50 mph. Any disruption to traffic flow, such as merging ramp traffic or lane changes, will create a shock wave affecting traffic upstream. Any incident will create serious delays. Drivers’ level of comfort become poor.

**LOS F**: forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

<table>
<thead>
<tr>
<th>Station</th>
<th>Route ID</th>
<th>Functional Classification</th>
<th>2015 AADT</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
<td>US 176 (N Howard Ave)</td>
<td>Major Collector</td>
<td>4,800</td>
<td>B</td>
</tr>
<tr>
<td>210</td>
<td>SC 14</td>
<td>Minor Arterial</td>
<td>4,600</td>
<td>A</td>
</tr>
<tr>
<td>212</td>
<td>SC 14 (E Rutherford St)</td>
<td>Minor Arterial</td>
<td>9,800</td>
<td>C</td>
</tr>
<tr>
<td>603</td>
<td>S-1258 (Redland Rd)</td>
<td>Local</td>
<td>1,200</td>
<td>A</td>
</tr>
<tr>
<td>605</td>
<td>S-926 (S Shamrock Ave)</td>
<td>Local</td>
<td>550</td>
<td>A</td>
</tr>
<tr>
<td>607</td>
<td>S-1734 (S Randolph Ave)</td>
<td>Local</td>
<td>550</td>
<td>A</td>
</tr>
<tr>
<td>639</td>
<td>S-639 (Turner St)</td>
<td>Local</td>
<td>100</td>
<td>A</td>
</tr>
<tr>
<td>1025</td>
<td>L-924 (Campbell Drive)</td>
<td>Local</td>
<td>1,200</td>
<td>A</td>
</tr>
<tr>
<td>2075</td>
<td>I-26</td>
<td>Interstate/Freeway</td>
<td>25,900</td>
<td>A</td>
</tr>
</tbody>
</table>

(Data Source: SCDOT)
While Level of Service data indicates Landrum roads as having good, comfortable traffic flow, community survey respondents indicated that there is room for improvement in road conditions (See Table 43 and Table 44).

<table>
<thead>
<tr>
<th>Neighborhood Infrastructure &amp; Public Facilities</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Don't Know</th>
<th>No Response</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads in my neighborhood are in decent condition</td>
<td>3</td>
<td>36</td>
<td>28</td>
<td>24</td>
<td>2</td>
<td>10</td>
<td>103</td>
</tr>
<tr>
<td>My home is served by a sidewalk</td>
<td>3</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>10</td>
<td>103</td>
</tr>
<tr>
<td>Sidewalks in my neighborhood are in decent condition</td>
<td>3</td>
<td>13</td>
<td>10</td>
<td>24</td>
<td>5</td>
<td>48</td>
<td>103</td>
</tr>
<tr>
<td>Sidewalks or other pedestrian pathways make it easy for me to walk or ride my bike in my neighborhood</td>
<td>3</td>
<td>15</td>
<td>10</td>
<td>30</td>
<td>4</td>
<td>42</td>
<td>104</td>
</tr>
<tr>
<td>There are adequate sidewalks which allow me to walk or ride my bike to downtown and other public places</td>
<td>12</td>
<td>28</td>
<td>15</td>
<td>23</td>
<td>2</td>
<td>24</td>
<td>104</td>
</tr>
<tr>
<td>I am satisfied with the street lighting of my neighborhood</td>
<td>9</td>
<td>24</td>
<td>23</td>
<td>15</td>
<td>3</td>
<td>29</td>
<td>104</td>
</tr>
<tr>
<td>After it rains, water drains from roads, sidewalks, and ditches in a reasonable amount of time</td>
<td>10</td>
<td>38</td>
<td>20</td>
<td>18</td>
<td>3</td>
<td>14</td>
<td>103</td>
</tr>
</tbody>
</table>

This may mean issues like drainage, potholes, markings, signage, paving, or pedestrian and bicycle facilities could be improved. For each question in Table 43, more respondents felt that road conditions were either “Fair” or “Poor” than felt they were “Excellent” or “Good.” In Table 44, the responses were very similar except for the question about adequate sidewalks to downtown and other places and the question about water draining in a reasonable amount of time.

<table>
<thead>
<tr>
<th>Table 43. Community survey results regarding road conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>How do you rate the conditions of the roads in your community?</strong></td>
</tr>
<tr>
<td><strong>Answer Options</strong></td>
</tr>
<tr>
<td>Overall road conditions</td>
</tr>
<tr>
<td>Main arterial roads (US176 &amp; SC14)</td>
</tr>
<tr>
<td>Roads in your neighborhood</td>
</tr>
<tr>
<td>Traffic Levels</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 44. Community survey results regarding neighborhood infrastructure and public facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhood Infrastructure &amp; Public Facilities</strong></td>
</tr>
<tr>
<td><strong>Answer Options</strong></td>
</tr>
<tr>
<td>Roads in my neighborhood are in decent condition</td>
</tr>
<tr>
<td>My home is served by a sidewalk</td>
</tr>
<tr>
<td>Sidewalks in my neighborhood are in decent condition</td>
</tr>
<tr>
<td>Sidewalks or other pedestrian pathways make it easy for me to walk or ride my bike in my neighborhood</td>
</tr>
<tr>
<td>There are adequate sidewalks which allow me to walk or ride my bike to downtown and other public places</td>
</tr>
<tr>
<td>I am satisfied with the street lighting of my neighborhood</td>
</tr>
<tr>
<td>After it rains, water drains from roads, sidewalks, and ditches in a reasonable amount of time</td>
</tr>
</tbody>
</table>

answered question 104
skipped question 26
All levels of government in South Carolina are facing issues related to maintenance and legal issues of roads. According to state law, when a municipality incorporates they take on maintenance of the “streets, ways and bridges” in the incorporated area. This was confirmed in a recent opinion issued by the Assistant Attorney General of the State of South Carolina. That being said, it is possible for a municipality to contract with other entities, including the County, for services within the municipality. It is highly recommended that the City of Landrum obtain written agreements with Spartanburg County and SCDOT about which entity will physically maintain and pay for maintenance of roads inside Landrum city limits. In Landrum, state roads are currently maintained by SCDOT and privately-owned roads are maintained by property owners, but this appears to be based on tradition and not the law. The benefit of the City owning a road is that it is easier to implement changes like adding signage or a bike lane. Of course, owning the road and being responsible for its maintenance is also much more costly. Other than C-funds as previously discussed, there is one other funding source for non-state owned roads in Landrum and it comes from the road fee collected by Spartanburg County. But the City does have the option of collecting a portion of payment for streets and sidewalks from property owners.

Map 15. Landrum Road Ownership 2016

4 S.C. Code Ann. Sec. 5-27-120
Spartanburg County charges a $25 road fee for every vehicle registered in the county. Historically, Spartanburg County Council has allocated a portion of the funds collected to each municipality every year although it is not required to do so. Landrum receives about $38,000 every July 1st from this source. It is possible that this source of funding, or the current process for allocating funding, could go away. Landrum has accrued almost $230,000 from this funding source and has recently allocated almost $100,000 of it to a project on North Randolph St.

Based on all of the information, it seems apparent that Landrum will not be needing any new roads any time soon, but there will be a continuous need for road improvements as the Landrum road network ages and as upgrades are required. The community has indicated a need for transportation infrastructure improvements, so an engineering survey is recommended to document conditions and needed improvements, as well as the associated costs, and prioritize projects for roads and related transportation infrastructure such as signage. On average, it costs around $168,000 per mile to build a sidewalk and $1.25 million per mile to pave a road. Costs can vary greatly depending on a variety of conditions like terrain, cost of supplies, etc. Since Landrum only has relatively stable sources of transportation income projected at $50,000 per year (See Table 45), other funding sources must be sought to meet infrastructure maintenance and other needs.

Table 45. Projected funding sources for Landrum transportation projects

<table>
<thead>
<tr>
<th>Current Source</th>
<th>Total 2016</th>
<th>Total 2017</th>
<th>Total 2018</th>
<th>Total 2019</th>
<th>Total 2020</th>
<th>Total 2021</th>
<th>Total 2022</th>
<th>Total 2023</th>
<th>Total 2024</th>
<th>Total 2025</th>
<th>Total 2026</th>
<th>Total 2027</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-Funds*</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spartanburg County Road Fee</td>
<td>129,953</td>
<td>38,236</td>
<td>38,000</td>
<td>38,000</td>
<td>38,000</td>
<td>38,000</td>
<td>38,000</td>
<td>38,000</td>
<td>38,000</td>
<td>36,000</td>
<td>36,000</td>
<td>36,000</td>
</tr>
<tr>
<td>City of Landrum</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>Total</td>
<td>151,953</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
<td>50,000</td>
</tr>
</tbody>
</table>

* C-Funds are allocated when an eligible project is approved. If the funds are not used, they go back into the general CTC fund.

TRANSPORTATION PROJECT FUNDING SOURCES

Local infrastructure:
- C-Funds
- Spartanburg County Road Fee
- Landrum General Fund
- Municipal transportation fee through gas or automobiles
- Tax Increment Finance District
- Impact fees from new development

State infrastructure:
- Funds through SCDOT’s process for transportation funding
- Federal TIGER grants
- Transportation Alternatives Program for bicycle and pedestrian infrastructure and streetscapes

PARKING

Another accessibility issue is parking and it is an issue that has been raised by community members. While Landrum grows it is important that a good balance of parking is maintained, including handicap parking. It should be noted that while large parking lots have been placed in front of destinations and buildings in recent decades reflecting a car-centric development pattern, this is not the most desirable design for parking in terms of aesthetic quality and a welcoming pedestrian environment. There are several small lots located behind destinations in the city, and this, along with on-street parking, should continue to be the trend when considering accommodation of future parking spaces. Future parking should be thoughtfully designed and should include places close to buildings to lock up bicycles as well as clearly delineated and safe pedestrian traverse lanes.
Wide intersections and the placement of sidewalks adjacent to travel lanes make negotiation by pedestrians and cyclists difficult. On-street parking integrated into complete streets design can greatly improve pedestrian and bicycle crossings at intersections and serve as a buffer between traffic and bike lanes and sidewalks. On-street parking also encourages visitors to downtown to park once and walk, greatly increasing the exposure of business storefronts to potential shoppers.

TRUCK TRAFFIC THROUGH DOWNTOWN

In relation to pedestrian safety, concerns have been expressed by the public about the safety of people downtown, as well as the noise created, when tractor trailer trucks pass through the main corridor, SC 14/ W. Rutherford St., downtown. This has become a common problem for municipalities with the renewed focus on downtown development and pedestrian and bicycle infrastructure.

Truck re-routing has been successfully accomplished in both the City of Greer and the City of Anderson in Upstate, South Carolina, in addition to other South Carolina municipalities. In both cases, the municipalities coordinated with SCDOT in some way. This would also be necessary in Landrum’s case since SC 14 is a state road and SCDOT currently maintains this road. Greer and Anderson representatives felt that their success was possible because there were viable alternative routes for the trucks to take. In order to determine if there is a viable alternative route for trucks to take in Landrum, a study would need to determine from where the trucks are originating and where they were going as well as address other issues such as safe turning radius and clearance on potential alternative routes and pavement maintenance.

Greer and Anderson both used signage for the alternative route encouraging the traffic to go around downtown. They also used law enforcement officers to educate drivers and deter them from utilizing the old route. Another strategy was to submit a new route to the GPS services. For both Greer and Anderson it took several months to over a year to begin to see real differences in the truck traffic. SCDOT has a process for this called an Engineering Directive where they will hear a request for truck re-routing. More information can be found on the SCDOT website: http://info2.scdot.org/ED/Pages/engineering_directives.aspx.

MULTI-MODAL TRANSPORTATION

Multi-modal transportation means the utilization of all forms of transportation: automobile, freight, bicycle, pedestrian, air, train, and transit. Multi-modal transportation policy encourages people to use alternative modes of travel – biking, walking or using transit – by providing safe routes to destinations. Interconnected streets reduce distances between points and make destinations easily accessible by multiple methods of travel. Although the option of driving to a destination still exists, better connections make the choice of an alternative mode for shorter trips much more appealing. In some commercial areas, connections between adjacent buildings can be so poor that patrons are forced to return to their cars, drive back out to a busy road, travel a few hundred feet to the adjacent parking lot and park again to reach a neighboring building.
BICYCLE AND PEDESTRIAN

Most post WWII development patterns have maximized convenience and safety for the automobile driver, but not for the pedestrian or cyclist. As a result, a pedestrian must often travel a route much longer than the direct distance to their destination. For people to choose to walk or bike on neighborhood streets, the routes must be safe and convenient. Streets must be designed with many different users in mind to encourage non-vehicular travel. Without a comfortable and safe environment for all users, people will continue to rely on the car for trips to and from home and will be discouraged from walking or cycling as a form of healthy physical activity.

Figure 56. Cyclist in downtown Landrum (Photo courtesy of Dick Carr)

South Carolina’s mild winters and moderate temperatures throughout most of the year should make walking and biking popular activities among Landrum’s residents. There is substantial evidence that if safe and adequate facilities are provided, many people will choose to walk or bike to work, to run errands, and to obtain personal services.

Figure 57. Pedestrians in downtown Landrum (Photo courtesy of Dick Carr)
Landrum’s retail and commercial developments, as with most urban centers that have experienced the majority of their growth and development since the automobile became the dominant form of transportation, are in large part accessible only by automobile along roads that have the heaviest traffic. Potential shoppers are left with fewer choices but to fill up the tank and drive. Yet, walking and/or biking can be a critical form of transportation, particularly for older adults who no longer drive, young people who cannot yet drive, and for people who do not have access to a vehicle. Beyond consideration of walking and biking as a means for transportation, they also serve a vital role in maintaining and improving one’s health. Walking and bicycling are also the most sustainable modes of transportation as they depend only on renewable, people-powered energy fueled by food.

While the City has the great fortune to have a pedestrian plan as discussed in the coming paragraphs, it does not yet have a bicycle plan. There are some useful bicycle recommendations included in the 2009 Spartanburg Area Transportation Study Bicycle and Pedestrian Master Plan.

Figure 58. Photo visualization of bicycle infrastructure improvements on US 176 (Source: 2009 Spartanburg Bicycle and Pedestrian Master Plan)

Map 16. Bicycle Infrastructure Recommendations for Landrum

(Source: 2009 Spartanburg Bicycle and Pedestrian Master Plan)
The City of Landrum Pedestrian Master Plan

As part of a Centers for Disease Control grant, Landrum was chosen as one of 16 communities in South Carolina to receive assistance in creating a pedestrian plan. Alta Planning + Design delivered the plan in 2016 and it was presented to the City Council in January of 2017 where it was recommended for adoption as part of the Comprehensive Plan. Upon adoption, it is intended that projects from the plan will be identified and prioritized for implementation.

