

# CHAPTER 3: DEVELOPMENT POLICIES (LAND USE, DESIGN, ENVIRONMENT, TRANSPORTATION)

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## INTRODUCTION

Land use is one aspect of Greenwood's development that the city and its citizens have the opportunity to control. Decisions regarding land uses have an impact on both the economic development of the city as well as the quality of life. Traditional comprehensive planning has generally called for the use of future land use categories such as low density residential, highway commercial, etc. in the development of comprehensive city plans.

While the application of these categories is useful in classifying and locating desired future development, these categories fall short when overall design quality and character are a community priority.

This traditional classification system conveys little of the sense or meaning of a particular area to lay person seeking to understand the qualitative direction of future development. When accounting for design quality and character, a more descriptive and meaningful classification system is necessary. A system has been devised by the New Urbanists called the transect concept. However, the application of its T-1 through T-6 system cannot be readily discernable without a steep learning curve consistent use by experienced professionals.

Rather than a highly technical system such as the transect, a more natural and intuitive classification system can be used to better engage citizen planners in the planning process and make planning documents more accessible, understandable, and useful.

Elements of paths, nodes, edges, landmarks, and districts as five fundamental elements of the composition of developed space make up the design of a town. The fundamental concepts have been further refined to yield a matrix of design element readily accessible, understandable, and applicable to town design process for both professionals and citizens.

The following policies have been defined to help the city's decision makers, public and private, interpret the colors and notes on the General Development Plan Map and achieve the vision for future development of the city as identified in the Comprehensive Plan.

The following planning elements have been identified as most appropriate to address the development goals and objective of the City of Greenwood:

<b>Activity Districts</b>	<b>Zoning</b>	<b>Other Review</b>
Institutional District	Various zones	S & D
Neighborhood Retail District	C-1, C-4	S & D
Auto-Oriented Commercial Districts	C-2, C-4	S & D
Large Scale Commercial Districts	C-3, C-4	S & D
Recreation Districts	Various zones	S & D
Medical Districts	C-4	S & D

  

<b>Employment Districts</b>	<b>Zoning</b>	<b>Other Review</b>
General Industrial Districts	I-1, I-2	S & D
Corporate Office District	C-4 or PUD	S & D

<b>Residential Districts</b>	<b>Zoning</b>	<b>Other Review</b>
Agricultural/Rural Residential	A-1	
Existing Single Family Low Density	R-1-10	
Existing Single Family Medium Density	R-1-7	
Existing High Density (Multi-Family)	R-1-5	
Multi Family Residential	R-2, R-3	S & D
<b>Planned Districts</b>	<b>Zoning</b>	<b>Other Review</b>
Master Planned Commercial	C-4 or PUD	Plan Approval
Master Planned Residential	PUD	Plan Approval
<b>Mixed Use Districts</b>	<b>Zoning</b>	<b>Other Review</b>
Traditional Neighborhood Development	TND	Plan Approval
Central Business Mixed Use	PUD	Plan Approval
Neighborhood Mixed Use	PUD	Plan Approval
General Mixed Use	PUD	Plan Approval
<b>Overlay Districts</b>	<b>Zoning</b>	<b>Other Review</b>
Environmental Overlay	F-1	Flood Regs.
Preservation Overlay	PO	Special Review
Redevelopment Overlay	RO	Plan Approval

Mississippi Planning Enabling Legislation sets forth four minimum elements that are required to be addressed in a comprehensive or general development plan, those being Land Use, Transportation, Goals and Objectives, and Public Facilities. In addition to these items addressed in this plan, there are included the additional elements of Architectural and Site Design, Environmental issues and Historic Preservation.

The General Development Plan and Map is based upon the following:

- The overall vision statement of the community (developed from stakeholder and public input)
- The overall goals of the planning area
- Existing development patterns
- Existing zoning patterns
- Environmental conditions/constraints
- Future plans for public services and/or facilities.

To be systematic and consistent, the preparation of the General Development Plan Map adheres to the following general rules:

- The land use district applied to areas of existing non-residential development is the district that most closely corresponds to the present character or pattern of development in the area.
- The land use category applied to areas of future non-residential development is that category which most closely corresponds to the existing non-residential zoning in the area or that district which most effectively advances Greenwood’s development goals
- All nonresidential land use areas are supported by a clear public interest or a previously established zoning or land use pattern.
- The land use category and policies applied to existing residential developments to be preserved and maintained is that which most closely corresponds to the current density of the area. In areas

that contain non-uniform size lots in a haphazard pattern, the land use policy applied is one that reflects a density consistent with the smaller lots in the area.

- Most developing residential areas are designated for Master Planned Residential.

The categories of future land use districts have been developed around the overall characteristics of activity, employment, residential, mixed use, and overlay districts. Activity Districts are those that involve intense non-employment activity, travel, provision of goods and services, etc. Employment Districts are those in which the primary purpose of Land Use is for the production and distribution of goods on large scale. Residential Districts are oriented primarily to accommodation of the housing and residential neighborhood needs of the community. Mixed-use districts include a variety of land use activities from among the other categories. Such uses are mixed in a complementary way and may occur on a variety of scales from neighborhood to regional. Finally, Overlay Districts are those areas within which additional characteristics and considerations need to be added to the standard Land Use categories, such as preservation, redevelopment or environmental considerations.

## **ACTIVITY DISTRICTS**

### **Institutional District**

#### **Purpose**

The purpose for the institutional district is to provide land for public and private schools, places of worship, government and civic facilities, community centers, libraries, museums, cemeteries, some cultural facilities, and similar community-oriented uses providing a public or semi-public service. Outdoor recreational activities area generally not included in this category.

