

GREENVILLE COUNTY



PLANNING REPORT

**FEBRUARY 02//
UPDATE 2025**





**GREENVILLE COUNTY
PLANNING
REPORT
FEBRUARY
2025**

MESSAGE FROM THE PLANNING DIRECTOR

RASHIDA JEFFERS-CAMPBELL

As the Planning Director, I'm excited to announce that we've refreshed our monthly planning report to better serve not only the Planning Commission but also the community at large. This updated report is designed as both an informative tool and an educational resource, providing a deeper understanding of the planning process and the ongoing development shaping our area.

The biggest change is the inclusion of maps highlighting current development approvals. This will cover rezonings, subdivisions, and in the near future, residential and commercial construction activity. These visual tools will allow you to see firsthand where growth and changes are happening in our community.

In addition to these maps, we'll continue to share insights on relevant planning topics and introduce professional articles for those who wish to dive deeper into specific aspects of urban planning. We believe this new format will not only keep you informed but also foster greater community engagement and transparency in how we plan for the future.

We hope this revamped report sparks curiosity and encourages everyone to stay involved in the planning process as we work together to shape the future of our community.

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PLANNING BEST PRACTICES

APA ARTICLE OF THE MONTH

THE FOLLOWING HIGHLIGHTS ARE DRAWN FROM THE AMERICAN PLANNING ASSOCIATION (APA) ZONING PRACTICE PUBLICATION ISSUE NUMBER SIX TITLED

“THE SENSIBILITY OF UNIFIED DEVELOPMENT CODES”, WHICH ANALYZES TRENDS AND SPOTLIGHTS INNOVATION IN LOCAL LAND USE AND DEVELOPMENT REGULATION.

01

SUMMARY

“Zoning developed in this country in response to concerns about incompatible uses (e.g., industrial uses) moving into residential or commercial areas, and regulations focused on those issues. In contrast, subdivision regulations evolved as a system to provide accurate descriptions of small parcels of land and eventually grew to include requirements for the improvement of public streets

and roads. Increasingly, jurisdictions are consolidating land development regulations into more comprehensive (and comprehensible) documents that present controls in a more seamless, systematic manner.”

The documents are called unified development codes and offers benefits and efficiency.



BENEFITS

1. Combines all regulations into one document and ensures they align with the comprehensive plan.
2. Builds on the strength of planned development regulations by combining zoning and design reviews into one process allowing the community to get a clearer picture of what is being proposed.
3. Removes arbitrary distinctions between subdivisions and other developments ensuring all developments follow the same standards, eliminating confusion.
4. One document makes rules clearer and more predictable for developers, citizens, and officials.
5. Removes duplication, contradictions, and confusion caused by development regulations spread across multiple ordinances or written inconsistently. For example, differing definitions of terms in zoning and subdivision regulations can lead to conflicts.

EFFICIENCY

1. Ensures consistent standards for public notices, hearing requirements, decision-making criteria, and other common aspects of the development review process.
2. Organizes procedures in a way that tracks the typical development process from rezoning (land use and intensity) through site and project specific issues such as platting, site planning, the presence of conditional uses, and variances.

Stuart Meck. (June 2006). *The Sensibility of Unified Development Codes*. Zoning Practice American Planning Association Issue 6.

<https://www.planning.org/publications/document/9027800/>

ORDINANCE UPDATES

UDO

The adoption of the Unified Development Ordinance (UDO) on December 3, 2024, marked a significant milestone in Greenville County's planning efforts. It fulfilled one of four key actions identified in the Plan Greenville County comprehensive plan adopted in 2020 to implement community-driven recommendations for growth management. The UDO advanced key strategies of the comprehensive plan by implementing policies to promote sustainable growth, preserve natural resources, and improve community connectivity. These policies include encouraging conservation development, requiring stream buffers, and supporting workforce housing through zoning incentives. The UDO prioritized mixed-use, mixed-residential, and mixed-income neighborhoods while allowing diverse housing types such as accessory dwelling units and compact homes. It enhanced mobility with requirements for sidewalks,

connectivity between key areas, and integration of public transportation and strategic development in areas with existing infrastructure. The UDO adoption process involved four years of public and stakeholder engagement, including 17 public meetings, 2 public hearings, website updates soliciting feedback, and the review of over 700 public comments. Despite these efforts, several misconceptions emerged.

On January 14, 2025, the UDO was reconsidered by County Council and sent to the Council's Committee of the Whole for further review and potential amendments. This decision reflects the Council's responsiveness to community input and ensures that the UDO continues to align with the county's evolving needs and priorities. On the following page, we address the most common concerns:

02

The UDO provides staff with the tools to preserve valuable open space and direct development toward infill opportunities.