The plan details opportunities and constraints for a walkable Landrum, and provides a pedestrian safety analysis, health and equity analysis, input from community members, on-the-ground recommendations along with program and policy recommendations, and potential funding sources. The City is already moving forward with one of the recommendations from the plan which is to create a safe pedestrian crossing at the railroad in downtown connecting the east and west sides of Rutherford Street.

In accordance with S.C. Code of Law Sections 6-29-520 (C), *Walkable Landrum: The City of Landrum Pedestrian Master Plan* is adopted by reference as part of this Comprehensive Plan.

One issue worth mentioning that was not mentioned in the *Walkable Landrum* plan is the Foothills Quilt Trail. It might be beneficial to link this wonderful asset to the Palmetto Trail which would provide the opportunity for Quilt Trail visitors to take advantage of the Palmetto Trail and vice versa.

The importance of the Palmetto Trail passage in Landrum and connecting regionally to other communities via the Palmetto Trail that is mentioned in the Pedestrian Master Plan cannot be stressed enough. This concept has also been included in several other plans including the 2009 Spartanburg Bicycle and Pedestrian Master Plan, 2011 Spartanburg County Tourism Action Plan, and the 2012 Statewide Palmetto Trail Master Plan. According to the Palmetto Conservation Foundation, the Palmetto Trail “is one of only 16 cross-state trails in the United States” and, when finished, will consist of a “mountains to the sea” trail with “425 miles of hiking and bicycling paths beside lakes, across mountain ridges, through forests, into towns big and small.” It will draw tourists from all over the nation and an off-road trail along a rail line provides more safety and comfort, as well as another option, to trail-goers than the existing passage along roads.
COMPLETE STREETS

Complete Streets is a different way to think about designing, building, and using our streets. Instead of a single user – the automobile - complete streets are designed to accommodate all users: pedestrians, bicyclists, transit, and the automobile. Complete Streets make for livable, walkable, healthy communities. Businesses along corridors that have undergone a reduction in lane widths, striping of bike lanes, and the installation and widening of sidewalks have noted increases in sales and patronage from nearby residents, who enjoy the reduced congestion and increased convenience found along Complete Streets. The downtown experience of several South Carolina cities and towns has shown that when streetscapes are designed to human scale, downtowns appear more inviting and livable and become destinations where people naturally want to congregate. Downtowns with Complete Streets are healthier due to decreased automobile emissions and encouragement of physical activity.

The South Carolina Department of Transportation (DOT) supports the complete streets concept. In February 2003, the DOT Commission approved a resolution affirming that bicycling and walking accommodations should be a routine part of the Department's planning, design, construction, and operating activities and will be included in the everyday operations of its transportation system. On the local level, sixteen South Carolina cities, towns, and counties have adopted Complete Streets resolutions, ordinances, and policies. In 2007 Spartanburg County and the City of Spartanburg adopted complete streets policies by resolution.

The DOT also has a policy of taking local jurisdictions’ bicycle and pedestrian plans (such as Walkable Landrum) into consideration when planning and designing road construction and improvements in applicable locations.
SAFE ROUTES TO SCHOOL

South Carolina is the only state in which the State Department of Education owns, operates, and maintains the fleet of school buses that service all South Carolina public schools. This bus service is not required to provide pick-up and drop-off within a 1.5-mile radius of schools. For students living within this 1.5 radius who walk and bike to school with non-existent or inadequate facilities such as sidewalks and bike lanes, getting to school can be unsafe.

Safe Routes to School (SRTS) is a growing nationwide and international movement that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills. The SCDOT created the Safe Routes to School Resource Center in the fall of 2010 to help schools, school districts, and communities throughout South Carolina to build and sustain SRTS programs. SRTS Resource Center partners receive technical assistance and program support at no cost, with individualized plans developed for each partner school based on a safety assessment. The safety assessment is an interactive assessment of the physical environment with regard to school transportation and is a partnership between South Carolina Department of Health and Environmental Control’s Office of Healthy Schools and Division of Injury and Violence Prevention, the South Carolina Safe Routes to School Resource Center, and the SCDOT. The assessment is conducted on a single day during a 1.5-hour time period and is designed to:

- Assess the current infrastructure for walkers, bikers and car riders.
- Identify potential recommendations for safety improvements.
- Observe school dismissal and discuss the safety of pick-up procedures.

Landrum Middle School is currently listed as a Safe Routes to School partners. Since it is adjacent to the elementary school, it is assumed that these two schools are working as one unit with the SRTS program.

LOCAL TRANSIT SERVICE

There is limited transit service provided in Landrum. Traditional types of public transit, like bus and train systems, are heavily subsidized and can only exist within an area providing enough ridership to sustain the system. The Transportation Services Bureau, in partnership with Spartanburg Regional Healthcare System, provide the Dial-A-Ride service in Landrum which is available to anyone to use to go to any destination in Spartanburg County. For Landrum residents it costs $8.50 each way. Rides must be scheduled by 10 am the day before the trip and groups can be accommodated. More information can be found here http://spatsmpo.org/programs/transit-programs/.

Polk County Transportation can be seen in Landrum, but currently Polk County cannot provide transit services to South Carolina residents using NCDOT funding. Partnerships with adjacent counties could be explored to expand transit services.

Private transportation options like Uber and taxi services are also available to Landrum residents and may be more convenient than Dial-a-Ride, but will also be more costly. During the public input process, there was a request for community van service. It might be helpful to advertise that the previously mentioned services do exist for public use.

REGIONAL PASSENGER RAIL SERVICE

The closest passenger rail stations to Landrum are Amtrak stations in the cities of Greenville and Spartanburg. Because of the sparse and inconvenient departure and arrival times, these trains are really only practical for very occasional use for regional trips.

REGIONAL BUS SERVICE

Greyhound bus stops at the SPARTA Transit station in downtown Spartanburg as well as in Duncan, South Carolina and Greenville, South Carolina. It provides service to many parts of the country. Buses for groups can be chartered through several companies.

AIR

There are several airports in the region and most are local or private airports catering to corporate and private clients. These include Spartanburg Downtown Memorial Airport, Greenville Downtown Airport, Rutherford County Airport, Fairfield Airport, and Shelby-Cleveland County Regional Airport. The two closest airports offering commercial passenger service are Greenville-Spartanburg International Airport in Greer, South Carolina and the Asheville Regional Airport in Fletcher, North Carolina.
TRANSPORTATION AND MIXED USE DEVELOPMENTS

Current residential developments tend to segregate land uses. Older developments such as mill villages provide a more sustainable model of including a mixture of residential, commercial and industrial land uses, along with public space for churches, parks and community buildings. Older mixed-use developments encouraged residents to walk or bike to work, to social and recreational activities, and to visit their neighbors. When residents did travel by car, distances and travel times to essential services were relatively short. When compared with newer developments, these older, mixed-use developments conserved energy, produced less air pollution, promoted good health, and encouraged social interaction between neighbors.

To achieve similar benefits in new developments, small-scale commercial businesses as well as churches and schools should be encouraged to locate within or near newly developed residential areas. Small-scale commercial uses in this case are defined as businesses or offices that are staffed during business hours, do not require large-scale deliveries, and do not produce excessive levels of light or noise. Examples include shops, cafes, bakeries, and other types of service businesses. Integration of such service oriented businesses can provide community members the option of walking rather than depending on an automobile, and can result in reduced automobile traffic on the road system. Such small-scale commercial businesses also generate light daytime activity in neighborhoods, which can help to reduce crime during the hours when many homeowners are typically at work. The promotion of small-scale neighborhood commercial establishments such as corner grocery stores easily accessed by walking or biking can also help increase access to healthy foods where otherwise an (possibly unavailable) automobile trip to a supermarket would be required.

Similarly, redevelopment plans for older neighborhoods should include zoning allowances for the continuation and/or reestablishment of such small-scale neighborhood commercial uses. Design standards for both new and revitalized residential developments should provide for bicycle and pedestrian amenities such as sidewalks, paths, and bike lanes that will facilitate safe and enjoyable walking or biking commutes to these neighborhood commercial establishments, as well as encourage physical activity. New or redevelopment residential plans should provide for transportation connections between the development and adjacent residential and commercial developments. Bicycle and pedestrian connections between parcels within commercial developments should be off-street where practicable.

TRANSPORTATION’S IMPACT ON ENERGY CONSERVATION AND AIR QUALITY

Transportation choices greatly impact energy usage and air quality. Transportation was responsible for 28.46% of all energy consumption in South Carolina in 2013 and the majority of this usage was from automobiles. The majority of the fuel used was fossil fuel gasoline. Emissions from traditionally-powered automobiles contribute to ground-level ozone which is an especially important issue in Spartanburg County. Utilization of alternative fuels and support of alternative fuel infrastructure may be beneficial for the Landrum community in several respects, and it would definitely be beneficial for air quality.

TRANSPORTATION GOALS AND STRATEGIES

Goal: Landrum will support and encourage a safe environment for all modes of transportation.

- Strategy: Landrum will work with SCDOT to determine if truck traffic can be routed away from downtown providing a safer, quieter environment for residents and visitors.
- Strategy: Landrum will encourage and support Landrum schools to participate in Safe Routes to Schools programs.
- Strategy: Landrum will adopt and implement a “Complete Streets Policy” policy.

Goal: Landrum will provide good stewardship of transportation funds.

- Strategy: Landrum will create agreements with Spartanburg County and SCDOT to delineate which organization is responsible for physically maintaining which roads and which organization is responsible for paying for maintenance of which roads in Landrum.
- Strategy: Landrum will track transportation funds received and transportation projects needed and will create a ranking system to determine priority projects for funding.
- Strategy: Landrum will coordinate projects with SCDOT like the I-26 interchange at Exit 1 with ideas about a gateway sign and widening the off-ramps.
- Strategy: The Streets and Parks Department will establish metrics to measure the efficacy of the bicycle and pedestrian programs that will be useful in applying for grants and other funding. The program should include:
  - Running inventory of bicycle/pedestrian facilities such as miles of trails, bicycle lanes, sidewalks, etc. to track the addition of new facilities over time

5 From the 2015 South Carolina Energy Statistical Highlights available from energy.sc.gov
- Traffic counts and surveys of bicycles and pedestrians at key locations, number of visitors per day at a park, trail, or other physical activity center for long-term trend analysis of facility uses
- Public surveys (including on-site surveys of visitors to bike/pedestrian facilities) and opinion polls
- Conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian and bicycle crashes, volumes, and motor vehicle speeds
• Strategy: Landrum will consider utilizing alternative fuels in its municipal fleet.

**Goal: Landrum will have harmonious coordination between land use and transportation policies.**
• Strategy: Landrum will consider impacts of new development or re-development on the transportation system.

**Goal: Landrum will create an interconnected network of bicycle, pedestrian, equestrian, and other non-motorized vehicle facilities that promote an active access to live, work, and play destinations.**
• Strategy: Landrum will implement the **Walkable Landrum** Pedestrian Master Plan.
• Strategy: Landrum will inventory bicycle and pedestrian facilities.
• Strategy: Landrum will prioritize the construction of sidewalks, bike lanes, trails, etc. that will create connectivity between and among exiting facilities.
  - Explore connecting the Foothills Quilt Trail to the Palmetto Trail
• Strategy: Landrum will adopt and implement the Landrum segments of the Spartanburg Bicycle and Pedestrian Master Plan and the connections with neighboring jurisdictions’ plans or existing facilities.
• Strategy: Landrum will plan for bicycle and pedestrian connections between residential, commercial, and industrial developments and redevelopments off-street where practical and on-street where not practical. For developments where there are no current connection opportunities, include dedication of right of way for future installation of facilities to facilitate future connection opportunities.
• Strategy: Landrum will limit, where practicable, the design of dead-end streets and cul-de-sacs which, not only increases vehicle miles traveled (VMT), but also discourages bicycle and pedestrian travel.

**Goal: Landrum will provide appropriate parking for residents and visitors**
• Strategy: Landrum will revisit parking standards during building and site design which discourage bicycle and pedestrian access, consume valuable space, and contribute to stormwater runoff. Consider maximum parking standards as opposed to minimum parking requirements, shared parking allowances, park-and-ride facilities, and include provisions for bicycle parking. Encourage on-street parking. Where on-street parking is not feasible, Landrum will encourage new parking spaces to be located behind destinations. Parking design for commercial developments should include a pedestrian circulation pattern that allows customers to park once and visit several locations on foot.
• Strategy: Landrum will plan and partner with the appropriate organizations to create strategic bicycle parking facilities across our jurisdiction.
• Strategy: Landrum will plan and partner with the appropriate organizations to create strategic parking for electric vehicles across our jurisdiction.

**Goal: Landrum will provide access to transit services for everyone who wants them**
• Strategy: Landrum will let residents know about current available transit options.
• Strategy: Landrum will explore expanding transit options with adjacent counties and other organizations.
CHAPTER 8: LAND USE

CONTEXT
Land use patterns have shifted over the decades and land use differs from community to community. With an ever-increasing population and associated consumption of land, it is imperative that communities plan their land use carefully. This is especially pertinent for Landrum considering their location in the middle of the Piedmont Atlantic Megaregion. “Megaregions are defined as networks of metropolitan centers and their connecting land areas linked by economy, culture, history, growth patterns, and natural resources. Researchers have further identified a national set of major megaregions based on population, demographic, and economic data.” [Link](https://www.fhwa.dot.gov/planning/megaregions/reports/regional_planning_organizations/page01.cfm)
Health and obesity, coupled with concerns about suburban sprawl and the associated environmental, economic, and social costs that accompany it, are reasons on their own to thoughtfully plan for land use. But Americans are also choosing to live in walkable communities, and communities are investing in walking and bicycling infrastructure and are encouraging mixed-use developments. All of this is to lessen dependence on cars and move away from the previous post-World War II pattern of automobile-centered communities and move more towards people-centered communities. This is not to say that all parts of a community should be homogenous in terms of land use, design, or housing. It is to say that there need to be choices and the choices need to reflect the needs and desires of the community as well as the people that the community wants to attract. Community members in Landrum have expressed that they want to maintain the small-town feel that Landrum has⁶ and this will be important moving forward when choices are made about design codes, zoning, and other forms of regulation.

**CURRENT LAND USE IN THE CITY**

Land use within the city limits was categorized into current land use classifications based primarily on two attributes provided in the data from Spartanburg County:

- Land Use (for planning purposes)
- Assessment (for tax purposes)

The chart illustrates current land use categories followed by the number of acres in that category, and the percentage of total acres for that category.

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⁶In the Landrum community survey and on the Envision Landrum chalkboards.
The majority of the land in Landrum is occupied by residential uses, totaling 61.06% when all residential classifications are added together. Roads were not included in classifications or calculations. Vacant/Undeveloped may mean that either the land has not yet been developed or, if it has been developed, then the building is unoccupied. The map indicates that the majority of the commercial uses are adjacent to the roads that bisect the city- SC Highway 14/ Rutherford St. and US 176/ Howard St. Public/Institutional uses include public buildings, schools, places of worship, and other similar public or quasi-public uses. Agriculture includes all parcels either assessed as agricultural use or classified as agriculture according to the land use data.