#### **Location Policy**

Institutional uses should be located near arterial streets to provide convenient access. Elementary and secondary schools should be located adjacent to public parks and open space where possible. Elementary and Middle Schools should be located in areas with existing or planned residential neighborhoods & within walking/biking distance.

#### **Land Use Policy**

The primary land uses intended for the Institutional category includes schools, churches, libraries, civic and governmental facilities, cemeteries, cultural facilities, etc.

#### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street opportunities should be examined. Sidewalks/bike paths in conjunction with some institutional uses, especially schools, are considered important and should be located in a way in which residents from nearby areas may access the site by foot or bicycle.

#### **Buffer Policy**

Institutional uses should be located to minimize potential conflict with adjacent uses, particularly residential uses. Screening, planting, fencing and other methods will be provided between institutional uses and adjacent residential uses to establish an adequate buffer.

#### **Zoning Policy**

Institutional uses are permitted in various zones.

## **Policy Considerations**

Planning for the joint use of facilities provided by different public agencies is encouraged, with particular emphasis on community and educational facilities.

## **Other Considerations**

Site and Design Standards would apply to developments in this category.

## **Neighborhood Retail District**

### **Purpose**

The purpose of the Neighborhood Retail Activity category is to provide for small to moderate scale commercial activities serving adjacent neighborhoods. They should be designed to be visually compatible with neighboring residential areas and pedestrian and bicycle accessible.

### **Location Policy**

Typically situated adjacent to neighborhoods. May transition to a neighborhood mixed use area.

### **Land Use/Density Policy**

Uses may include specialty retail, community gathering businesses such as coffee shops, studios, or housing above retail establishments. Floor area ratio of .3-.5 with building footprints of less than 10,000 square feet.

### **Circulation/Parking Policy**

Consideration for parking to the side and rear of the building where feasible, with pedestrian and bicycle access provided. Drive-thrus prohibited. Build to lines rather than setbacks are a key element.

### **Buffer Policy**

Adequate buffering adjacent to completely screen residential areas should be provided.

### **Zoning Policy**

The applicable zoning classification is C-1 or C-4 Planned Commercial with C-4 preferred

## **Other Considerations**

Site and Design Standards would apply to developments in this category.

## **Auto-Oriented Commercial Districts**

### **Purpose**

The purpose of the Auto-Oriented Commercial Districts Activity category is to provide areas for commercial and office development focused primarily on the needs and convenience of the motorist, without losing pedestrian access and connections.

### **Location Policy**

Auto-oriented Commercial District areas should be located at the intersection of two major streets.

## **Land Use/Density Policy**

The Auto-Oriented Commercial District category provides for retail sales of all product types requiring transportation of goods, and professional, technical and financial services. Residential uses are prohibited. F.A.R. within a .25 to .4 range and footprints usually less than 50,000 square feet.

## **Circulation/Parking Policy**

While consideration for parking to the side and rear of the buildings is desirable and should be considered as an option, the Districts anticipate traditional parking arrangements.

## **Buffer Policy**

Adequate buffering adjacent to screen residential areas should be provided.

## **Zoning Policy**

The appropriate zoning classifications are C-2 and C-4 Planned Commercial with C-4 preferred.

## **Other Considerations**

Design Standards apply to developments in this category. The following factors shall be considered in reviewing proposals for new and/or expanding community retail areas:

1. The project has a primary trade area population appropriate for the intended use.
2. Adequate municipal services are available. Auto-Oriented Commercial District developments require nearby police and fire protection, arterial road access and access to public utilities.
3. The anticipated traffic will not result in through traffic in surrounding residential areas
4. The site should be located on a major arterial road.
5. Sufficient, but not excessive, on-site parking is required.
6. The site plan promotes safe, convenient, and barrier-free pedestrian travel within the site, and between the site and adjacent uses.
7. The number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets.
8. The site plan includes features that integrate the retail area with surrounding uses.
9. Off-street parking areas shall be located, to the extent possible, to the sides and rear of the retail area.

## **Large Scale Commercial Districts**

### **Purpose**

The purpose of the Large Scale Commercial Districts activity category is to provide areas for a wide range of region-serving commercial activities that can help make Greenwood a destination of choice for shoppers in the region and provide City residents with varied shopping choices. Uses include malls, shopping centers, lifestyle centers, big box retail with associated surrounding retail and service uses, but only ancillary office use and no residential uses.

### **Location Policy**

Large Scale Commercial Districts should be located on relatively large sites at the intersection of major arterials/regional transportation routes as the uses are oriented primarily to the motorist.

## **Land Use/Density Policy**

The following uses may be permitted within a Large Scale Commercial Districts: all types of retail uses, malls, shopping centers, “big box” stores, supermarkets and food stores, and personal service uses; financial institutions and services; business, ancillary office uses; entertainment, recreation and other community facilities such as libraries and day care centers. Residential uses are prohibited. Floor area ratio is .25-.35 with building footprints in excess of 50,000 square feet.

## **Circulation/Parking/Storage Policy**

No outside storage shall be permitted except for automobile, boat and recreational vehicle sales. Sufficient off-street parking shall be provided with a preference for Green Infrastructure practices in parking lots. Development should have improved pedestrian/bike connections to and through the site.

## **Buffer Policy**

Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.

## **Zoning Policy**

The appropriate zoning classification is C-3 and C-4 Planned Commercial with C-4 preferred.