KEY MISCONCEPTIONS AND FACTS:

- 1. Allows Multifamily Developments in Single-Family Districts**
Fact: Multifamily developments are not permitted in single-family districts. Townhomes, classified by the SC Residential Code as single-family attached dwellings, have been allowed in these districts for 20 years.
- 2. Grants Excessive Powers to County Staff**
Fact: Staff approval authority under UDO Article 16.1.8 remains consistent with existing ordinances.
- 3. Increases Density**
Fact: Permitted densities UDO Table 11.9.2-1 remain unchanged from Zoning Ordinance Table 7.1
- 4. Promotion of Townhome Developments**
Fact: Townhomes have been allowed in single-family districts for 20 years. A 2020 zoning amendment removed caps on townhome percentages in open space developments. The UDO continues this policy but increases open space requirements from 15% to 30%.
- 5. Insufficient Protection for Rural Areas**
Fact: The UDO carries forward an LDR amendment enforcing a minimum 1.5-acre lot size for unzoned residential lots on septic systems to manage growth and focus development in urbanized areas. Since the amendment in January 2024, no major septic-based subdivisions have been proposed or approved in unzoned areas.
- 6. Minimal Open Space Protection in Unzoned Areas**
Fact: Open space requirements increase to 30%, replacing the prior practice of averaging lot sizes, which typically resulted in only 15%.
- 7. Does not Support the Character of Rural Areas**
Fact: The UDO offers zoning classifications, such as Agricultural Preservation (AG), Rural Residential (R-R1), Rural Residential (R-R3), Rural Village (RU-V), and Rural Corridor (RU-C) which residents can pursue to protect and support areas deemed as rural in character.
- 8. Developers can clear cut all but 10% of Trees**
Fact: The UDO requires preserving at least 10% of required tree density units, with incentives for retaining large trees - an improvement to the former ordinance which doesn't require any preservation.
- 9. RV Parks Can Use Community Septic Systems**
Fact: The UDO prohibits community septic systems, defining RV parks as single-owner commercial developments.

- 10. No Public Review of Major Subdivisions**
Fact: UDO Article 16.1.7 requires pre-application community meetings for early public notice and input before formal applications can be submitted to the County.
- 11. No Planning Commission Role in Major Subdivisions**
Fact: The Planning Commission remains the decision-making body for major subdivisions/preliminary plans (UDO Table 16.1.3-1).
- 12. No Infill Standards**
Fact: The UDO includes provisions for mill village overlay districts to encourage infill in older areas.
- 13. No Consideration of Affordable Housing Near Employment Centers/Public Transit**
Fact: Incentives are not intended to be restrictive but create housing options for households as provided by the private market which is not dictated by the availability of public transit or proximity to employment centers. UDO Article 11.3.3 is intended to focus growth in existing urbanized areas.
- 14. Mill Village Overlay Map**
Fact: The UDO includes the framework for mill village overlays, with overlay district maps to be developed in the near future.
- 15. Not Clear Who Approves Apartments & RV Parks**
Fact: All development activity in the County is subject to the County's stormwater management ordinance and Building Code. However, the UDO speaks to required administrative approvals and Board/Commission approvals (for certain types of developments that must precede the initiation of a land disturbance and building permit in accordance with the stormwater management ordinance and building code respectively to include all subdivisions and a few non-subdivision developments, namely, RV Parks, Manufactured Home Parks, Campgrounds in Article 5 and Group Development without new lots in Article 11 - these not-subdivisions or single owner commercial developments are reviewed and approved primarily by the Technical Advisory Committee prior to initiating a land disturbance permit and building permit.

[For questions, contacts us at planning@greenvillecounty.org](mailto:planning@greenvillecounty.org)



LONG RANGE PLANNING

PLAN GREENVILLE COUNTY: 03 FIVE YEAR REVIEW

PROGRESS UPDATE

Greenville County is progressing steadily in its five-year review of the Plan Greenville County comprehensive plan, originally adopted in 2020. This review is a crucial step in fulfilling the requirements of the South Carolina Planning Act, which mandates a periodic examination of comprehensive plans to ensure they remain aligned with current development trends and emerging community needs. The Plan Greenville County (5-Year Review) project aims to:

1. Evaluate the relevancy of the plan's data and policies.
2. Incorporate updated population and housing data from the 2020 Census, which was not available during the original plan's adoption.
3. Update the population, housing, and land use element and introduce a new resilience element that assesses the community's vulnerabilities to natural hazards and strategies for enhancing resilience.