**Compatibility of Current Uses**

**Residential**

In the community survey and on the Envision Landrum chalkboards, the public expressed an interest in maintaining the character of Landrum. Currently, a large portion of Landrum is composed of residential uses that are separate from other uses. To maintain the character of Landrum moving forward, this should remain intact, but residential uses should not be isolated. In order to accommodate a changing demographic and to attract new residents, there should be choices of environments for people to live in and the opportunity for many people to choose to walk to goods and services.

**Commercial**

Commercial uses are mostly contained adjacent to two of the most heavily traveled roads in Landrum. To keep traffic flow consistent moving forward, it is advisable to maintain this pattern as well. Commercial areas may contain uses that are less intense, such as residential uses and this should be maintained into the future. This allows for different lifestyle choices, including a more physically active lifestyle, since goods and services are more accessible by foot to those residents. For example, there may be an apartment over an insurance agency. This has become a desirable lifestyle for young professionals, empty-nesters, and retirees.

**Industrial**

Currently there are two industrial sites located close to the center of town. Depending on the characteristics of the industries that are located there, they may be compatible with the surrounding land uses. Moving forward, it would be worthwhile to consider allowing industrial uses adjacent to residences that will not cause a nuisance issue with noise or smell, and to also create some sites for these kinds of uses away from residences and places of business. It is important to allow space for industry in order to provide the economic benefit for the city. The updated zoning ordinance may split industrial uses into heavy and light.

**Recreation/Conservation**

There are three sites currently classified as Recreation/Conservation. These sites include Brookwood Park, a sports field, and a nature preserve. These sites provide opportunities for outdoor recreation and help preserve open space in the city.
complex with ball fields, and a City park on leased land. It does not include the elementary and middle school sites. These sites can be included if the school has an open use agreement or if there is a joint use agreement between the City and the school allowing access to these amenities after school hours. Joint use agreements are formal agreements between two agencies or organizations for shared use of facilities. Open use policies are an organization's guidelines for the use of their facilities by the general public. Landrum should explore entering into agreements with the school districts for open use and/or joint use of the districts' sports, playground, and recreational facilities. Such agreements have been successfully used throughout the country and the state and model joint use agreements are available through the Eat Smart Move More South Carolina website. The South Carolina School Board Association has developed a model policy for Open Community Use of School Recreation Areas that has successfully been used by school districts throughout South Carolina. Such agreements would allow for a more equitable distribution of facilities throughout the city and aid in achieving availability to all citizens. An equitable system includes both a geographically equitable distribution of facilities to serve all areas of the city as well as ensuring that the underserved lower social economic communities have equitable access to recreation facilities.

In addition, there is a dog park located on a commercial property that is open to the public. Recreational sites are encouraged in every classification of land use. Conservation is an added amenity allowing conservation of land resources.

To meet the desires that the community expressed for recreational facilities, and to support the nationwide trend of active living, it is recommended to identify more Recreation/Conservation sites. The following table from the community survey indicates the public’s desires for parks and recreational services in Landrum.

<table>
<thead>
<tr>
<th>What are your opinions about the Parks and Recreational Services in the City?</th>
<th>Yes</th>
<th>No</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are enough recreational services for families</td>
<td>37</td>
<td>69</td>
<td>106</td>
</tr>
<tr>
<td>There are enough programs for teens and children</td>
<td>20</td>
<td>86</td>
<td>106</td>
</tr>
<tr>
<td>There are enough programs for senior citizens</td>
<td>21</td>
<td>79</td>
<td>100</td>
</tr>
<tr>
<td>Park and recreational facilities are adequately maintained</td>
<td>83</td>
<td>25</td>
<td>108</td>
</tr>
<tr>
<td>More park space and facilities are needed</td>
<td>84</td>
<td>22</td>
<td>106</td>
</tr>
</tbody>
</table>

There were no conservation easements identified in Landrum, although there is an approximately 1300 acre easement, due east of Landrum, and to the east of I-26, mostly adjacent to the interstate. This impacts annexation priorities for Landrum while providing open space and a buffer for development. Conservation easements are voluntary agreements between private property owners and a non-profit land trust stipulating that the property owner will not develop a certain percentage of the land. The easement stays with the land in perpetuity meaning that, when it is sold, the easement goes with the sale of the property. Sometimes the land owner will also allow public access to that property. This can be very beneficial to the public when the land provides an amenity like water access, scenic views, or access to nature. In effect, it can become a park. It is recommended that parcels be identified for potential conservation easements. Initial steps could be to identify current recreational or open space, agricultural land, and public and institutionally-owned land.

**AGRICULTURE**

It is important to note that parcels classified as agriculture in current land use does not necessarily mean that they are currently working farms. The classification means that the land is either assessed by the tax assessor as agricultural and/or that the County Planning Department has classified its land use as agricultural. Agriculture is important in land use because once it is developed, it is difficult and expensive to convert back to agricultural uses. It is important to the economy, but it is also important to the sustainability of a community for a number of reasons: uncertainties of transportation costs, of the climate, of pollution from transportation, quality of flavor and nutritional value of foods travelling long distances, food safety and security, and the growing obesity epidemic. Sometimes agriculture can be a nuisance in terms of the smell that comes with livestock and that should be a consideration when updating the zoning ordinance.
The map (Map 21) illustrates where soils appropriate for agricultural use are located in relation to current land uses. A large portion of the prime farmland lies within land that is currently classified in the current land use map as agriculture. A large portion of ‘farmland of statewide importance’ and ‘prime farmland if protected from flooding’ are located in areas classified as residential. Amending soils on a large scale, that are not currently for agricultural use, is cost-prohibitive for most produce farmers.

Map 21. City of Landrum Current Land Use with Farmland Classification
VACANT AND UNDEVELOPED PROPERTY
A vacant property is one that has been developed, but is not currently being used. An undeveloped property has not been developed. They can apply to any land use classification. The percentage of vacant or undeveloped parcels in Landrum can be seen both as a liability and as an opportunity (See Map 22 and Table 46). The liability lies in the tendency for vacant and undeveloped properties to go unmaintained. This becomes an issue of safety as well as aesthetics and one of property values of the surrounding properties. It may also mean lost revenue and underutilized infrastructure investment. The opportunity in the number of vacant or undeveloped property is that there is that room for growth, and the positive implications it brings, utilizing existing resources. Infill development is less of a cost burden than new development in terms of infrastructure investment.

Map 22. City of Landrum Current Land Use with Vacant and Undeveloped Parcels

CURRENT LAND USE IN THE STUDY AREA AND POTENTIAL ANNEXATION STRATEGIES
A generalized look at current land use within the study area was categorized based on Spartanburg County's land use classifications. This data was classified more generally than in the city, thus the slightly different classifications from the City Current Land Use map. It is useful to look at how the land use in the city relates to the surrounding land use in the study area. This will be further analyzed in the discussion about future land use.

Land use was grouped into these categories for the study area: commercial, residential, infrastructure/utility, agriculture,
industrial, public/institutional, undeveloped, recreation/conservation, and unclassified. Residential was not broken out by type for the study area parcels outside the city as it was for those inside the city, and undeveloped land was simply categorized as undeveloped.

In general, parcels surrounding the city are larger than parcels inside the city limits. Many adjacent uses between the city and the surrounding area are consistent. Commercial parcels are mostly located along major transportation corridors. If the City wishes to target specific parcels for annexation moving forward, one strategy could be to prioritize them in terms of size first and then current use. It is also worth considering that commercial uses tend to locate near higher traffic areas where the business is visible and accessible, so another top priority for annexation could be towards I-26, but the 1,300+ acre conservation easement to the east of I-26 is a good reason for the City to focus annexation to the west of I-26. Another potential strategy is to annex roads which then opens the door for annexing parcels adjacent to the roads.

Planning Outside the City Limits

Extraterritorial Jurisdiction

Compatibility between land uses within the city and adjacent parcels in unincorporated Spartanburg County is desirable as differences in jurisdictional zoning and land development regulations could lead to conflicting land uses. Positive impacts of thoughtful planning for the direction of future development within the city can be greatly diminished if the County were to allow conflicting development adjacent to the city limit line. The City of Landrum desires that development outside its borders will be harmonious with the goals and objectives of the Comprehensive Plan as well as zoning regulations and land development standards.

The South Carolina Local Government Comprehensive Planning Act (the Planning Act) of 1994 recognized the potential need for coordination of planning efforts between the counties and their municipalities, and provides for a variety of local planning organizational structures. Section 6-29-320(A) allows municipalities to exercise jurisdiction over adjacent unincorporated areas providing that both the county and municipal councils adopt ordinances establishing the boundaries of the additional areas, the limits of authority to be exercised by the municipality, and representation on the boards and commissions provided by the Planning Act.

In practice, counties have been loath to cede authority to municipalities. The only example of implementation of extraterritorial jurisdiction in South Carolina is Jasper County and the City of Hardeeville and the Town of Ridgeland. In the early 2000’s, Hardeeville and Ridgeland were experiencing unprecedented and explosive growth that was rapidly spreading to the surrounding unincorporated areas of Jasper County. Rural Jasper County was unprepared to handle this growth and developers were taking advantage of the lack of County zoning and development standards. Consequently, Hardeeville and Ridgeland were experiencing undesirable development just outside of their borders. In 2004, Jasper County, the City of Hardeeville, and the Town of Ridgeland passed Joint Planning Area (JPA) ordinances ceding the administration of zoning and land development within five-mile areas surrounding the respective municipalities. This action stopped developers from ‘jurisdiction shopping’ and allowed for both municipalities to annex properties into their municipal limits.

Meanwhile, Jasper was preparing to re-establish control over its development destiny. The County placed a moratorium on all commercial projects, major subdivisions, and planned development districts (PDD) from May 2006 through November 2007 while it wrote new zoning and land development ordinances. In 2008, Jasper County added a professional planner to their staff and felt the JPA accomplished what it was designed to accomplish. With more staff and stronger zoning and land development regulations, Jasper County felt the JPA was not needed. In 2008 the JPA agreement was abolished with the City of Hardeeville and in 2009 the JPA with the Town of Ridgeland was repealed. There are still agreements for coordinated efforts between county and municipal planning efforts. A drawback under the JPA and the current cooperative agreements has been a lack of communication between county and municipal staff regarding approval of projects and obtaining records of approved projects.

Unlike the situation in Hardeeville and Ridgeland, while the Landrum area is experiencing growth, it is not experiencing the explosive and unanticipated growth that compelled these entities to coordinate a process for extraterritorial jurisdiction. The Municipal Association of South Carolina (MASC) is a good resource for Landrum for issues such as extraterritorial jurisdiction and should be consulted in regards to this matter if Landrum wishes to pursue this issue.

Joint Planning Commissions

Section 6-29-330 of the Planning Act allows for joint county/municipal planning commissions. Joint Planning Commissions are in place in Sumter County / City of Sumter; Lancaster County / Town of Kershaw / Town of Heath Springs; and Greenwood County / City of Greenwood / Town of Ninety Six / Town of Troy / Town of Ware Shoals. These joint commissions differ in organization and structure, but in all three, the counties assume some degree of responsibility for planning within the municipalities. In all three counties, planning for the respective municipalities is administered by the county planning departments. These counties and respective municipalities have joint comprehensive plans. Although the county planning departments administer the zoning and land development regulations, in general, the municipalities retain their own zoning districts and regulations. In Spartanburg County, this would require a shifting of process and resources in county, city, and town administrative departments.

However, there is one aspect of current Spartanburg County Planning efforts in which Landrum could exercise a voice in the County’s land use plans for the unincorporated areas around the City: the County’s Area Performance Planning (APP) project. These are specific land use plans for discrete sections of unincorporated Spartanburg County. Although the
County has not yet begun Area Performance Planning around Landrum, it is not too early for Landrum area leadership and community members to attend Planning Commission meetings and public sessions on the ongoing APP for other parts of the County. Landrum area leaders and community members can familiarize themselves with the process and issues and be prepared for active participation in the future APP for the Landrum area.

ANNEXATION
Annexation laws vary widely among the states. South Carolina’s annexation laws are in a classification known as popular determination. In popular determination, the states have annexation regulations that require property owners in specified unincorporated areas to determine whether annexation into the municipality occurs. Popular determination is widely viewed by municipalities as overly restrictive and cumbersome in comparison to the municipal determination annexation practiced in many states. Municipal determination states allow annexation to be unilaterally initiated and processed by the municipality. Other forms of state annexation laws include special actions of the state legislature and judicial actions of state court.

In South Carolina, popular determination can be accomplished in one of three ways:

25 PERCENT PETITION
Annexation through a petition of at least 25% of qualified electors (registered voters) residing in the area to be annexed. This area must be contiguous to the municipal limits.

75 PERCENT PETITION
Annexation of any area or property which is contiguous to the municipality may be initiated by a petition of 75 percent or more of the freeholders (any person 18 or older who owns legal title to residential property for a five-year period prior to the petition or any firm or corporation) owning at least 75% of the assessed value of property in the area to be annexed.

100 PERCENT PETITION
Annexation of any area or property which is contiguous to the municipality may be initiated by a petition of 100 percent of the freeholders (any person 18 or older who owns legal title to residential property for a five-year period prior to the petition or any firm or corporation) owning 100% of the assessed value of property in the area to be annexed. In practice this is usually a petition of one property owner for their property to be annexed in to the municipality. As the 100% method is the easiest to be accomplished, it is the most prevalent form of annexation in South Carolina.

ANNEXATION REQUIRED FOR PROVISION OF SERVICES
Many South Carolina municipalities, as with municipalities across the nation, have a policy of extending municipal utility and/or fire services to contiguous unincorporated areas if they agree to be annexed, and to non-contiguous areas who agree to be annexed at such time as they may become contiguous to the municipal limits. Although there are no provisions for this in the State annexation laws, this practice has been well-legitimized by case law. As an incentive to gain these annexation agreements, municipalities typically charge non-residents double or more the in-city rates for municipal-provided water, sewer, fire protection, and other services.

SPARTANBURG WATER SERVICE
In 2004 the City of Landrum owned a water service that provided water for the City as well as a large service area outside of the City Limits. The system was in need of numerous improvements and the City determined that it was no longer financially able to continue to maintain and operate the system. Therefore, Landrum sold its water system to the City of Spartanburg Public Works Commission (PWC- now known as Spartanburg Water). As a term of purchase, the Commission agreed to not provide water service to customers whose property was subject to annexation until the customers either agreed to annexation into the City of Landrum or Landrum refused annexation. Pursuant to the purchase agreement, an Intergovernmental Agreement (IGA) between the City of Landrum and the Spartanburg PWC detailed the process. The Water Service Area covered by the IGA was defined and mapped. The Water Service Area is used as the Current Land Use study area in this Comprehensive Plan. Any land owner within the Water Service Area who wished to be connected to the Spartanburg Water System is required to sign a Petition and Agreement of Annexation of the property into the City of Landrum at any time the property is contiguous to the City of Landrum or will be contiguous in the future. If the Petition is denied by Landrum or not acted upon in 30 days, Spartanburg Water has the discretion of providing water to the subject property.