## **Other Considerations**

The following factors shall be considered in reviewing proposals for new and/or expanding regional retail areas:

1. The project has a primary trade area population appropriate for the intended use.
2. Adequate municipal services are available.
3. The anticipated traffic will not result in through traffic in surrounding residential areas
4. The site should be located at the intersection of two major arterial roads
5. Sufficient on-site parking is provided.
6. The site plan promotes safe, convenient, and barrier-free pedestrian travel within the site, between the site and adjacent uses.
7. The number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets.
8. Site and Design Standards would apply to sites and buildings.
9. The site plan includes features that integrate the retail area with surrounding uses.
10. Off-street parking areas shall be located, to the extent possible, to the sides and rear of the retail area.
11. May include regional green infrastructure for water shed protection
12. Site design to include generous landscaping of parking areas, heavy buffering of adjacent residential, improved pedestrian/bike connections to and through the sites.

## **Recreation Districts**

### **Purpose**

The Recreation District category includes those lands that provide various outdoor park sites and recreational areas and private lands that provide outdoor recreational opportunities, such as recreational vehicle parks, campgrounds, private golf courses, and equestrian activities. Commercial uses, which are associated with private recreational facilities, may be permitted provided they serve users of the recreational facility only (e.g., convenience grocery for recreational vehicle parks, pro shop for golf courses).

## **Location Policy**

The specific locations of future parks are not shown on the General Development Plan Map, but general locations are indicated based upon needs analysis. Future park commitments are to be obtained by open space requirements in planned developments and through City purchase of land or through donations.

## **Land Use/Density Policy**

Public open space areas should be linked with trails or linear parks, provide an alternate circulation system for the community, and accommodate walking and biking for recreation.

## **Circulation/Parking Policy**

Sufficient parking shall be provided to accommodate proposed facilities.

## **Buffer Policy**

Buffering shall be dependent upon the nature and intensity of use of proposed facilities.

## **Zoning Policy**

Permitted in all zones.

## **Medical Districts**

### **Purpose**

The purpose of the Medical Districts category is to provide for an area encompassing the medical campuses of concentration of medical office and adjacent areas that support them with related commercial and residential uses in the fringe areas of the district.

### **Location Policy**

Medical uses should be located near arterial streets to provide convenient access.

### **Land Use/Density Policy**

The Medical category is intended for the following general categories of uses: hospital, medical clinic, blood bank, dental laboratory, dental supply house, florist, gift shop, pharmacy, medical laboratory, optometry sales, orthopedic appliance sales, nursing home, office building, restaurant (not including drive through), home health office, home equipment supply store. Density increases from fringe areas to taller buildings in the core.

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Area is characterized by pedestrian-oriented design - sidewalks are required and pedestrian connections to nearby areas encouraged if appropriate.

### **Buffer Policy**

Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.

### **Zoning Policy**

The appropriate zoning classification is Planned Office Park and C-4 Planned Commercial.

## **Other Considerations**

1. Character and Aesthetics: Site & Design standards apply to uses in this category. Linear extension of these areas is not recommended. Viewsheds should be preserved.
2. Site/Master Planning: Master plans are required for uses in this category.
3. Infrastructure: Medical developments require nearby police and fire protection, arterial road access and access to public utilities.

## **EMPLOYMENT DISTRICTS**

### **Industrial Districts**

#### **Purpose**

Industrial activities place a heavy demand on local resources, have the greatest impact on the surrounding environment, and characteristically have less flexibility in location choice than do other types of economic activities. The land use policies should promote the efficient utilization of industrial land resources if optimum industrial development is to be realized. This land use category provides for appropriate lands for areas for manufacturing, processing, and other activities that may have off-site impacts and are generally isolated from other uses or buffered from them.

#### **Location Policy**

Sites should have direct access to a major regional transportation system. Continued centralization of industrial activities in existing Industrial Parks is encouraged.

#### **Land Use/Density Policy**

Appropriate uses in this category include fabricating, processing, storage, warehousing, wholesaling, and transportation services. The allowable industrial uses should be flexible enough to accommodate variable market demand (distribution centers, as well as manufacturing concerns).

#### **Circulation/Parking Policy**

Sufficient off-street parking should be provided.

#### **Buffer Policy**

Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.

#### **Zoning Policy**

I-1 for light industrial activities and I-2 for heavy industry and those industrial activities involving toxic chemicals.

#### **Other Considerations**

Master plans are required for this land use category. Industrial parks and sites should be attractively designed and well landscaped. Internal buffer areas should be established between production activities and administrative and research functions. Site and Design Standards apply to this category. Performance standards for environmental and nuisance mitigation should be utilized. Industrial developments require nearby police and fire protection, arterial road access and access to public utilities.

## **Corporate Office**

### **Purpose**

The purpose of this category is to provide for office and corporate office land uses including low-rise office parks, single freestanding office buildings, banks, and residential structures converted to office use.

### **Location Policy**

Development may occur as a redevelopment, infill, transition or revitalization effort, including out of industrial use or zoning.

### **Land Use/Density Policy**

Corporate office environments and related accessory uses.

### **Circulation/Parking Policy**

Parking shall be related to the scale of proposed facilities and may include parking garages. In all cases, parking areas shall be design to as to minimize the visual impacts of automobile through the use of berms screens, and buffers.

### **Buffer Policy**

Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.

### **Zoning Policy**

The appropriate zoning classification is Planned Unit Development (PUD).

### **Infrastructure Policy**

Office developments require nearby police and fire protection, arterial road access and access to public utilities.