The process also integrates findings and recommendations from the forthcoming 2025 Multi-Jurisdictional Hazard Mitigation & Resilience Plan (HMP), expected to be finalized by the summer of 2025. The HMP will satisfy state requirements for the comprehensive plan's resilience element and will be appended to Plan Greenville County.

The data collection and public engagement phase of the five-year review is now complete. During this phase, county

staff conducted a thorough analysis of demographic, housing, and land-use trends using the latest 2020 Census data. Additionally, staff engaged residents, stakeholders, and community leaders through workshops, surveys, and forums to gather insights on development trends and priorities. The project has now transitioned to the plan development phase, where staff are analyzing the collected data and public input to draft updates. This phase involves:

- Refining policies and strategies to address current and emerging issues.
- Updating the population, housing, and land use element with new census data.
- Preparing recommendations to ensure the continued effectiveness of the focused growth land-use policy of the comprehensive plan.
- Integrating the resilience element to align with the County's HMP.

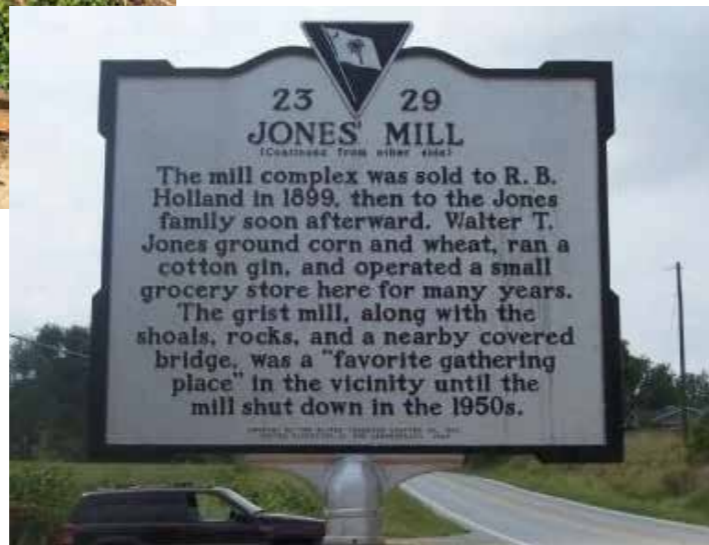
Once the draft updates are complete, they will be presented to the public for review and feedback before finalization. Updates on the draft's progress and opportunities for public input will be shared through the County's communication channels.



HISTORIC PRESERVATION COMMISSION



The Commission recently invited owners of important historic properties in high-growth areas to learn more about Greenville County Historic Designation. While a National Register listing offers recognition, it doesn't protect a property from destruction. Local designation is a voluntary means of offering protection of historic sites by requiring that historic property features remain in place for future generations. The county currently has twenty one locally designated protected sites and hopes to add more each year.



GREENVILLE COUNTY HAZARD MITIGATION AND RESILIENCY

HMP UPDATE

Greenville County is currently in the process of updating its Multi-Jurisdictional Hazard Mitigation and Resiliency Plan (HMP) to comply with the requirements of the Disaster Mitigation Act of 2000 (DMA 2000) and align with the South Carolina Planning Act's new resiliency element requirement. This update represents a critical effort to enhance the county's ability to reduce the impact of natural hazards on infrastructure, public health, safety, and the economy. The HMP is integral to maintaining compliance with the DMA 2000, ensuring eligibility for federal funding and credits under the Community Rating System (CRS) program, which can reduce flood insurance premiums for residents. The plan also adheres to the Federal Emergency Management Agency's (FEMA) ten-step planning process, which includes hazard identification, risk assessment, mitigation strategy development, and plan maintenance. Additionally, the plan integrates the resiliency element mandated by the South Carolina Planning Enabling Act. This element requires jurisdictions to include policies and strategies that enhance their ability to recover from natural disasters and adapt to climate-related challenges as part of their comprehensive plans.

CURRENT PROGRESS & TIMELINE

The current iteration of the HMP includes the active participation of the Disaster Mitigation Committee, which is tasked with providing input, reviewing progress, and developing new mitigation strategies. The committee's final meeting was held on January 27, 2025, where they reviewed the draft plan to finalize recommendations. The updated plan is undergoing internal reviews to ensure it meets both FEMA's requirements and the South Carolina Planning Enabling Act's new resiliency element standards. Once finalized, the plan will proceed to the adoption phase, with updates on the adoption schedule to be announced.