This IGA gives Landrum unique annexation authority and a degree of influence over the development of properties outside of its borders. However, it should be noted that if the City accepts a Petition and Agreement of Annexation...
for a non-contiguous property, that property remains under the jurisdiction of Spartanburg County until such time as the property may become contiguous to the Landrum City Limits. Land development decisions and permitting for this subject parcel remain under the authority of Spartanburg County in its jurisdiction over unincorporated Spartanburg County. Therefore, the County could permit a development that Landrum may view as undesirable.

A potential issue under the terms of this agreement could arise when a landowner in the Landrum Water Service Area, whose property is contiguous to the Landrum city limits, goes through the County development process and then discovers, upon being connected to the Landrum Area water system, they will be annexed into the City of Landrum and will then need to go through Landrum’s development process. There is a need for coordination on this point between the County and the City of Landrum.

**FUTURE LAND USE PLANNING CONCEPTS**

The following planning concepts should all be utilized in land use regulation updates.

**LAND USE AND TRANSPORTATION**

Land use and transportation are integrally linked and so it follows that more intense uses are currently located along the two main roads through the city. For example, businesses want visibility and access so they tend to locate on busier streets; residents tend to want calm and so they often choose to locate on quieter streets. This will be carried forward to maintain the character of the city, while also allowing for different lifestyle choices, conservation of resources, and to keep pace with emerging trends.

**TRANSECT DESIGN**

A model that facilitates orderly and harmonious development is called the “transect model.” The two images illustrate in plan view the increasing intensity of development from a rural preserved area (T1) to an intense built-up area (T6). In between are increasing degrees of intensity of uses. Landrum currently exhibits T2 through T4 environments along the transect. Each section has a certain type of character. For each section there can be certain standards for development such as different street designs that can be implemented through a zoning ordinance.

![Transect model of land development](http://www.dpz.com via https://transect.org)
TRADITIONAL NEIGHBORHOOD DEVELOPMENT

A Traditional Neighborhood Development (TND) is a walkable neighborhood developed around amenities like schools and small grocery stores. These types of developments are common in cities across the country. Converse Heights and Hampton Heights in Spartanburg are examples of TND. Both neighborhoods have sidewalks, schools, restaurants and other amenities within walking distance of residences. It is possible to retrofit an exclusively residential area in a TND style by allowing commercial and institutional uses in a centralized location. Parts of Landrum are similar to this concept having one or more elements of a TND in a walkable area such as houses arranged on a small grid pattern, a school, stores, and sidewalks. Typical characteristics are sidewalks and homes with short setbacks (close to the road) and porches designed to reintegrate residents into the community- to bring a resident back outside instead of being isolated indoors in front of a television. Streetscapes often include tree plantings between the road and sidewalk and other amenities such as benches and neighborhood parks.
Planned Development Districts (PDD), also known as Planned Unit Developments (PUD), are zoning methods allowed by the Planning Act to allow flexibility and unity of design for the development of a specific parcel of land. Zoning and development standards are tailored specifically for this development and do not apply elsewhere. The Planning Act specifies that PDDs must be mixed use developments. A jurisdiction cannot pre-zone an area PDD; a PDD is site-specific, is proposed by the developer, and approved by the jurisdiction.
**INFILL AND REDEVELOPMENT**

By concentrating development in areas facilitated with or planned for infrastructure improvements, cost of development is minimized, and rural lifestyles and land resources are preserved. Such development optimizes investments in existing infrastructure, and minimizes investments in new and expanded infrastructure. Development strategies include:

- Infill development: developing undeveloped parcels surrounded by developed land
- Redevelopment of dilapidated, poor-quality, and/or underutilized residential, commercial, and industrial developments.

The use of infill development and adaptive reuse will be very important to Landrum moving forward. There is a large amount of vacant or undeveloped parcels within mostly developed areas (See Map 22). Infill is an efficient way of filling in the gaps in development while utilizing existing infrastructure and conserving undeveloped land. It can be applied in any land use classification. A proposed beer garden (Figure 22) in downtown Spartanburg is an innovative infill development example. Infill development opportunities in Landrum could include creating more elements of a Traditional Neighborhood Development in an existing neighborhood.

![Figure 64. Proposed beer garden in the City of Spartanburg between two existing buildings (Source: http://upstatebusinessjournal.com/news)](image)

**ADAPTIVE REUSE**

Adaptive reuse is a form of redevelopment that makes efficient use of resources by converting the use of a property from its original intent to a use that meets current needs. Two examples of adoptive reuse commonly employed in urban redevelopment are converting a former downtown store into apartments and converting an unused gas station into a restaurant.

**OPEN SPACE**

In any kind of development, open space is essential. It provides a respite from development both for humans and nature. It also helps to create green infrastructure which is a system of connected natural systems (ideally) linked together to provide ecosystem services and recreational amenities. Ecosystem services are processes like filtering water naturally after a storm.

**AESTHETICS AND DESIGN**

The way a community looks contributes a great deal to its character and “feel.” Many communities, including Landrum, have different tools to regulate aesthetics such as form-based codes or overlay districts. People are attracted to Landrum because of its quaint small-town feel and that is, in part, due to the way it looks. In order to maintain this character, the design regulations must be re-evaluated and strengthened, as does the ability to enforce them. The current regulations could also use more graphic examples to give people a clearer idea of what is expected.
FUTURE LAND USE

Future land use for the City of Landrum, and in the adjacent study area, is based on several factors: current land uses, wants and needs identified in the community, the current zoning map, and planning concepts as previously discussed. The Future Land Use map is the basis for making future development decisions, evaluating and ruling on re-zoning requests, or updating zoning classifications and zoning district boundaries.

Survey respondents expressed that management of growth patterns and development (land use), were among the most important topics they were asked about (See Table 49 and Table 50). These interests should be considered when implementing strategies from this plan.

7 In the Landrum community survey, “Management of growth patterns and developments” emerged, in a tie with “Providing fire protection and law enforcement”, as the third most important subject areas to be addressed in the Comprehensive Plan. It was slightly behind “Employment opportunities and economic development” and “Addressing traffic, parking, and improving roads.” These priorities should be kept in mind when implementing strategies.
Table 49. Community survey response regarding comprehensive planning topics

Of the following topics, which are most important? Please rate 1 to 8 with 1 being the most important and 8 the least. Use each number once.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserving and protecting the environment</td>
<td>47</td>
<td>17</td>
<td>12</td>
<td>11</td>
<td>9</td>
<td>10</td>
<td>8</td>
<td>15</td>
<td>129</td>
</tr>
<tr>
<td>Improving schools and libraries</td>
<td>41</td>
<td>20</td>
<td>18</td>
<td>12</td>
<td>6</td>
<td>5</td>
<td>12</td>
<td>127</td>
<td></td>
</tr>
<tr>
<td>Providing fire and police protection</td>
<td>47</td>
<td>24</td>
<td>7</td>
<td>5</td>
<td>9</td>
<td>12</td>
<td>10</td>
<td>13</td>
<td>127</td>
</tr>
<tr>
<td>Preserving historic and cultural resources</td>
<td>35</td>
<td>13</td>
<td>15</td>
<td>20</td>
<td>12</td>
<td>11</td>
<td>9</td>
<td>12</td>
<td>127</td>
</tr>
<tr>
<td>Addressing traffic, improving roads, and promoting public transit</td>
<td>39</td>
<td>19</td>
<td>18</td>
<td>13</td>
<td>11</td>
<td>8</td>
<td>9</td>
<td>11</td>
<td>128</td>
</tr>
<tr>
<td>Increasing parks and recreation opportunities</td>
<td>33</td>
<td>20</td>
<td>15</td>
<td>19</td>
<td>14</td>
<td>16</td>
<td>4</td>
<td>7</td>
<td>128</td>
</tr>
<tr>
<td>Management of growth patterns and development (land use)</td>
<td>41</td>
<td>15</td>
<td>22</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>8</td>
<td>10</td>
<td>126</td>
</tr>
<tr>
<td>Providing water and sewer to un-served areas</td>
<td>25</td>
<td>15</td>
<td>12</td>
<td>23</td>
<td>12</td>
<td>9</td>
<td>20</td>
<td>127</td>
<td></td>
</tr>
</tbody>
</table>

answered question 129
skipped question 1

Table 50. Community survey response regarding comprehensive planning topics II

What do you think the are most important subject areas that need to be addressed in the Comprehensive Plan?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Important</th>
<th>Unimportant</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment opportunities and economic development</td>
<td>79</td>
<td>11</td>
<td>90</td>
</tr>
<tr>
<td>Housing opportunities (e.g., new housing, overcrowded housing)</td>
<td>48</td>
<td>35</td>
<td>83</td>
</tr>
<tr>
<td>Addressing traffic, parking and improving roads</td>
<td>77</td>
<td>11</td>
<td>89</td>
</tr>
<tr>
<td>Conservation of water supply</td>
<td>59</td>
<td>21</td>
<td>82</td>
</tr>
<tr>
<td>Downtown revitalization</td>
<td>66</td>
<td>21</td>
<td>88</td>
</tr>
<tr>
<td>Protection of Historic and cultural resources</td>
<td>72</td>
<td>16</td>
<td>90</td>
</tr>
<tr>
<td>Increasing parks and recreation</td>
<td>53</td>
<td>29</td>
<td>84</td>
</tr>
<tr>
<td>Neighborhood preservation</td>
<td>58</td>
<td>24</td>
<td>83</td>
</tr>
<tr>
<td>Natural resource protection and open space preservation</td>
<td>75</td>
<td>12</td>
<td>88</td>
</tr>
<tr>
<td>Management of growth patterns and development</td>
<td>76</td>
<td>10</td>
<td>87</td>
</tr>
<tr>
<td>Providing fire protection and law enforcement</td>
<td>76</td>
<td>10</td>
<td>87</td>
</tr>
<tr>
<td>Revitalizing N. Trade Ave. and E. Rutherford St. in the city center</td>
<td>72</td>
<td>15</td>
<td>88</td>
</tr>
</tbody>
</table>

FUTURE LAND USE IN THE STUDY AREA

Future land use outside of Landrum does not cover the entire study area. It covers the parcels directly adjacent to the city and some very near the city line that could potentially be annexed into the City within a ten-year horizon. Landrum does not have authority to regulate land use outside of its municipal boundaries, but it can use the map as a basis for discussion and coordination with the County as land is developed in the areas adjacent to the city.

FUTURE LAND USE IN THE CITY

The Future Land Use map is largely based on Landrum’s current zoning map. There are several reasons for this:

- Population is not expected to increase greatly in the next 10 years (approximately 200 people is the high scenario estimate), although the characteristics of the population and their wants are changing. Given increases in these segments from 2000-2014, the number of teenagers, young singles, young families, empty-nesters, and seniors is expected to increase.
- Needed facilities can be accommodated within the amount of land allotted in current zoning districts. There are some vacant or undeveloped parcels in each land use category and so there is little need for additional land for most of the land use categories in the zoning map.
- The community has expressed a wish to maintain its character, so significant changes in land use across the city are not necessary or desired.
That being said, there is a need for updating the ordinances to accommodate for the wants and needs expressed by the community, as well as the wants and needs of a changing demographic, and to encourage new development, new residents, and new visitors.

**LAND USE CATEGORIES**

**INDUSTRIAL**

Industrial uses are intense uses where goods are created and industrial processes take place. These uses can disturb surrounding uses with noise or smell and may have equipment or supplies visible that may not be compatible with surrounding aesthetics. They may also house combustible materials and so must be carefully located. A zoning ordinance update may divide this category up into light industrial and heavy industrial.

**COMMERCIAL**

Commercial uses provide space for the sale of goods, services, entertainment, and professional services. This includes retail shops, restaurants, insurance offices, art studios, grocery stores, bars, auto stores, auto repair shops, gas stations, movie theaters, and other similar uses. Less intense uses can be located in the commercial areas: Neighborhood Commercial, Public/Institutional, Residential Uses, and Open Space can all be located in Commercial areas.

**NEIGHBORHOOD COMMERCIAL**

Neighborhood Commercial differs from Commercial in that the uses do not disturb residential activities and aesthetics. Bars, music venues, and auto repair shops would not be allowed, for example. Neighborhood Commercial may be smaller scale and would include limits on hours of operation, noise, or other parameters.

**PUBLIC/INSTITUTIONAL**

These land uses include, but are not limited to, government facilities, schools, churches, cemeteries, hospitals, and fire and police stations. These uses may also be located in Commercial, Neighborhood Commercial, and Low and High-Density Residential areas.

**LOW DENSITY RESIDENTIAL**

This allows for single-family residences on larger pieces of property. It may also include Planned Unit Developments and Neighborhood Commercial. When the zoning ordinance is updated, this may be split into Rural Low-Density and Urban Low-Density.

**HIGH DENSITY RESIDENTIAL**

This allows for residences that are closer together. It includes, but is not limited to, patio homes, apartment buildings, townhomes, and assisted living facilities. The current zoning ordinance allows for up to 8 units per acre for apartments. This will need to be increased to accommodate different styles of residential development.

**AGRICULTURE**

Along with current land use, including vacant or undeveloped parcels, the Agriculture category takes into account farmland classification which is based on soils. Residences and farm-related buildings are allowed in the agricultural areas, and so are farm-related facilities for tourism and educational purposes.

When the zoning ordinance is updated, agriculture is an important consideration, and creative efforts should be made to accommodate livestock such as only allowing certain types on certain parts of the parcel or limiting the number of livestock allowed. Some agricultural uses may not include livestock.

Many communities are allowing and encouraging “urban agriculture.” This is where small to medium-sized farms and community gardens are tucked into the urban context. Gardens may be found in front yards or on rooftops. More and more communities are allowing beekeeping and urban chickens as more people wish to become more self-sufficient and know where their food comes from. It is recommended that Landrum allow urban agriculture in all areas in the future.

**OPEN SPACE**

Open Space may include public or private parks or conserved areas such as wetlands. Its purpose is to protect ecological function, preserve areas of cultural value, and allow space for recreation.

**FLOATING ZONES**

When updating the zoning ordinance, a Floating Zone could be incorporated which would allow the City to accommodate particular types of development that are not provided for in the rest of the ordinance. Developers wishing to create a
project that is compliant with the floating zone standards could apply for the project land to be re-zoned accordingly. This zoning technique is called a floating zone because it is not currently tied to any specific geographical location and can be applied anywhere in the city. However, the location of the project should conform to the Future Land Use Map and the principals of the Comprehensive Plan. Floating zone regulations apply to any site meeting the criteria.