### **Other Considerations**

1. Master plans are required for developments in this category.
2. Site and Design Standards apply to developments in this category.

## **RESIDENTIAL DISTRICTS**

### **Agricultural/Rural Residential**

#### **Purpose**

The purpose of the Rural Residential category is to provide for areas of single-family lots at least one acre in size. Agricultural activities and hobby farms are encouraged in these areas.

#### **Location Policy**

Rural residential development typically occurs where municipal scale services are unavailable.

## **Land Use/Density Policy**

Rural Residential development should occur at densities less than one dwelling unit per acre. The principal land uses intended for this category include single-family detached dwellings and suitable secondary uses, subject to conditions, including:

1. Public and private non-profit community services that do not have an extensive impact (large campus high schools and large church complexes would require a master plan).
2. Utility installations.
3. Low impact non-structural recreational uses in flood-prone areas (passive recreation).
4. Allowable accessory uses.
5. Customary home occupations
6. Neighborhood parks
7. Uses incompatible with the residential character of dependent high-density residential areas should be phased out and replaced with compatible uses.
8. Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet and would require Site and Design Review.

## **Circulation/Parking Policy**

Sufficient off-street parking should be provided.

## **Buffer Policy**

Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.

## **Zoning Policy**

The appropriate zoning category is A-1.

## **Infrastructure Policy**

Sanitary sewer services and public water supplies are preferred but not required for development in this category.

## **Other Considerations**

Site and Design Standards apply to commercial and institutional developments. Conservation development preferred.

## **Single-Family Low Density Residential**

### **Purpose**

The continued care of single-family residential land uses is critical to keeping an environment of stable, tranquil, and high-quality residential settings. These areas are essential to a good quality of life for existing residents, and attract permanent residents.

## **Location Policy**

It is preferred that Single-Family Low Density Residential developments be located on at least a collector street for ease of traffic circulation.

## **Land Use/Density Policy**

Single-Family Low Density Residential development occurs at densities greater than one and less than three dwelling units per acre. The principal land uses intended for this category include single-family detached dwellings and suitable secondary uses, subject to conditions, including:

1. Public and private non-profit community services that do not have an extensive impact (like large campus high schools and large church complexes).
2. Utility installations.
3. Low impact non-structural recreational uses in flood-prone areas (passive recreation).
4. Allowable accessory uses.
5. Customary home occupations
6. Neighborhood parks
7. Uses incompatible with the residential character of dependent single-family residential areas should be phased out and replaced with compatible uses.
8. Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet.

## **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking possibilities should be examined.

## **Buffer Policy**

Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.

## **Zoning Policy**

The appropriate Zoning classification for this category is R-1-10.

## **Infrastructure Policy**

Sanitary sewer services and public water supplies are required for development in this category.

## **Character/Aesthetics Policy**

The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Greenwood's unique historical assets.

## **Connection Policy**

Streets of one development should be connected to a new development to provide for improved traffic circulation.

## **Single-Family Medium Density Residential**

### **Purpose**

This land use classification allows the development of single-family detached dwellings on moderate sized lots of at least 6,000 square feet. This category includes the type of single-family residences known as patio homes, townhomes, condominiums and zero lot line homes. The care of existing medium-density single-family residential land uses is necessary for the provision of smaller (and often more affordable) housing units. They are essential to providing a diverse selection of housing types and styles in the city.

### **Location Policy**

Dependent Single-Family Medium Density Residential developments should be located on at least collector streets.

### **Land Use/Density Policy**

Dependent Single-Family Medium Density Residential development occurs at densities of 3 to 7 dwelling units per acre. Appropriate uses include single-family detached housing, and suitable secondary uses, subject to conditions, including:

1. Public and private non-profit community services that do not have an extensive impact (large campus high schools and large church complexes would require a master plan).
2. Utility installations.
3. Low impact non-structural recreational uses in flood-prone areas (passive recreation).
4. Allowable accessory uses.
5. Customary home occupations
6. Neighborhood parks.
7. Uses incompatible with the residential character of dependent single-family residential areas should be phased out and replaced with compatible uses.
8. Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet and be subject to Site and Design Review.

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking possibilities should be examined.

### **Buffer Policy**

Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.

### **Zoning Policy**

The appropriate Zoning classifications for this category are R-1-7 and R-1-5.

### **Infrastructure Policy**

Sanitary sewer services and public water supplies are required for developments in this category.

## **Aesthetic/Character Policy**

The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Greenwood's unique historical assets.

## **High Density Multi-Family Residential**

### **Purpose**

The purpose of the High Density Multi-Family Residential category is to allow the development of apartments or duplexes on arterial streets or highways, which have the capability of carrying higher traffic volumes generated by residences of this density (up to 12 units per acre).

### **Location Policy**

All new high-density residential areas are in the Master Planned categories, Traditional Neighborhood Development, or Mixed Use categories.

### **Land Use/Density Policy**

The Dependent High Density Multiple-Family Residential Category occurs in excess of seven dwelling units per acre. The principal land uses intended for this category include single-family dwellings, duplexes, multi-family dwellings, town homes, condominiums, zero-lot-line housing, and suitable secondary uses, subject to conditions, including:

1. Public and private non-profit community services that do not have an extensive impact (large campus high schools and large church complexes would require a master plan)
2. Utility installations.
3. Low impact non-structural recreational uses in flood-prone areas (passive recreation).
4. Allowable accessory uses
5. Customary home occupations
6. Neighborhood parks
7. Uses incompatible with the residential character of dependent high-density residential areas should be phased out and replaced with compatible uses.
8. Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet and are subject to Site and Design Review.