04



TRANSPORTATION PLANNING



GPATS IN 2025

The Greenville-Pickens Area Transportation Study kicked off its first Study Team Meeting of 2025 on January 27th. Of note, SCDOT provided status updates on their projects since October of 2024, staff provided information on an amendment to the Transportation Improvement Program, and calls for projects were issued for the Transportation Alternatives Program and Federal Transit Administration Section 5310 (Elderly and Disabled Transit) Grants.

The first Policy Committee Meeting of 2025 will be held on February 24th in Greenville County Council Chambers at 10am. Members new to GPATS will be seated, and a new Vice-Chair will be elected.

Please visit <https://gpats.org> for additional information, or email gpats@greenvillecounty.org



THE NEXT GPATS MEETINGS WILL BE THE POLICY COMMITTEE ON FEBRUARY 24TH.



CONGESTION MANAGEMENT PROCESS UPDATE

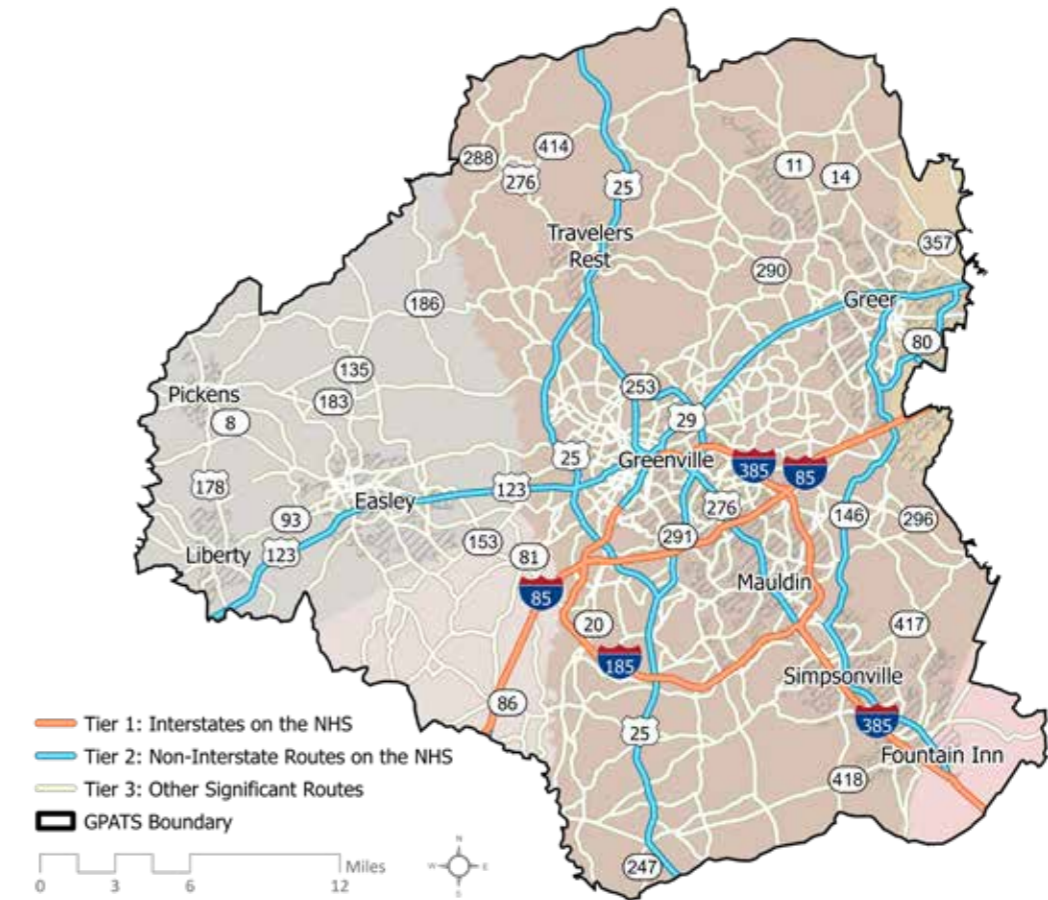
The [2024 Congestion Management Process \(CMP\)](#) started in January 2023 and was adopted by the GPATS Policy Committee in September 2024. To facilitate the process, a steering committee made up of ten representatives of municipal and agency partners to provide guidance, shared local knowledge, and discuss strategies for public engagement. Public engagement included two public workshops and two separate surveys. The first survey provided an opportunity for early input on the objectives of the CMP and personal experiences with congestion. The second survey allowed stakeholders to provide additional insights and perspectives on potential solutions for mitigating congestion.