Map 24. Future Land Use in the Landrum Study Area
Graph 6. City of Landrum Future Land Use Acreages

Table 51. City of Landrum Future Land Use Acreages

<table>
<thead>
<tr>
<th>Classification</th>
<th>Acres</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>770.4</td>
<td>56.03%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>112.45</td>
<td>8.18%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>161.81</td>
<td>11.77%</td>
</tr>
<tr>
<td>Commercial</td>
<td>175.17</td>
<td>12.74%</td>
</tr>
<tr>
<td>Infrastructure/Utility</td>
<td>2.23</td>
<td>0.16%</td>
</tr>
<tr>
<td>Industrial</td>
<td>9.24</td>
<td>0.67%</td>
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<tr>
<td>Neighborhood Commercial</td>
<td>50.13</td>
<td>3.65%</td>
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<tr>
<td>Open Space</td>
<td>36.29</td>
<td>2.64%</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>57.25</td>
<td>4.16%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1374.97</td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
Table 52. City of Landrum Land Use Acreage Comparison Future v. Current

<table>
<thead>
<tr>
<th>Classification</th>
<th>Future</th>
<th>Percent of Total</th>
<th>Current</th>
<th>Percent of Total</th>
<th>Change from Current</th>
<th>Percent of Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>882.9</td>
<td>64%</td>
<td>839.5</td>
<td>61%</td>
<td>43.3</td>
<td>5%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>161.8</td>
<td>12%</td>
<td>263.7</td>
<td>19%</td>
<td>-101.9</td>
<td>-39%</td>
</tr>
<tr>
<td>Commercial</td>
<td>225.3</td>
<td>16%</td>
<td>149.8</td>
<td>11%</td>
<td>75.5</td>
<td>50%</td>
</tr>
<tr>
<td>Infrastructure/Utility</td>
<td>2.2</td>
<td>0.2%</td>
<td>2.2</td>
<td>0.2%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Industrial</td>
<td>9.2</td>
<td>1%</td>
<td>4.8</td>
<td>0.3%</td>
<td>4.5</td>
<td>93%</td>
</tr>
<tr>
<td>Open Space</td>
<td>36.3</td>
<td>3%</td>
<td>13.5</td>
<td>1%</td>
<td>22.8</td>
<td>169%</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>57.3</td>
<td>4%</td>
<td>101.3</td>
<td>7%</td>
<td>-44.0</td>
<td>-43%</td>
</tr>
<tr>
<td>Unclassified</td>
<td>0.0</td>
<td>0.0%</td>
<td>0.3</td>
<td>0.0%</td>
<td>-0.3</td>
<td>-100%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1375.0</td>
<td>100%</td>
<td>1375.1</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Acreages are for the city only and do not include any land outside the city limits

The population is expected to increase no more than 8% in the next 10 years and so, with existing vacant or undeveloped residential property, an increase in 5% of residential land will be sufficient to accommodate the increasing population. The increase of higher density residential will allow for more choices of housing styles, and possibly for more affordable housing choices. Agricultural land may or may not be working farmland, and it will be lost mostly to residential development. Commercial land also increased at the expense of some residential land, much of which is expected to be neighborhood commercial to allow for a more walkable community. Industrial space was increased to allow for more business and employment opportunities for the community. Open space was increased and is mostly from uses that are currently public or institutional. As open space also includes recreational uses, it may simply mean a sharing of land or recreational facilities with the community. The land came from vacant or undeveloped properties. Public and institutional uses decreased mostly to the change to open space.

**DOWNTOWN**

Downtown is the heart of Landrum and is an important part of culture and economy of Landrum. This plan recommends commercial classification for the majority of downtown. The exceptions are the existing public/institutional uses and existing industrial uses. Commercial uses can accommodate any less intense uses. Downtown is flanked by both low density and high density housing to provide housing/ lifestyle choices.

As discussed in previous sections of this document, aesthetics and design are very important in maintaining the charm and character of the downtown. When updating the design standards and process, it is important to maintain and improve the aesthetic appeal of the downtown, and to ensure that the standards are enforceable.

Figure 66. Birds-eye view of Downtown Landrum (Source: City of Landrum)
LAND USE GOALS AND STRATEGIES

Goal: Landrum will have harmonious compatibility of land uses.
- Strategy: Landrum will develop and adopt a comprehensive annexation policy and procedures manual that will:
  - Establish clearly defined goals and objectives for annexation.
  - Establish metrics for annexation petition decision-making based upon
    - Available services
    - Existing Infrastructure
    - Planned and proposed development in the subject area
    - Revenue potential and cost/benefit
- Strategy: The Landrum annexation policy will establish policies, priorities, and procedures for actively soliciting petitions of annexation that will address:
  - Donut holes
  - Contiguous properties meeting the metrics for annexation
  - Process for extending City Limits to connect to desirable non-contiguous properties within the Service Area
  - Public relations and campaign strategies
- Strategy: Landrum will use the Future Land Use map, category explanations, and planning concepts in this Plan to inform updates of the zoning ordinance and other land use regulations.

Goal: Landrum will maintain the aesthetic quality of the city.
- Strategy: Landrum will re-evaluate and strengthen its design regulations to address form and appearance, as well as re-evaluate the ability to enforce them.

Goal: Landrum will have harmonious coordination between land use and transportation policies.
- Strategy: Landrum will consider the impacts of developments on the transportation system such as how much traffic a use will generate and what that will mean to the system in terms of maintenance or improvements, or how pedestrians and cyclists will traverse the development.
Goal: Landrum will preserve as much land and preserve agricultural uses as much as possible while accommodating growth.

- Strategy: Landrum will identify parcels for potential conservation easements. Initial priorities would be current recreational or open space, agricultural land, and public and institutionally-owned land.
- Strategy: Landrum will make creative efforts to accommodate livestock such as only allowing certain types them on certain parts of the parcel or limiting the number of livestock allowed. Some agricultural uses may not include livestock. All zones should accommodate agricultural uses to some extent.

Goal: Landrum will be flexible in accommodating growth and development.

- Strategy: Accommodate the opportunity for Planned Unit Developments and Traditional Neighborhood Developments in the updated zoning ordinance.
- Strategy: Increase number of units per acre allowed for apartments and other medium density developments in the zoning ordinance.
- Strategy: Include a Floating Zone in the updated zoning ordinance.

Goal: Landrum will influence development outside of City Limits to preserve the unique quality and best interests of the City.

- Strategy: Landrum will consult with MASC on tools used around the state to influence development outside the city limits. An overlay district is one strategy for regulating development form and appearance in transition zones surrounding cities.
- Strategy: Landrum will continue the dialog with Spartanburg Water
  - Will discuss amending the IGA with Spartanburg Water to require a property that already has water to annex when proposing a more intensive land use
  - Will discuss reviewing and amending the IGA every 5 years
- Strategy: Landrum leadership and community members will attend Spartanburg County Area Performance Planning meetings to familiarize themselves with the process and prepare for when the process reaches Landrum.
- Strategy: Landrum will work with Spartanburg County on a development process for properties contiguous to the Landrum City Limits that will be annexed as condition of connecting to Spartanburg Water per the IGA
CHAPTER 9: PRIORITY INVESTMENT

The 2007 South Carolina Priority Investment Act requires that Comprehensive Plans include a Priority Investment Element. The Priority Investment Element addresses major capital improvements as well as intergovernmental coordination, and provides direction for implementing many of the recommended strategies described in other elements of this plan. The Priority Investment Act encourages local jurisdictions to examine their future need for capital improvements and public facilities and their likely ability to finance those public facilities over a 10-year horizon.

The purpose of the Priority Investment Element is to encourage more long-term thinking about public facility needs and financing and to encourage greater intergovernmental planning and coordination. The planning act requires the priority investments to be made in coordination with neighboring and affected jurisdictions and agencies including providing copies of the Priority Investment Plan and the opportunity to provide input and comment, especially from the neighboring cities of Tryon and Campobello and Spartanburg County.

PRIORITY INVESTMENTS IN LANDRUM

The following investments are prioritized based on the current financial and human resources available and the reasonable ability of the city to implement these projects resulting in the following projected time frames: Short term is within the next 3 years; Medium term is within 3 to 5 years and long term is within 5 to 10 years. Because the City of Landrum’s economy and vitality relies heavily on tourism, many of the investments will benefit visitors, as well as the residents and businesses within the community.

Table 53. Priority Investments in the City of Landrum

<table>
<thead>
<tr>
<th>Project</th>
<th>Timing</th>
<th>Target Users</th>
<th>Major Funding Sources</th>
<th>Other Potential Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Install Hwy 14/US 176 Intersection crosswalk improvements</td>
<td>Short term</td>
<td>Residents, visitors</td>
<td>City Street Fund</td>
<td></td>
</tr>
<tr>
<td>2. Extend North Randolph Street sidewalks</td>
<td>Short term</td>
<td>Residents</td>
<td>City Street Fund, SCDOT, CTC; Transportation Alternatives Program</td>
<td></td>
</tr>
<tr>
<td>3. Create a new I-26 Gateway sign to Landrum</td>
<td>Short term</td>
<td>Visitors</td>
<td>City Hospitality Fund; Spartanburg County</td>
<td>SCDOT</td>
</tr>
<tr>
<td>4. Increase public parking in the Downtown</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; private sector</td>
<td>Property owners</td>
</tr>
<tr>
<td>5. Install a Water play feature in Brookwood Park</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; Grants, Foundations</td>
<td></td>
</tr>
<tr>
<td>6. Incorporate a Railroad Museum in Train Depot</td>
<td>Medium term</td>
<td>Residents, visitors</td>
<td>City Hospitality Fund; Grants; Private sector</td>
<td>National Railway Historic Society</td>
</tr>
<tr>
<td>7. Widen the I-26 Bridge widening (for bicyclists, pedestrians and another vehicle lane)</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>SCDOT; Transportation Alternatives Program</td>
<td></td>
</tr>
<tr>
<td>Project Description</td>
<td>Timeframe</td>
<td>Residents, Visitors</td>
<td>Funding Sources</td>
<td>Priority Investment Funding Sources for Municipalities</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>---------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------</td>
</tr>
<tr>
<td>Implement a Rails to Trails link to Tryon, Saluda and Campobello</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>City Street Fund; City of Tryon; Spartanburg County; Grants/Foundations; States of SC, NC</td>
<td>Potential funding sources for the priority investment projects identified in this plan are given as well as funding sources that may be available for other future capital projects. The funding sources listed here are funds that can be received directly to the local government, not indirectly through County, Council of Governments, State, or Federal projects.</td>
</tr>
<tr>
<td>Attract a YMCA/Community Center</td>
<td>Long term</td>
<td>Residents, visitors</td>
<td>Private sector; School District 1; grants, non-profits; city; foundations</td>
<td>- General Fund &lt;br&gt;The Landrum General Fund provides for the funding of the municipal governmental functions not otherwise funded through special accounts. These funding sources include ad valorem property taxes, business license fees, franchise fees, distributions from the Municipal Associations tax and debt collection programs, lease and rental income, and miscellaneous fees for services. &lt;br&gt;These funds are generally spent on general government services, public safety, public works and utilities, and recreation services. Capital and infrastructure may be funded in part through the General Funds.</td>
</tr>
<tr>
<td>Expand Bike Trails (per Transportation Element)</td>
<td>On-going</td>
<td>Residents, visitors</td>
<td>City; grants; Spartanburg County</td>
<td>- General Obligation Bonds &lt;br&gt;Larger capital and infrastructure investments are often funded through General Obligation (GO) Bonds. The city serves as collateral and, as such, GO Bonds are backed by the ‘full faith and credit’ of the jurisdiction. The principle and interest on the bonds are paid for through property tax levies. The State constitution limits the amount local governments can borrow through GO Bonds to eight (8) percent of the jurisdiction’s total assessed value.</td>
</tr>
<tr>
<td>Sidewalk Improvements (per Transportation Element / Alta Plan)</td>
<td>On-going</td>
<td>Residents, visitors</td>
<td>City, SCDOT; private sector</td>
<td>- Revenue Bonds &lt;br&gt;Revenue bonds are issued on revenue from service fees that are obligated to service the bond debt. The revenue is used to pay both the principle and interest. Revenue bonds do not count against the government’s GO bond capacity, but the interest rates are higher than that of GO Bonds.</td>
</tr>
<tr>
<td>Neighborhood street and drainage improvements</td>
<td>On-going</td>
<td>Residents</td>
<td>City; Grants</td>
<td>- State Revolving Fund &lt;br&gt;The State Revolving Fund (SRF) program provides low interest rate loans for building or repair to wastewater and drinking water plants or distribution systems. The program is run by the Department of Health and Environmental Control (DHEC) and the Office of Local Government (OLG).</td>
</tr>
<tr>
<td>Inventory Historic sites, Create Historic Preservation District</td>
<td>Short-term</td>
<td>Residents, visitors</td>
<td>City; U.S. Dept. of Interior National Park Service; SC Historic Preservation Office</td>
<td>- Impact Fees &lt;br&gt;Impact fees are intended to defray the costs to the government in services provided to new development. The fees are based on the capital and operating costs of these new services and are paid for by the developer or owner.</td>
</tr>
</tbody>
</table>
• Developer In-Kind Contributions
In some instances, the owner(s) of property seeking entitlements for their land may elect during the development review process to donate right-of-way or construct certain “oversized” capital projects simply for the public good as well as to serve their development. The type and/or magnitude of these contributions vary greatly from location to location and owner to owner.

• South Carolina Energy Office (SCEO) ConserFund
ConserFund is a revolving loan program administered by the Energy Office for energy-efficiency improvements in state agencies, public colleges or universities, school districts, local governments, and private 501 (c)(3) organizations. The loan program is focused on supporting the implementation of energy-efficient improvements that provide long-term cost reductions and energy savings.

• State Infrastructure Bank
The South Carolina State Infrastructure Bank funds major qualified projects for constructing and making improvements to major highway and transportation facilities through competitive loans and other financial assistance programs.

• Hospitality Tax
Landrum’s Hospitality Tax is levied on customers purchasing prepared foods and beverages from providers located within the city. Landrum levies a hospitality tax of 2%. Hospitality taxes must be used for tourism-related expenditures.

• Local Accommodations Tax
A Local Accommodation Tax (ATAX) is levied on the rental of rooms, lodging, or sleeping accommodations. Local governments in South Carolina are authorized to levy a tax of up to 7% of gross proceeds derived from business owners renting rooms, lodging, or sleeping accommodations and an additional tax of up to 5% on additional guest services at facilities not otherwise taxed. Revenue from Accommodations taxes must be used for tourism related expenditures.