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking possibilities should be examined.

### **Buffer Policy**

Adjoining lower density residential land uses should be adequately buffered from the existing higher density uses. New adjoining developments, such as industry, commercial centers, or other potentially incompatible activities should provide a buffer between these uses and the high-density residential use.

### **Zoning Policy**

The appropriate Zoning classifications for this category are R-2 and R-3.

## **Infrastructure Policy**

Sanitary sewer services and public water supplies are required for development in this category.

## **Character/Aesthetics Policy**

The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Greenwood’s unique historical assets.

# **MASTER PLANNED DISTRICTS**

## **Master Planned Commercial**

### **Purpose**

The purpose of the Master Planned Commercial land use category is to provide for new, viable, master planned commercial centers that encourage innovative commercial design with a relationship to the natural environment and the historic town development pattern of the City of Greenwood. This category strives for the highest quality private-and public sector development. Distribution centers are not permitted.

### **Location Policy**

The Master Planned Commercial areas should have access to one or more arterials, proximity to existing employment centers, and sites of more than 5 acres.

### **Land Use/Density Policy**

The Master Planned Commercial category is intended for the following general categories of uses: “big box” stores, retail establishments, personal and professional services, consumer and business services, eating and drinking establishments, hotels, and gas stations. Densities should not exceed a floor area ratio of 1.00 (one square foot of building floor area for every one square foot of site area.)

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Sidewalks are required and pedestrian connections to nearby areas encouraged if appropriate.

### **Buffer Policy**

Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.

### **Zoning Policy**

The appropriate zoning classification for this category is C-4 or PUD.

### **Infrastructure Policy**

Master Planned Commercial developments require nearby police and fire protection, arterial road access and access to public utilities.

### **Site Planning Policy**

Master plans are required for uses in this category.

## **Character/Aesthetics Policy**

Site and Design standards apply to uses in this category. Linear extension of these areas is not recommended.

## **Master Planned Residential**

### **Purpose**

The Master Planned Residential designation is intended to give the developer the ability to be flexible and creative for development of a residential project, while at the same time give the City adequate control over the design and impact of the project. The MPR designation allows the developer and the City the opportunity for a well-integrated design that is responsive to the unique locational and physical features of a site.

### **Location Policy**

Master Planned Residential areas should be located on an arterial or collector.

### **Land Use/Density Policy**

Maximum density is five units to the acre.

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking opportunities should be examined.

### **Buffer Policy**

The project should be designed to be integrated into the existing community.

### **Zoning Policy**

The zoning classification is Planned Unit Development.

### **Site Planning Policy**

It is intended that MPR designated land be developed based on an overall plan (master plan) prepared by the developers of the property and approved by the City. In instances where this designation covers contiguous parcels, all individual parcels should be included in the master planning effort. The master plan should detail site and street improvements, as well as the timing (phasing) of the project. The overall plan will be evaluated upon its adequacy in the following areas:

1. Compatibility with the natural contours of the land and a drainage/erosion control plan that emphasizes water quality as well as erosion control and flooding issues.
2. The development is well connected to surrounding areas, with stub out streets on all sides.
3. The development provides a complete circulation system within the neighborhood.
4. The development preserves mature tree canopy as much as possible and provides for appropriate street trees and landscaped entrance features.
5. The development provides a variety of housing types in a single project.
6. The development provides a residential pattern book detailing the quality of the architectural features of the housing units, accessory structures, lighting, landscaping, mailboxes, traffic signs, and amenity buildings and structures.

## **Other Considerations**

Residential Pattern Book required.

## **MIXED USE DISTRICTS**

Mixed Use areas are needed where higher density development, redevelopment, and/or a broader spectrum of land uses can be encouraged. Mixed-use areas provide convenient access to shopping and services, use land efficiently, and should be located at the intersections of major thoroughfares as well as within infill, redevelopment and/or revitalization areas. Regional mixed-use areas are appropriate for a mix of uses to include light industrial, regional commercial, and medium to high density residential. Community mixed-use areas would have a mix of retail, residential and office uses that would serve a smaller trade area and have residential uses on second floors and above. Neighborhood mixed-use areas would allow retail, office and residential but for a smaller trade area, with a maximum building size for commercial at 5,000 square feet, and with residential on upper floors only.

## **Traditional Neighborhood Development**

A TND is a type of development that has a discernable center and edge, public space at the center, contains a range of uses within a 10-minute walk, pedestrian friendly street design, quality architectural design, and maximum residential densities at four dwelling units per acre. Characteristics:

- 4 to 8 units to the acre
- Mix of housing types and uses
- Adherence to New Urbanism principles of development
- Pattern Book required

### **Purpose**

The purpose for the Traditional Neighborhood Development category is to provide for the design of commercial, industrial, public/semi-public and residential uses in proximity to one another without negative effects. A TND generally is compact; designed for human scale; provides a mix of uses in proximity to one another within the neighborhood; provides a mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes; incorporates a system of relatively narrow interconnected streets with sidewalks, bikeways, and sometimes, transit, that offer multiple routes for motorists, pedestrians and bicyclists; retains existing buildings with historical features or architectural features that enhance the visual character of the community; incorporates significant environmental features into the design; and is consistent with the comprehensive plan.

### **Location Policy**

Along collectors and/or arterials depending on size

### **Land Use/Density Policy**

Includes a range of h and styles, open space and parks and focal points, civic spaces, and commercial and office spaces.

### **Circulation/Parking Policy**

Street types shall be designed to reduce traffic speeds and facilitate pedestrian activity and movement. Rear access alleys may be common. Off-street parking is generally to sides and rear of buildings.

### **Buffer Policy**

Designed to work seamlessly with adjacent neighborhoods, though significant changes in density and scale may require buffers.

### **Zoning Policy**

The zoning classification for this category is TND.

### **Other Considerations**

Master plans are required for this category.

## **Central Business Mixed Use**

Characterized by a mix of commercial, office, public, institutional, and residential uses of varying densities of smaller scale design (less than 20,000 square feet). Generally, the district applies to the downtown area and its environs.

### **Purpose**

Central Business Mixed Use areas which are intended to provide flexibility in design and land uses in order to protect and enhance the character of the area, provide convenient access to shopping and employment, and be more pedestrian and bicycle friendly. Community-serving areas provide a wide range of retail and service commercial uses for a trade area larger than the neighborhood, but less than the regional mixed-use area.

### **Location Policy**

Community Mixed-Use areas should be located as a buffer between more intensive retail uses and residential uses, at the intersection of two major arterials, and/or along major roadways.

### **Land Use/Density Policy**

Uses include higher density residential development, specialty retail, dining and entertainment services, art studios, office and non-industrial employment, pedestrian and bicycle amenities.

### **Circulation/Parking Policy**

The anticipated traffic should not result in through traffic in surrounding residential and business areas or detrimental impacts on local roads. Sufficient off-site parking is provided. On-street parking opportunities are encouraged.

### **Buffer Policy**

Developments are to be designed to fit seamlessly into the area.

### **Zoning Policy**

The appropriate zoning categories include PUD, TND, and C-4.

### **Infrastructure Policy**

Central Business mixed-use developments require nearby police and fire protection, and access to public utilities.

## **Other Considerations**

Master plans are required for developments in this category.

## **Neighborhood Mixed Use**

### **Purpose**

The purpose of the Neighborhood Mixed Use category is to provide an area of transition between more intensive uses and purely residential neighborhoods. This includes conversions of houses to office of live/work spaces.

### **Location Policy**

Typically situated adjacent to neighborhoods.

### **Land Use/Density Policy**

Uses may include limited commercial-only space oriented to neighborhoods or specialty retail markets, community-gathering businesses such as coffee shops, studios, and residential uses. Floor area ratio of .25 - .4 for commercial uses with building footprints of less than 10,000 square feet.

### **Circulation/Parking Policy**

Parking should be limited and placed to the side and rear of commercial buildings, pedestrian and bicycle access should be provided when possible, and drive-thrus are prohibited. Build to lines rather than setbacks should be required. On street parking should be considered.

### **Buffer Policy**

Buffering adjacent to residential areas should be provided.

### **Zoning Policy**

The appropriate zoning categories include PUD and TND.

### **Character/Aesthetics Policy**

Site and Design Standards apply to developments in this category.

## **Other Considerations**

Site design should maintain largely residential building character. Commercial uses should be adjacent to non-residential or other mixed-use areas.

## **OVERLAY DISTRICTS**

### **Environmental Overlay**

#### **Purpose**

The purpose of the Environmental Overlay category is to provide protection for lands with severe development limitations or high natural resource or scenic value.

### **Location Policy**

This area includes flood plains, viewsheds, sensitive streams and creeks, and significant tree cover.

### **Land Use/Density Policy**

Permitted uses include low intensity uses such as trails, parks, open space, etc.

### **Circulation/Parking Policy**

N/A

### **Buffer Policy**

N/A

### **Zoning Policy**

F-1

### **Character/Aesthetics Policy**

Viewsheds should be protected.

### **Other Considerations**

Low intensity use such as trails predominate

## **Preservation Overlay**

### **Purpose**

The purpose of the Preservation Overlay category is to protect land exhibiting historic character and worthy of preservation, particularly in the original town core. The areas fall within the review of the Preservation Commission.

### **Location Policy**

This area includes all areas of the community included in National Register Districts and other areas of historic value identified by the city as needing protection.

### **Land Use/Density Policy**

Permitted uses allowed in the underlying district zoning district.

### **Circulation/Parking Policy**

Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Curbing, sidewalks and green strips between the sidewalk and curb will be re-established where missing.

### **Review Policy**

Review by Historic Preservation Commission.

### **Character/Aesthetics Policy**

The Historic District regulations apply to this area. Dimensional requirements shall include a build-to rather than setback line. Off-street parking will be encouraged to be to the side and rear of buildings.

## **Redevelopment Overlay**

These areas are characterized by housing or building stock clearly in need of substantial rehabilitation.

### **Purpose**

The purpose of the Redevelopment Overlay category is to identify areas characterized by housing or building stock that is clearly in need of substantial rehabilitation and develop strategies for improving that stock.

### **Location Policy**

Redevelopment areas identified by the city.

### **Land Use/Density Policy**

Could be any category of land use.

### **Circulation/Parking Policy**

Re-establish good parking and circulation if it has been compromised. Pedestrian and bicycle access encouraged. Re-establishment or establishment of streetscape with sidewalk, green break, street trees, bike lane where feasible.

### **Buffer Policy**

Determined during master planning process.

### **Zoning Policy**

Any zone.

### **Other Considerations**

Master site planning required. Mixed uses encouraged.

## **MISCELLANEOUS DEVELOPMENT POLICIES**

Policies for accommodating selected uses based on locational criteria independent of the General Development Plan Map.