• C-Funds
“The C-Program is a long-established partnership between the [South Carolina Department of Transportation] SCDOT and the forty-six counties of South Carolina to fund the improvements of state roads, county roads, city streets, and other local transportation projects. The C-Funds are derived from the state gasoline tax. These funds are distributed to each of the 46 counties based on a three-part formula based on the ratio of the land area of the county to the land area of the state, the ratio of the county population to the state population, and the rural road mileage in the county to the rural road mileage in the state. The funds are administered by the Spartanburg County Transportation Committee (CTC) that is appointed by the county’s legislative delegation. The number of members on the committee can vary from county to county. The CTC is entrusted with the authority to select and approve projects to be funded utilizing C-Funds. The law stipulates that the counties spend at least twenty-five percent of their apportionment of C-Funds based on a biennial averaging of expenditures, on the state highway system for construction, improvements, and maintenance. The CTC funds reimburse municipalities for specified projects approved by the CTC. As a result, C-Funds are restricted for specific uses and cannot be used for all capital projects. More often than not, C-Funds are used for street/road paving and repaving projects.

• Local Improvement Districts
South Carolina municipalities and counties are authorized by section 4-9-30(5)(a) of the South Carolina Code of Laws to create Local Improvement Districts (LIDs) in which property taxes are levied to fund capital projects. Generally, the affected property owners in the district must agree to the new property tax assessment. Capital projects can be bond-financed and the debt serviced over time with revenue from the special property tax.

• Local Option Sales Tax
South Carolina counties may pass by a voter referendum an additional 1% sales tax to fund capital projects within the county and its municipalities. The citizens vote yes or no to the entire list of projects. A similar Transportation Sales Tax can be approved by the same method to fund only transportation-related projects.

• Mary Black Foundation
The Mary Black Foundation was established as an independent grant making organization focused on improving the health and wellness of the people and communities of Spartanburg County. In 2003, the Foundation announced that it had identified two funding priority areas: Active Living and Early Childhood Development. In 2012, the
Foundation expanded the Active Living priority area to include Healthy Eating. In addition to the two priority areas, the Foundation awards grants through the Community Health Fund. The Community Health Fund is for projects outside the Foundation’s Healthy Eating | Active Living and Early Childhood Development priority areas.

- Polk County Community Foundation
  The Polk County Community Foundation is dedicated to improving the quality of life in the community centered in and around Polk County, North Carolina, including Landrum. The Foundation receives charitable donations of all sizes from community members and then distributes grants to area nonprofits, awards scholarships to local students, manages endowment funds for local nonprofits, and administers other funds tailored to the specific charitable wishes of individual donors. The Foundation manages permanent endowed funds and non-permanent funds, including charitable remainder trusts, and employs a professional asset manager.

**PRIORITY INVESTMENT GOALS AND STRATEGIES**

**Goal: Landrum will provide improved services to residents and visitors, enhanced recreational and cultural activities, and increase civic pride through its priority investment projects.**

- Strategy: Landrum will develop a five-year Capital Improvement Program by:
  - Obtaining detailed cost estimates for all priority investment projects;
  - Exploring funding sources and determine potential funding amounts from all reasonably obtainable sources; and
  - Coordinating with the ACOG on application for any eligible grants, where applicable.

Once total cost and funding (or reasonably potential funding) has been determined, Landrum will develop a five-year Capital Improvement Program (CIP) for implementing the priority investment projects. Some projects may take longer than five years to complete. The CIP should be structured as a rolling five-year program: as one year is closed, a new year is added. Phases of each project to be completed within each year and associated expenditures should be determined for the five-year period. These figures should be included in the annual budget. Non-monetary, project-related milestones should also be provided. Adjustments can continually be made to account for actual completion time-frames, revenues and expenditures.
CHAPTER 10: IMPLEMENTATION PLAN

The following is a summary table of the Landrum Comprehensive Plan Elements’ goals and implementation strategies. Some goals and strategies are presented in this table in an abbreviated form. Refer to the corresponding elements for more detailed discussions of the goals and strategies. This table also gives the implementation time frame and positions and organizations responsible for and assisting in the implementation. Unless otherwise shown, the date given in the “Time Frame” column is the date at which the strategy implementation should be completed.

EVALUATION AND REVIEW

- Progress on implementation needs to be evaluated annually
- The plan needs be fully reviewed every 5 years (2022)
- The plan needs to be updated every 10 years (2027)

Goals are broad statements that state the general direction of an issue.

Strategies are more specific statements about steps a community wishes to take to reach a goal. They provide guidance during the decision-making process and may, in their final form, become policies, programs, plans, or projects.

<table>
<thead>
<tr>
<th>Population Element</th>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase the population of the city by including those members of the Landrum community that reside outside of the city limits.</td>
<td>Support state legislation that enables cities in South Carolina to annex areas surrounded by municipalities (“dough-nuts”) to provide for annexation and more efficient municipal services and enhance Landrum’s tax base.</td>
<td>On-going</td>
<td>Landrum City Government, MASC</td>
</tr>
<tr>
<td></td>
<td>Require parcels immediately adjacent to the city limits to annex into the city when new development is planned and/or connection is required to the Spartanburg Water system.</td>
<td>On-going</td>
<td>Landrum City Government, Spartanburg Water, Spartanburg County</td>
</tr>
</tbody>
</table>
Strengthen Our Strong Sense of Community

Support partnerships for programs, services and facilities with District 1 schools that enhance the quality of life for residents.

On-going

Landrum City Government, School District 1, PTO

Encourage and support non-residents of Landrum to participate in city sponsored events and activities to strengthen the success of community projects and programs.

On-going

Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce

Community Facilities Element

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide and encourage adequate facilities to serve the community and visitors to the city</td>
<td>Explore options for increasing the number of retirement and assisted-living facilities.</td>
<td>On-going</td>
<td>Landrum City Government, SC Homebuilders Association, Developers, MASC</td>
</tr>
<tr>
<td></td>
<td>Information kiosks around the city</td>
<td>July 1, 2018  – July 1, 2023</td>
<td>Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, Palmetto Trail</td>
</tr>
<tr>
<td>Strengthen partnerships with District One to maximize the use of school district and city owned lands and facilities.</td>
<td>December 31, 2018</td>
<td>Landrum City Government, School District 1, SC Department of Education, ESMMSC</td>
<td></td>
</tr>
<tr>
<td>Evaluate the opportunities to add a water recreation feature for children at Brookwood Park.</td>
<td>December 31, 2018</td>
<td>Landrum City Government, SCPRT, Spartanburg County Parks and Rec</td>
<td></td>
</tr>
<tr>
<td><strong>Goal</strong></td>
<td><strong>Strategies</strong></td>
<td><strong>Time Frame</strong></td>
<td><strong>Responsible and assisting positions and organizations</strong></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Improve Housing Stock</td>
<td>citywide housing survey</td>
<td>July 1, 2019</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td>Encourage Sustainable residential building practices</td>
<td>On-going</td>
<td>Landrum City Government, USGBC SC</td>
</tr>
<tr>
<td>Encourage greater access to more types of housing</td>
<td>Stimulate more housing development and renovation, granny units, Planned Unit Developments (PUD’s)</td>
<td>On-going Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td></td>
<td>Infill development, reduction in minimum lot size</td>
<td>Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td></td>
<td>Encourage mixed-use development on commercial parcels along Highway 14 and US 176</td>
<td>On-going Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council, Landrum Area Business Association, Carolina Foothills Chamber of Commerce</td>
</tr>
<tr>
<td></td>
<td>Allow higher density multifamily development on commercial land and other residential sites</td>
<td>Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td>Goal</td>
<td>Strategies</td>
<td>Time Frame</td>
<td>Responsible and assisting positions and organizations</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td></td>
<td></td>
<td>Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce SCPRT, Spartanburg Convention and Visitors Bureau, Spartanburg County Historic Association, Palmetto Trail, Discover Up Country SC Association, SCIWAY</td>
</tr>
<tr>
<td>Monitor visitor attendance and collecting feedback</td>
<td>On-going</td>
<td></td>
<td>Landrum City Government, Landrum Area Business Association</td>
</tr>
<tr>
<td>Expand tourist-related retail and dining</td>
<td>On-going</td>
<td></td>
<td>Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce</td>
</tr>
<tr>
<td>Enhance awareness of public attractions</td>
<td>On-going</td>
<td></td>
<td>Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce</td>
</tr>
<tr>
<td>Promote special events</td>
<td>On-going</td>
<td></td>
<td>Landrum City Government, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, SCPRT, Spartanburg Convention and Visitors Bureau, Spartanburg County, Discover Up Country SC Association, SCIWAY</td>
</tr>
<tr>
<td>Allow Bed and Breakfasts</td>
<td>Code revisions December 31, 2018</td>
<td></td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td>Comprehensive marketing plan</td>
<td>December 31, 2019</td>
<td></td>
<td>Landrum City Government, consultants</td>
</tr>
<tr>
<td>Explore creation of overlay district that strengthens tourist-related uses</td>
<td>December 31, 2021</td>
<td></td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td>Natural Resources Element</td>
<td>Goal</td>
<td>Strategies</td>
<td>Time Frame</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td></td>
<td>Support community food systems</td>
<td>will establish a Community Garden</td>
<td>July 1, 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Support the Landrum Farmers Market</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Expend outdoor recreation, open space</td>
<td>Promote conservation easements</td>
<td>On-Going</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Promote Palmetto Trail</td>
<td>On-Going</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regional events that promote walking and biking for residents and visitors.</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Maintain natural buffers</td>
<td>Code revisions</td>
<td>Code revisions December 31, 2018</td>
</tr>
<tr>
<td></td>
<td>Improve air quality</td>
<td>Alternative fuel vehicles and charging stations</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Promote use of bicycles and provide bicycle facilities</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduce air pollutants</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Protect natural resource for next generations</td>
<td>Sediment and erosion control ordinance</td>
<td>Code revisions December 31, 2018</td>
</tr>
</tbody>
</table>

Chapter 10  Implementation Plan | 137
<table>
<thead>
<tr>
<th>Cultural Resources Element</th>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create and maintain greater access to cultural resources</td>
<td>support efforts to protect and enhance our cultural resources</td>
<td>On-going</td>
<td>Landrum City Government, Design Review Board, SHPO, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, Spartanburg County Historic Association</td>
</tr>
<tr>
<td>Continue to inventory our historic resources and pursue a historic preservation ordinance, district, and plan.</td>
<td>On-going</td>
<td>Landrum City Government, Design Review Board, SHPO, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, MASC Spartanburg County Historic Association</td>
<td></td>
</tr>
<tr>
<td>Landrum will maintain our inventory of cultural resources</td>
<td>On-going</td>
<td>Design Review Board</td>
<td></td>
</tr>
<tr>
<td>Get buildings on the National Register of Historic Places.</td>
<td>On-going</td>
<td>Landrum City Government, Design Review Board, SHPO</td>
<td></td>
</tr>
<tr>
<td>Determine what work the Downtown Beautification Committee has completed towards official recognition of the downtown area as a place of historical significance</td>
<td>March 31, 2018</td>
<td>Landrum City Government, Design Review Board, Downtown Beautification Committee</td>
<td></td>
</tr>
<tr>
<td>Let property owners know about incentives for preservation and rehabilitation of historic properties.</td>
<td>On-going</td>
<td>Landrum City Government, media outlets (PSA's)</td>
<td></td>
</tr>
<tr>
<td>Task Description</td>
<td>Start Date</td>
<td>Responsible Parties</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Encourage and support businesses and organizations that wish to protect and enhance our cultural resources.</td>
<td>On-going</td>
<td>Landrum City Government, Design Review Board, SHPO, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, MASC Spartanburg County Historic Association</td>
<td></td>
</tr>
<tr>
<td>Support efforts to enhance access to our cultural resources</td>
<td>On-going</td>
<td>Private property owners, Landrum City Government, Design Review Board, SHPO, Landrum Area Business Association, Carolina Foothills Chamber of Commerce, MASC Spartanburg County Historic Association</td>
<td></td>
</tr>
<tr>
<td>Coordinate with the Spartanburg Convention and Visitors Bureau to market Landrum’s cultural resources to visitors.</td>
<td>June 30, 2018</td>
<td>Landrum City Government, Spartanburg Convention and Visitors Bureau</td>
<td></td>
</tr>
<tr>
<td>Continue to utilize hospitality taxes to enhance access to our cultural resources and will regularly assess the priority of eligible projects.</td>
<td>On-Going</td>
<td>Landrum City Council</td>
<td></td>
</tr>
<tr>
<td>Identify and support the installation of public art in appropriate public spaces.</td>
<td>On-Going</td>
<td>Landrum City Government, Landrum Area Business Association, Spartanburg County Arts Council</td>
<td></td>
</tr>
<tr>
<td>Expand the utilization of the Historic Train Depot with interior historic and cultural displays and as a setting for outdoor entertainment</td>
<td>December 31, 2018</td>
<td>Landrum City Government, Spartanburg Convention and Visitors Bureau, Spartanburg County Historic Association</td>
<td></td>
</tr>
<tr>
<td>Expand the number of quilts in Landrum that are a part of the Foothills Quilt Trail</td>
<td>On-going</td>
<td>Landrum City Government, Landrum Area Business Association, business owners</td>
<td></td>
</tr>
</tbody>
</table>
Maintain and enhance the aesthetic quality of our town  
Preserve scenic views by considering conservation easements on land providing scenic views or providing access to scenic views.  
On-going  
City of Landrum Government, private landowners, area land conservation organizations

### Transportation Element

<table>
<thead>
<tr>
<th>Goal</th>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support and encourage a safe environment for all transportation modes</td>
<td>Work with SCDOT on truck route that bypasses downtown</td>
<td>Begin discussions by March 31, 2018</td>
<td>Landrum City Government, SCDOT, ACOG / RPO, SPATS</td>
</tr>
<tr>
<td></td>
<td>Encourage school to participate in SRTS</td>
<td>On-going</td>
<td>Landrum City Government, Upstate SRTS, Spartanburg County School District 1</td>
</tr>
<tr>
<td></td>
<td>Adopt and implement Complete Streets Policy</td>
<td>June 30, 2018</td>
<td>Landrum City Council, Palmetto Cycling Coalition, ESMMSC</td>
</tr>
<tr>
<td>Provide good stewardship of transportation funds</td>
<td>Road maintenance agreement with Spartanburg County</td>
<td>June 30, 2018</td>
<td>Landrum City Council, Spartanburg County Council, SCDOT, ACOG / RPO, SPATS</td>
</tr>
<tr>
<td></td>
<td>Track transportation funds received and transportation projects needed and will create a ranking system to determine priority projects for funding.</td>
<td>March 31, 2018</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td>Coordinate Landrum transportation improvement projects with SCDOT programs</td>
<td>On-going</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td>Establish metrics to measure the efficacy of the bicycle and pedestrian programs that will be useful in applying for grants and other funding</td>
<td>March 31, 2018</td>
<td>Landrum Streets and Parks Department</td>
</tr>
<tr>
<td></td>
<td>Consider alternative fuel fleet Vehicles</td>
<td>Annual budget process</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td>Harmonious coordination between land use and transportation policies</td>
<td>Consider transportation impacts of new development and redevelopment</td>
<td>On-going</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Interconnected non-motorized vehicle network</td>
<td>Implement the <em>Walkable Landrum</em> Pedestrian Master Plan</td>
<td>June 30, 2018</td>
<td>Landrum City Government, SCDOT, ACOG / RPO, SPATS</td>
</tr>
<tr>
<td></td>
<td>Inventory bicycle and pedestrian facilities</td>
<td>March 31, 2018</td>
<td>Landrum Streets and Parks Department</td>
</tr>
<tr>
<td></td>
<td>Prioritize the construction of sidewalks, bike lanes, trails, etc. that will create connectivity between and among exiting facilities</td>
<td>On-Going</td>
<td>Landrum City Government, SCDOT, ACOG / RPO, SPATS, CTC</td>
</tr>
<tr>
<td></td>
<td>Adopt and implement the Landrum segments of the Spartanburg Bicycle and Pedestrian Master Plan</td>
<td>March 31, 2018</td>
<td>Landrum City Council</td>
</tr>
<tr>
<td></td>
<td>Plan for bicycle and pedestrian connections between residential, commercial, and industrial developments and redevelopments.</td>
<td>On-Going Begin by July 1, 2018</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td>Limit dead-end streets and cul-de-sacs</td>
<td>On-going</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td>Appropriate Parking</td>
<td>Revisit parking standards</td>
<td>Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------</td>
<td>---------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Create city-wide bicycle parking facilities</td>
<td>December 31, 2018</td>
<td>Landrum City Government, business and industry owners, Carolina Foothills Chamber of Commerce, Landrum Area Business Association</td>
<td></td>
</tr>
<tr>
<td>Create city-wide electric vehicle parking/recharging stations</td>
<td>December 31, 2019</td>
<td>Landrum City Government, business and industry owners, Carolina Foothills Chamber of Commerce, Landrum Area Business Association</td>
<td></td>
</tr>
</tbody>
</table>