Consideration may be given to accommodating small-scale offices for transitional purposes and convenience retail activities based on the locational and other criteria contained in this section; conformance of these uses with the General Development Plan Map is not required. The applicable criteria are as follows:

### ***Small-Scale Transitional Offices (applied in the Zoning Ordinance)***

Small-scale office activities used principally for transition and buffering between residential uses and incompatible non-residential activities may be considered on their merits in accordance with the following guidelines and criteria:

- The proposal should conform to the land use and intensity policies in sections that apply to the commercial neighborhood land use category.
- The requirements of this plan regarding support services should be met.
- The site should not be subject to adverse impacts of an existing, adjoining, incompatible, nonresidential land use that cannot be reasonably mitigated through landscaping, fencing, screening, or similar methods of buffering.
- The site should be suitable for the proposed use based on its physical site characteristics. Sites that are steeply sloping, prone to flooding, or contain other sensitive environmental features, are inappropriate.
- The site should be of sufficient size and suitable shape to satisfactorily accommodate the proposed use and achieve an acceptable design relationship with the adjoining uses. As a rule, site width should be in the range of 100 to 150 feet and site depths should be in the range of 300 to 350 feet to achieve well-designed and functional offices and suitable landscaping and buffering.
- Access to the site should be from the adjoining non-residential area or a side street that leads directly into the non-residential area, and safe ingress/egress should be assured. To the extent practicable, transitional office sites with double frontage should be avoided. Where double frontage is necessary for adequate site size, access should be provided that has the least adverse impact on the residential area.

***Policies for Areas and Sites with Historic Significance (applied in the Historic Preservation Ordinance)***

Because this plan supports the protection and preservation of historic features, the following policies apply to areas and sites that are historically significant:

- Emphasis should be given to the upkeep and enhancement of publicly owned historic features.
- Owners of private property that contain historic features should be encouraged to preserve those features in conjunction with any proposed development of the site and work closely with the Preservation Commission and any private historical society in Greenwood.
- Application of regulatory measures designed to support the preservation of historically significant properties should be supported.
- The potential impacts of proposed developments on historic sites or areas should be carefully considered, and appropriate measures should be required to mitigate any adverse impacts.

***Stormwater Management Policies (applied in the Subdivision Regulations and Design Standards)***

- The increased urbanization of Greenwood could produce significant effects on properties that are located adjacent to rivers, streams, or waterways within the City. This Plan strongly encourages the review of current stormwater management measures in the City, and provide revisions, where necessary, to ensure the mitigation of potential negative effects due to increased urbanization in the City.

- In general, on proposed development or redevelopment sites, post-development stormwater runoff and water quality must not differ significantly from pre-development conditions.
- No construction, whether by private or public action, shall be performed in such a manner as to materially increase the degree of flooding in its vicinity or in other areas, whether by flow restrictions, increased runoff, or by diminishing channel or overbank storage capacities.

***Policies for Non-conforming Activities (applied in the Zoning Ordinance)***

- The following policies shall apply to existing development that is not in conformance with the policies and other provisions under the detailed land use categories of this plan.
- The territorial expansion or on-site intensification of existing activities that are not in conformance with the land use policies covered in this plan is not recommended.
- Existing activities that already exceed the specified intensities for the area should not be further intensified.
- Proposals that would result in the termination of an existing nonconformity and move toward conformity with the policies for the area should be considered on their merits. Changes in use that would not reduce the degree of policy nonconformity are inappropriate.

***Cluster Development Policies (applied in the Zoning Ordinance)***

- Cluster development, a design technique that concentrates building on a part of the site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features, should be encouraged. Clustering permits a rural atmosphere to be preserved for both the residents of the development and the surrounding community.
- It is the objective of the City to preserve open space through cluster development alongside public roadways bordering the development, so that views from the roads are largely ones of open space, rather than ones of conventional house lots lining the road; and/or along rivers, streams, and creeks and their associated flood plains and wetlands, to protect the natural functions of these water bodies; and/or to protect agricultural land by clustering development of agricultural land in the forested/wooded areas of the farm or on the marginal farming areas of the site, thus allowing agricultural practices to continue in the open spaces; and/or to protect woodlands by locating development in fields or along open areas.

***General Bufferyard Policies (applied in the Zoning Ordinance)***

Accomplishing adequate buffering between varying land use activities poses one of the most difficult land development problems facing planners, developers, and affected neighborhoods. While the General Development Plan Map designates general areas appropriate for varying land uses, it does not illustrate the need for buffering between potentially conflicting land activities, such as manufacturing or commercial uses adjacent to residential areas or residential uses of differing densities. Decisions concerning the buffering between conflicting land uses should be guided by the following policies:

- Buffers should be provided when a proposed development could result in a land use conflict with adjacent activities. The burden of providing adequate buffers should be with the new development, even when the new development is of lower intensity, as with residential areas.

- Existing physical barriers should be used to separate and buffer incompatible land uses, where possible. These physical barriers include natural features, such as ridges, steep break sin topography, rivers, streams, lakes, and flood plains; or man-made barriers, such as streets, alleys, rail lines, utility or scenic easements, tree lines, shrub lines and fences or screens.
- In many cases, particular land use activities can serve as an effective break between incompatible activities. Land use intended as buffers should be used primarily to protect residential areas from the adverse impact of high intensity commercial and industrial activities. Buffer land uses include low-rise offices, surface parking facilities, and limited impact community services, such as churches. High intensity residential uses may be appropriate, provided they area also afforded the protection required to ensure privacy and freedom from nuisances of non-residential development. Additionally, open space areas, such as cemeteries, parks, and natural areas, should serve as buffers, where convenient and appropriate. In general, land use activities should be used as buffers only when other means of providing buffering are inadequate.
- Effective landscape screening and the provision of maintained open space or buffer yards can provide effective transitions between adjacent land uses that may be in conflict. Buffer yards are required wherever proposed developments interface with areas in which the existing land use classification or zoning district varies significantly from the permitted uses, densities, or standards of an adjacent land use classification or zoning district.
- Plantings shall be maintained by the developer, including watering and weeding at least through the first growing season. Dead and dying plants shall be replaced by the developer during the next planting season. Thereafter, the owner or property manager shall be responsible to maintain the buffer yard in accordance with the original intent. Buffer yard areas shall be maintained and kept free of all debris, rubbish, weeds, and tall grass. Mulch beds shall be periodically replenished. Periodic pruning, in accordance with recommended practices, shall be done to preserve the scale, fullness, and texture of the plantings.
- Masonry wall copings and mortar joints shall be properly maintained to preserve the integrity of the wall.
- No buildings, structures, storage of materials, or parking shall be permitted in the buffer yard area; either during construction or after construction is completed.
- Unless specifically provided for in the proposed master development plan, signage, lighting, and accesses shall not be permitted within a buffer yard area.

***Miscellaneous Design Standards and Policies for Commercial Property Adjacent to Residential Properties (applied in Design Standards)***

The following standards apply to commercial development within commercial areas when the development is adjacent to a residentially developed area:

- **Outdoor Lighting:** Lighting shall be directed and shielded in such a manner that there is no glare within the boundaries of any adjacent residentially developed property. Lighting standards shall not exceed 25 feet in height. Building mounted yard lights that face a residential area are not permitted.
- **Building Setback:** Buildings shall be set back from property lines adjacent to residentially developed areas a minimum of 60 feet.

- **Roof Mounted Mechanical Equipment:** For all categories, roof mounted equipment shall be acoustically baffled from exposure to residentially developed property and the baffles shall be visually compatible with the architectural character of the commercial structure.
- **Vehicular Access:** Driveways into commercial developments shall not be from a residential street. They shall be either from an arterial street (preferred) or from a collector street if there is no alternative. Driveway access shall be consolidated, whenever possible, to serve more than one commercial establishment. Separate access ramp locations shall be reviewed under the PUD site plan review process subject to recommendations of the Greenwood Engineer. Signage: Site information signs shall be located and detailed on the plans for PUD or Planned Commercial approval. They shall follow a design theme that is related and complementary to other elements of the overall site design and should be interdependent and complementary with site lighting. Signs should not be permitted within required buffers along streets or at residential interfaces. Directories and composite signs that contain a listing of business in the center may be permitted at driveway entrance locations.

***Additional Flood Plain Overlay Policies (applied in the Flood Plain Ordinance and the Zoning Ordinance)***

Overall, this land use overlay category supplies an additional set of policy guidelines and restrictions for areas depicted in the Flood Plain. The purpose of this land use overlay is to protect environmentally sensitive areas from unplanned, environmentally negligent development. Generally, the category applies to areas within the 100-year flood plain along major streams, rivers, and steeply sloping sites. In areas subject to flooding that are already developed, solutions to alleviate the flooding problems are intended. In areas subject to flooding that are underdeveloped, the intent is that they be preserved to the greatest extent possible and/or developed in a planned/innovative approach that minimizes flood plain reclamation without a corresponding amount of equal displacement. Generally, this plan recommends that updated storm water management regulations be prepared for flood-sensitive corridors, and that a system of Parks/Open Space land use areas be incorporated into the developments along these environmental areas.

This land use overlay category is intended to provide additional land use control to the base land use categories (i.e. Residential Low Density, Neighborhood Commercial, etc.). The basic policy for areas subject to environmental constraints is, to the extent possible and where development has not yet occurred, preserve these areas in an undisturbed state and maintain the natural environmental habitats. If development is proposed in the Flood Plain Overlay category, the following policies would apply:

- To discourage alteration and development of environmentally sensitive areas, the corresponding density of the base zoning is recommended to be reduced by 50 percent in residential and non-residential land use categories for areas of a site that are contained wholly within a Flood Plain Overlay area. If some portion of a property is located within an FPO area, the development potential of the property should occur by allowing development on the buildable portion of the site (outside the FPO area), and under the provisions of the PUD Overlay zoning approach. Generally, the FPO areas are defined by area located within the 100-year flood plain.
- Low intensity non-structural recreational uses that offer some beneficial use of these areas without altering them or creating impediments to flood waters may be considered on their merits, subject to the provision of adequate access, necessary services, and compatibility with the adjoining, existing or planned use as specific on the General Development Plan Map.

## TRANSPORTATION PLAN

The Future Transportation Plan sets out the desired future transportation patterns and their facilities for the City of Greenwood.

The plan addresses transportation for vehicles, pedestrians and cyclists, rail and air transport.

The Transportation Plan is developed based upon community goals, traffic projections, and the needs of projected future land use and illustrated as a path type (Arterial, collector, local road; pedestrian walkway, bike path, nature trail, linear park, etc.)

Applications of the various path types are illustrated on the Future Land Use and Transportation Map and are listed as follows:

- City-Sponsored Projects or Partner projects.
  - “Rails to Trails” project in downtown Greenwood along the abandoned rail line.
  - Nature Trail to downtown walking path.
  - Budget for improvements in sidewalks and bicycle signage.
- Leflore- County Sponsored Projects
- MDOT- Sponsored Projects
  - Highway 7 four-laning.
- Airport

Sidewalks will be required for all new and redeveloped areas.