### Land Use Element

#### Goal

<table>
<thead>
<tr>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harmonious compatibility of land uses</td>
<td>Develop and adopt a comprehensive annexation policy and procedures</td>
<td>July 1, 2018</td>
</tr>
<tr>
<td>Establish policies, priorities, and procedures for actively soliciting petitions of annexation</td>
<td>July 1, 2018</td>
<td>Landrum City Government, Spartanburg County Government, Spartanburg Water, MASC</td>
</tr>
<tr>
<td>Utilize comprehensive plan to update zoning and land use regulations</td>
<td>Code revisions December 31, 2018</td>
<td>Landrum Planning Commission, Landrum City Council</td>
</tr>
</tbody>
</table>

<p>| Maintain the aesthetic quality of the city | Evaluate and strengthen design regulations | Code revisions December 31, 2018 | Landrum Planning Commission, Landrum City Council |
| Harmonious coordination between land use and transportation policies | Consider impact of development on transportation | On-going | Landrum City Government, SCDOT, ACOG / RPO, SPATS |
| Preserve agricultural land | Identify parcels for potential conservation easements | On-going | Landrum City Government, UF, SPACE, agricultural land holders |
| Accommodate livestock | Code revisions December 31, 2018 | Landrum Planning Commission, Landrum City Council, Clemson Extension |</p>
<table>
<thead>
<tr>
<th>Priority Investment Element</th>
<th>Goal</th>
<th>Strategies</th>
<th>Time Frame</th>
<th>Responsible and assisting positions and organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Provide improved services to residents and visitors, enhanced recreational and cultural activities, and increased civic pride through its priority investment projects</td>
<td>Obtain detailed cost estimates for all priority investment projects</td>
<td>March 1, 2018</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Explore funding sources and determine potential funding amounts from all reasonably obtainable sources</td>
<td>March 1, 2018</td>
<td>Landrum City Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Coordinate with the ACOG on application for any eligible grants, where applicable</td>
<td>On-going</td>
<td>Landrum City Government, ACOG</td>
</tr>
</tbody>
</table>
ABBREVIATIONS

ACOG = Appalachian Council of Governments
CTC = County Transportation Committee
ESMM (Spartanburg County) = Eat Smart Move More
ESMMSC = Eat Smart Move More South Carolina
IGA = Intergovernmental Agreement
MASC = Municipal Association of SC
PAL = Partners for Active Living
PSA = Public Service Announcements
PTO = Parent Teacher Association
PUD = Planned Unit Development
RPO = Rural Planning Organization
SRTS = Safe Routes to School
SCDOT = South Carolina Department of Transportation
SPATS = Spartanburg Area Transportation Study
SCPRT = South Carolina Department of Parks, Recreation, and Tourism
SHPO = State Historic Preservation Office
TND = Traditional Neighborhood Design
USGBC SC = US Green Building Council South Carolina

APPENDIX

Details on public engagement processes can be found in the Methodology section of this document.
**Landrum Community Survey**

Additional demographic and open-ended responses can be supplied, upon request, from the City administrative offices.

### How long have you been a resident of Landrum?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 3 years</td>
<td>10.0%</td>
<td>13</td>
</tr>
<tr>
<td>3-9 years</td>
<td>8.5%</td>
<td>11</td>
</tr>
<tr>
<td>10-24 years</td>
<td>26.9%</td>
<td>35</td>
</tr>
<tr>
<td>25+ years</td>
<td>29.2%</td>
<td>38</td>
</tr>
<tr>
<td>Not a resident (Please describe your interest in Landrum)</td>
<td>25.4%</td>
<td>33</td>
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</table>

**answered question** 130  
**skipped question** 0

### Please select one of the following that best describes you.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homeowner</td>
<td>75.8%</td>
<td>91</td>
</tr>
<tr>
<td>Renter</td>
<td>7.5%</td>
<td>9</td>
</tr>
<tr>
<td>Business owner</td>
<td>16.7%</td>
<td>20</td>
</tr>
<tr>
<td>Landlord</td>
<td>0.0%</td>
<td>0</td>
</tr>
</tbody>
</table>

**answered question** 120  
**skipped question** 10

### Of the following topics, which are most important? Please rate 1 to 8 with 1 being the most important and 8 the least. Use each number once.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserving and protecting the environment</td>
<td>47</td>
<td>17</td>
<td>12</td>
<td>11</td>
<td>9</td>
<td>10</td>
<td>8</td>
<td>15</td>
<td>129</td>
</tr>
<tr>
<td>Improving schools and libraries</td>
<td>41</td>
<td>20</td>
<td>18</td>
<td>12</td>
<td>13</td>
<td>6</td>
<td>5</td>
<td>12</td>
<td>127</td>
</tr>
<tr>
<td>Providing fire and police protection</td>
<td>47</td>
<td>24</td>
<td>7</td>
<td>5</td>
<td>9</td>
<td>12</td>
<td>10</td>
<td>13</td>
<td>127</td>
</tr>
<tr>
<td>Preserving historic and cultural resources</td>
<td>35</td>
<td>13</td>
<td>15</td>
<td>20</td>
<td>12</td>
<td>11</td>
<td>9</td>
<td>12</td>
<td>127</td>
</tr>
<tr>
<td>Addressing traffic, improving roads, and promoting public transit</td>
<td>39</td>
<td>19</td>
<td>18</td>
<td>13</td>
<td>11</td>
<td>8</td>
<td>9</td>
<td>11</td>
<td>128</td>
</tr>
<tr>
<td>Increasing parks and recreation opportunities</td>
<td>33</td>
<td>20</td>
<td>15</td>
<td>19</td>
<td>14</td>
<td>16</td>
<td>4</td>
<td>7</td>
<td>128</td>
</tr>
<tr>
<td>Management of growth patterns and development (land use)</td>
<td>41</td>
<td>15</td>
<td>22</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>8</td>
<td>10</td>
<td>126</td>
</tr>
<tr>
<td>Providing water and sewer to un-served areas</td>
<td>25</td>
<td>15</td>
<td>12</td>
<td>23</td>
<td>12</td>
<td>11</td>
<td>9</td>
<td>20</td>
<td>127</td>
</tr>
</tbody>
</table>

**answered question** 129  
**skipped question** 1

### Community Involvement & Interaction

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Do</th>
<th>Not Know</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is a strong Sense of community in Landrum.</td>
<td>36</td>
<td>59</td>
<td>9</td>
<td>3</td>
<td>0</td>
<td>5</td>
<td>112</td>
<td></td>
</tr>
<tr>
<td>The residents of my neighborhood often help each other out.</td>
<td>25</td>
<td>50</td>
<td>21</td>
<td>10</td>
<td>2</td>
<td>4</td>
<td>112</td>
<td></td>
</tr>
<tr>
<td>Residents work and volunteer together to make my community a good place to live.</td>
<td>20</td>
<td>57</td>
<td>19</td>
<td>8</td>
<td>3</td>
<td>4</td>
<td>111</td>
<td></td>
</tr>
</tbody>
</table>

**answered question** 112  
**skipped question** 18
### Community Appearance

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Do Not Know</th>
<th>Rating Average</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>The city should enhance appearance through landscaping, improved signage and facade improvements.</td>
<td>42</td>
<td>45</td>
<td>15</td>
<td>7</td>
<td>2</td>
<td>0</td>
<td>1.94</td>
<td>111</td>
</tr>
<tr>
<td>The city should promote and enhance historic preservation.</td>
<td>54</td>
<td>45</td>
<td>7</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>1.67</td>
<td>111</td>
</tr>
</tbody>
</table>

**answered question** 111  
**skipped question** 19

### Community Safety

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Do Not Know</th>
<th>Rating Average</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>I feel safe walking or riding my bike during the daytime.</td>
<td>51</td>
<td>48</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>1.84</td>
<td>112</td>
</tr>
<tr>
<td>I feel safe walking or riding my bike at nighttime.</td>
<td>19</td>
<td>38</td>
<td>17</td>
<td>21</td>
<td>11</td>
<td>5</td>
<td>2.34</td>
<td>111</td>
</tr>
<tr>
<td>Children are safe when playing in my community.</td>
<td>22</td>
<td>61</td>
<td>17</td>
<td>4</td>
<td>2</td>
<td>6</td>
<td>2.29</td>
<td>112</td>
</tr>
<tr>
<td>Drugs are not a significant problem in my community.</td>
<td>5</td>
<td>18</td>
<td>28</td>
<td>32</td>
<td>18</td>
<td>10</td>
<td>3.53</td>
<td>111</td>
</tr>
<tr>
<td>Theft is not a significant problem in my community.</td>
<td>3</td>
<td>39</td>
<td>29</td>
<td>25</td>
<td>11</td>
<td>4</td>
<td>3.13</td>
<td>111</td>
</tr>
<tr>
<td>Violence is not a significant problem in my community.</td>
<td>9</td>
<td>56</td>
<td>24</td>
<td>17</td>
<td>1</td>
<td>4</td>
<td>2.61</td>
<td>111</td>
</tr>
<tr>
<td>Vandalism is not a significant problem in my community.</td>
<td>10</td>
<td>55</td>
<td>20</td>
<td>19</td>
<td>2</td>
<td>5</td>
<td>2.57</td>
<td>111</td>
</tr>
</tbody>
</table>

**answered question** 112  
**skipped question** 18

### With respect to future growth and development of the city, how important to you are the following issues?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Very Important</th>
<th>Moderately Important</th>
<th>Important</th>
<th>Minimally Important</th>
<th>Unimportant</th>
<th>No Opinion</th>
<th>Rating Average</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving employment opportunities</td>
<td>55</td>
<td>32</td>
<td>19</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>1.79</td>
<td>112</td>
</tr>
<tr>
<td>Keeping taxes affordable</td>
<td>69</td>
<td>22</td>
<td>19</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.61</td>
<td>112</td>
</tr>
<tr>
<td>Encouraging new and existing business growth</td>
<td>72</td>
<td>21</td>
<td>15</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1.59</td>
<td>112</td>
</tr>
<tr>
<td>Promoting the city as a tourist destination</td>
<td>54</td>
<td>26</td>
<td>14</td>
<td>9</td>
<td>8</td>
<td>1</td>
<td>2.05</td>
<td>112</td>
</tr>
</tbody>
</table>

**answered question** 112  
**skipped question** 18

### How would you rate the following local services?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Don't Know</th>
<th>No Response</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police Protection</td>
<td>25</td>
<td>56</td>
<td>13</td>
<td>7</td>
<td>7</td>
<td>2</td>
<td>110</td>
</tr>
<tr>
<td>Fire Protection</td>
<td>46</td>
<td>51</td>
<td>1</td>
<td>2</td>
<td>8</td>
<td>3</td>
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<tr>
<td>Medical Services</td>
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<td>44</td>
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<td>6</td>
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<td>4</td>
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<tr>
<td>Parks &amp; Recreation</td>
<td>11</td>
<td>62</td>
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<td>3</td>
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<tr>
<td>Water &amp; Sewer</td>
<td>14</td>
<td>53</td>
<td>15</td>
<td>6</td>
<td>13</td>
<td>9</td>
<td>110</td>
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<tr>
<td>Activities for Senior Citizens</td>
<td>6</td>
<td>16</td>
<td>21</td>
<td>10</td>
<td>4</td>
<td>3</td>
<td>112</td>
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<tr>
<td>Activities for Youth and Teens</td>
<td>2</td>
<td>13</td>
<td>29</td>
<td>24</td>
<td>34</td>
<td>10</td>
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<tr>
<td>Library Services</td>
<td>53</td>
<td>41</td>
<td>8</td>
<td>2</td>
<td>5</td>
<td>0</td>
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<tr>
<td>Schools</td>
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<td>46</td>
<td>11</td>
<td>3</td>
<td>16</td>
<td>1</td>
<td>110</td>
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<tr>
<td>Overall effectiveness of the Cty Government</td>
<td>16</td>
<td>50</td>
<td>16</td>
<td>9</td>
<td>14</td>
<td>6</td>
<td>111</td>
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**answered question** 112  
**skipped question** 18
### What are your opinions about the Parks and Recreational Services in the City?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Yes</th>
<th>No</th>
<th>Response Count</th>
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<tbody>
<tr>
<td>There are enough recreational services for families</td>
<td>37</td>
<td>69</td>
<td>106</td>
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<tr>
<td>There are enough programs for teens and children</td>
<td>20</td>
<td>86</td>
<td>106</td>
</tr>
<tr>
<td>There are enough programs for senior citizens</td>
<td>21</td>
<td>79</td>
<td>100</td>
</tr>
<tr>
<td>Park and recreational facilities are adequately maintained</td>
<td>83</td>
<td>25</td>
<td>108</td>
</tr>
<tr>
<td>More park space and facilities are needed</td>
<td>84</td>
<td>22</td>
<td>106</td>
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*answered question 110 skipped question 20*

### How do you rate the conditions of the roads in your community?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Don't Know</th>
<th>No</th>
<th>Response</th>
<th>Response Count</th>
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</thead>
<tbody>
<tr>
<td>Overall road conditions</td>
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<td>31</td>
<td>42</td>
<td>33</td>
<td>0</td>
<td>1</td>
<td></td>
<td>108</td>
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<tr>
<td>Main arterial roads (US176 &amp; SC14)</td>
<td>3</td>
<td>34</td>
<td>47</td>
<td>23</td>
<td>0</td>
<td>2</td>
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<td>109</td>
</tr>
<tr>
<td>Roads in your neighborhood</td>
<td>2</td>
<td>28</td>
<td>35</td>
<td>31</td>
<td>2</td>
<td>9</td>
<td></td>
<td>107</td>
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<tr>
<td>Traffic Levels</td>
<td>5</td>
<td>43</td>
<td>39</td>
<td>15</td>
<td>4</td>
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*answered question 109 skipped question 21*

### Shopping

<table>
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<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Do Not Know</th>
<th>Response</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>I do most of my shopping in Landrum</td>
<td>17</td>
<td>37</td>
<td>13</td>
<td>35</td>
<td>7</td>
<td>0</td>
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<td>109</td>
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<tr>
<td>I must often shop in larger cities or on-line to get the commodities I need or for a better selection</td>
<td>15</td>
<td>53</td>
<td>16</td>
<td>22</td>
<td>1</td>
<td>0</td>
<td></td>
<td>109</td>
</tr>
<tr>
<td>I can easily find healthy food options in Landrum</td>
<td>16</td>
<td>48</td>
<td>18</td>
<td>24</td>
<td>2</td>
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*answered question 109 skipped question 21*

### Neighborhood Infrastructure & Public Facilities

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<th>Don't Know</th>
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<th>Response</th>
<th>Response Count</th>
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</thead>
<tbody>
<tr>
<td>Roads in my neighborhood are in decent condition</td>
<td>3</td>
<td>36</td>
<td>28</td>
<td>24</td>
<td>2</td>
<td>10</td>
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<td>103</td>
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<tr>
<td>My home is served by a sidewalk</td>
<td>3</td>
<td>8</td>
<td>5</td>
<td>35</td>
<td>2</td>
<td>50</td>
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<td>103</td>
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<tr>
<td>Sidewalks in my neighborhood are in decent condition</td>
<td>3</td>
<td>13</td>
<td>10</td>
<td>24</td>
<td>5</td>
<td>48</td>
<td></td>
<td>103</td>
</tr>
<tr>
<td>Sidewalks or other pedestrian pathways make it easy for me to walk or ride my bike in my neighborhood</td>
<td>3</td>
<td>15</td>
<td>10</td>
<td>30</td>
<td>4</td>
<td>42</td>
<td></td>
<td>104</td>
</tr>
<tr>
<td>There are adequate sidewalks which allow me to walk or ride my bike to downtown and other public places</td>
<td>12</td>
<td>28</td>
<td>15</td>
<td>23</td>
<td>2</td>
<td>24</td>
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<td>104</td>
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<tr>
<td>I am satisfied with the street lighting of my neighborhood</td>
<td>9</td>
<td>24</td>
<td>23</td>
<td>16</td>
<td>3</td>
<td>29</td>
<td></td>
<td>104</td>
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<tr>
<td>After it rains, water drains from roads, sidewalks, and ditches in a reasonable amount of time</td>
<td>10</td>
<td>38</td>
<td>20</td>
<td>18</td>
<td>3</td>
<td>14</td>
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*answered question 104 skipped question 28*
### What are the most important housing problems in the City?

<table>
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<tr>
<th>Answer Options</th>
<th>Important</th>
<th>Unimportant</th>
<th>Response Count</th>
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</thead>
<tbody>
<tr>
<td>Not enough rental housing</td>
<td>39</td>
<td>54</td>
<td>93</td>
</tr>
<tr>
<td>Not enough senior housing</td>
<td>50</td>
<td>44</td>
<td>94</td>
</tr>
<tr>
<td>Not enough choice in moderate price ranges</td>
<td>63</td>
<td>30</td>
<td>93</td>
</tr>
<tr>
<td>Not enough affordable housing</td>
<td>51</td>
<td>41</td>
<td>92</td>
</tr>
<tr>
<td>Not enough housing for single people</td>
<td>45</td>
<td>47</td>
<td>92</td>
</tr>
<tr>
<td>Not enough housing for young couples/families</td>
<td>61</td>
<td>32</td>
<td>93</td>
</tr>
<tr>
<td>High purchase prices</td>
<td>48</td>
<td>43</td>
<td>91</td>
</tr>
<tr>
<td>Property maintenance</td>
<td>62</td>
<td>29</td>
<td>91</td>
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<tr>
<td>High property taxes</td>
<td>61</td>
<td>34</td>
<td>95</td>
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**answered question** 97  
**skipped question** 33

### Physical Appearance & Value of Properties

<table>
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<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>No Opinion</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Do Not Know</th>
<th>Response Count</th>
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</thead>
<tbody>
<tr>
<td>To the best of my knowledge, my neighborhood is now a more desirable place to live than it was 10 years ago</td>
<td>18</td>
<td>35</td>
<td>17</td>
<td>9</td>
<td>3</td>
<td>20</td>
<td>102</td>
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<tr>
<td>To the best of my knowledge, my neighborhood is now a more desirable place to live than it was 25 years ago</td>
<td>19</td>
<td>21</td>
<td>22</td>
<td>7</td>
<td>2</td>
<td>30</td>
<td>101</td>
</tr>
<tr>
<td>Most houses in my neighborhood are in decent physical condition</td>
<td>20</td>
<td>55</td>
<td>8</td>
<td>6</td>
<td>3</td>
<td>10</td>
<td>102</td>
</tr>
<tr>
<td>Most of the houses in my neighborhood look attractive when I pass by</td>
<td>17</td>
<td>50</td>
<td>14</td>
<td>10</td>
<td>3</td>
<td>8</td>
<td>102</td>
</tr>
<tr>
<td>While there are some empty houses, I do not think that they make the overall neighborhood look less attractive</td>
<td>8</td>
<td>36</td>
<td>23</td>
<td>17</td>
<td>3</td>
<td>15</td>
<td>102</td>
</tr>
<tr>
<td>While there are some empty lots, I do not think that they make the neighborhood look less attractive</td>
<td>15</td>
<td>42</td>
<td>18</td>
<td>12</td>
<td>3</td>
<td>12</td>
<td>102</td>
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</table>

**answered question** 102  
**skipped question** 28

### Why did you choose to live in the City of Landrum? (Please select a maximum of three reasons)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Rating Average</th>
<th>Response Count</th>
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<tbody>
<tr>
<td>Lived here all my life</td>
<td>3.72</td>
<td>25</td>
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<tr>
<td>Close to work</td>
<td>3.00</td>
<td>25</td>
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<tr>
<td>Proximity to Spartanburg</td>
<td>4.00</td>
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<tr>
<td>Proximity to Hendersonville</td>
<td>4.00</td>
<td>11</td>
</tr>
<tr>
<td>Housing availability or cost</td>
<td>3.92</td>
<td>24</td>
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<tr>
<td>Family and friends nearby</td>
<td>2.84</td>
<td>44</td>
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<tr>
<td>Convenience of services</td>
<td>3.94</td>
<td>18</td>
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<tr>
<td>Scenic beauty</td>
<td>2.62</td>
<td>52</td>
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<tr>
<td>Quality of schools</td>
<td>3.20</td>
<td>25</td>
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**answered question** 78  
**skipped question** 52
What do you think the are most important subject areas that need to be addressed in the Comprehensive Plan?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Important</th>
<th>Unimportant</th>
<th>Response Count</th>
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</thead>
<tbody>
<tr>
<td>Employment opportunities and economic development</td>
<td>79</td>
<td>11</td>
<td>90</td>
</tr>
<tr>
<td>Housing opportunities (e.g., new housing, overcrowded housing)</td>
<td>48</td>
<td>35</td>
<td>63</td>
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<tr>
<td>Addressing traffic, parking and improving roads</td>
<td>77</td>
<td>11</td>
<td>89</td>
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<tr>
<td>Conservation of water supply</td>
<td>59</td>
<td>21</td>
<td>82</td>
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<tr>
<td>Downtown revitalization</td>
<td>66</td>
<td>21</td>
<td>88</td>
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<tr>
<td>Protection of Historic and cultural resources</td>
<td>72</td>
<td>16</td>
<td>90</td>
</tr>
<tr>
<td>Increasing parks and recreation</td>
<td>53</td>
<td>29</td>
<td>84</td>
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<tr>
<td>Neighborhood preservation</td>
<td>58</td>
<td>24</td>
<td>83</td>
</tr>
<tr>
<td>Natural resource protection and open space preservation</td>
<td>75</td>
<td>12</td>
<td>88</td>
</tr>
<tr>
<td>Management of growth patterns and development</td>
<td>76</td>
<td>10</td>
<td>87</td>
</tr>
<tr>
<td>Providing fire protection and law enforcement</td>
<td>76</td>
<td>10</td>
<td>87</td>
</tr>
<tr>
<td>Revitalizing N. Trade Ave. and E. Rutherford St. in the city center</td>
<td>72</td>
<td>15</td>
<td>88</td>
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<tr>
<td>Other issue areas</td>
<td>Answered question</td>
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<td>21</td>
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Other than a change in employment, which of these factors would be most likely to cause you to leave Landrum?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Yes</th>
<th>No</th>
<th>Rating Average</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality of schools</td>
<td>23</td>
<td>47</td>
<td>1.67</td>
<td>70</td>
</tr>
<tr>
<td>Inadequate housing opportunities</td>
<td>21</td>
<td>46</td>
<td>1.69</td>
<td>67</td>
</tr>
<tr>
<td>Taxes are too high</td>
<td>49</td>
<td>26</td>
<td>1.35</td>
<td>75</td>
</tr>
<tr>
<td>Inadequate community services</td>
<td>37</td>
<td>37</td>
<td>1.50</td>
<td>74</td>
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<tr>
<td>Not enough parks and recreational facilities</td>
<td>16</td>
<td>52</td>
<td>1.76</td>
<td>68</td>
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<tr>
<td>Loss of community character</td>
<td>54</td>
<td>23</td>
<td>1.30</td>
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<tr>
<td>Inadequate City services</td>
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<td>28</td>
<td>1.40</td>
<td>70</td>
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<tr>
<td>Other (please specify)</td>
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</table>

Answered question | 85
Skipped question | 45
Envision Landrum

Because I love Landrum, I hope...

1. Our City Thrives
2. That the wonderful doors stay open
3. We can get a real courthouse
4. A place to live
5. A place to raise kids
6. That we keep our rural environment
7. That we keep our rural environment
8. No parking = no food
9. To change the world
10. That we keep our rural environment
11. That we keep our rural environment
12. We can get a real courthouse

Envision Landrum

Because I love Landrum, I hope...

1. Tanning salon
2. A place to live
3. A place to raise kids
4. A place to keep our rural environment
5. We can get a real courthouse
6. A place to live
7. A place to raise kids
8. A place to keep our rural environment
9. We can get a real courthouse
10. A place to live
11. A place to raise kids
12. A place to keep our rural environment

Envision Landrum

Because I love Landrum, I hope...

1. A place to live
2. A place to raise kids
3. A place to keep our rural environment
4. We can get a real courthouse
5. A place to live
6. A place to raise kids
7. A place to keep our rural environment
8. We can get a real courthouse
9. A place to live
10. A place to raise kids
11. A place to keep our rural environment
12. We can get a real courthouse
Envision Landrum
Because I love Landrum, I hope...

P3 Stays here!
A variety of restaurants come to town
We get a dance studio
McDonalds comes to town
My Grandkids still play here
and Pray for us all!
Small business will fill all stores
Athleisure stays here
A gym for indoor play
Farmers market stays
we LOVE one another
that baseball will win state
Tryon International Equestrian Center FAILS!
Another Time Another Place stays!
We grow in Christ
Better WiFi
It stays the same great town!

OPPORTUNITY AND THREAT BOARDS
Cultural Resources

Existing Resources
- Art Festival and Fair
- Music Festivals
- Outdoor Events
- Cultural Institutions

Opportunities/Threats?
- Improved access to cultural resources
- Increased tourism
- Economic development

Future Needs:
- More public space for outdoor activities
- Improved transportation
- Enhanced cultural programming

Community Facilities

Existing Facilities
- Recreation Center
- Library
- Senior Center
- Fire Station
- Police Station

Future Needs:
- Community center
- Performing arts venue
- Green space
- Junior high school

Notes:
- Increased green space
- Improved pedestrian access
- Enhanced safety features
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Title</th>
<th>Subject</th>
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<tbody>
<tr>
<td>Todd Anderson</td>
<td>SCDOT</td>
<td>Road Data Services</td>
<td>Transportation</td>
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<tr>
<td>Sergeant Randle Ballenger</td>
<td>City of Greer</td>
<td>Police Department</td>
<td>Transportation</td>
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<tr>
<td>Lisa Bollinger</td>
<td>Spartanburg Area</td>
<td>Transportation Planning</td>
<td>Transportation Manager</td>
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<tr>
<td>Lance Estep</td>
<td>Appalachian Council of Governments</td>
<td>Transportation Planner</td>
<td>Transportation</td>
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<tr>
<td>Michael Gay</td>
<td>Anderson Area Transportation Study</td>
<td>Transportation Planner</td>
<td>Transportation</td>
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<tr>
<td>Linda S. Hannon</td>
<td>Duke Energy</td>
<td>District Manager, Government and Community Relations</td>
<td>Sustainability</td>
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<td>Elizabeth Johnson</td>
<td>SC Department of Archives and History</td>
<td>State Historic Preservation Office</td>
<td>Cultural Resources</td>
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<tr>
<td>Ron Kirby</td>
<td>Spartanburg County</td>
<td>Engineering Manager</td>
<td>Transportation</td>
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<td>Kenny Larimore</td>
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<td>Stacy Philips</td>
<td>Duke Energy</td>
<td>Senior Products and Services Manager</td>
<td>Sustainability</td>
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<td>Shelley Robbins</td>
<td>Upstate Forever</td>
<td>Energy and State Policy Manager</td>
<td>Sustainability</td>
</tr>
<tr>
<td>Brad Sauls</td>
<td>SCDAH State Historic Preservation Office</td>
<td>Local Government Assistance/ Certified Local Government Program</td>
<td>Cultural Resources</td>
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<tr>
<td>Sue Schneider</td>
<td>Spartanburg Water</td>
<td>CEO</td>
<td>Land Use</td>
</tr>
<tr>
<td>Scott Slatton</td>
<td>Municipal Association of South Carolina</td>
<td>Legislative and Public Policy Advocate</td>
<td>Transportation</td>
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<tr>
<td>Robert Smith</td>
<td>Landrum Police Department</td>
<td>Resource Officer</td>
<td>Cultural Resources</td>
</tr>
<tr>
<td>Diane Timberlake</td>
<td>Polk County, NC</td>
<td>Transportation Department Head</td>
<td>Transportation</td>
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<tr>
<td>James Woodward</td>
<td>SCDOT</td>
<td>Resident Maintenance Engineer for District 3.</td>
<td>Transportation</td>
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