The published document includes the goals and objectives of the CMP – in (1) Culture and Environment, (2) Economic Vitality, (3), Growth and Development, (4) Mobility and Accessibility, (5) Safety and Security, and (6) System Preservation and Efficiency – the analysis conducted, strategies – in (1) Active Transportation, (2) Transit, (3) Capacity Expansion, (4) Travel Demand Management (TDM), (5) Freight, (6) Land Use, (7) Operations, and (8) Technology – and implementation – determining the performance criteria for potential strategies that are to be pursued.

Example projects identified in the CMP include:

| STRATEGY | CORRIDOR ID | LOCAL NAME | EXTENTS | RECOMMENDED STRATEGY |
|-----------------------|-------------|---------------------|------------------------------|--|
| ACTIVE TRANSPORTATION | US-29-B | WADE HAMPTON BLVD | PINE KNOLL DR TO BUNCOMBE RD | BIKEWAYS, PATHWAYS |
| TRANSIT | I-85-D | I-85 | US 25 TO ROPER MOUNTAIN RD | BUS SERVICE (ADD) |
| CAPACITY EXPANSION | I-385-A | I-385 | EAST NORTH STREET TO I-85 | ALTERNATIVE INTERCHANGE DESIGN |
| FREIGHT | I-85 E | I-85 | ROPER MOUNTAIN RD TO S-12 | DEDICATED TRUCK LANES |
| | I-85-D | I-85 | US 25 TO ROPER MOUNTAIN RD | TRANSIT-ORIENTED DEVELOPMENT |
| LAND USE | US-29-C | MILLS AVE/CHURCH ST | HENRYDALE AVE TO ACADEMY ST | REDEVELOPMENT AND INFILL DEVELOPMENT, TRANSIT-ORIENTED DEVELOPMENT |
| OPERATIONS | I-85-D | I-85 | US 25 TO ROPER MOUNTAIN RD | MANAGED LANES |
| TECHNOLOGY | I-85 E | I-85 | ROPER MOUNTAIN RD TO S-12 | REAL-TIME TRAVELER INFORMATION |

CONGESTION MANAGEMENT PROCESS NETWORK



NETWORK VALIDATION

The analysis and validation of the regional CMP network was dependent on presently available data sources and their usability. The degree of congestion on the network was validated against observed values and data tools readily available to analysts.

Probe data from the Iteris' ClearGuide tool, procured by SCDOT, proved to be the most effective and consistent dataset across all three tiers to facilitate a comprehensive evaluation of the regional network. An initial screening of the network based on Year 2019 data indicated a good coverage of major travel corridors in the region. A limited number of corridors missing are anticipated to be included in subsequent datasets as they become available.

CONGESTION MITIGATION STRATEGIES

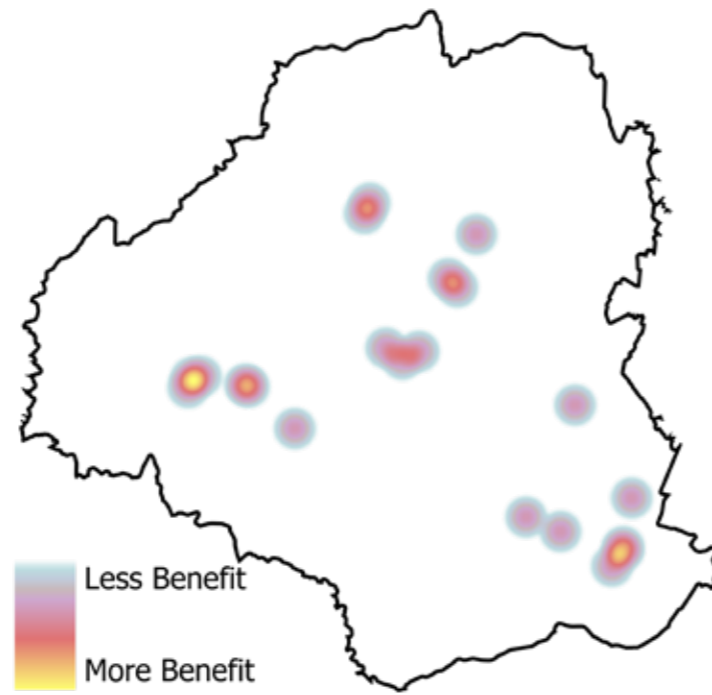
Identifying specific travel corridors experiencing congestion in the region and crafting appropriate mitigation strategies are essential parts of the CMP. While there is no one-size-fits-all approach to mitigate and manage congestion, a blend of strategies offers the potential to improve the overall efficiency of the existing transportation network. The GPATS CMP Steering Committee leveraged the data analysis discussed in the prior section to begin identifying potential strategies for congested corridors. The strategies were organized into eight overarching categories as shown below.

TRANSPORTATION DEMAND MANAGEMENT

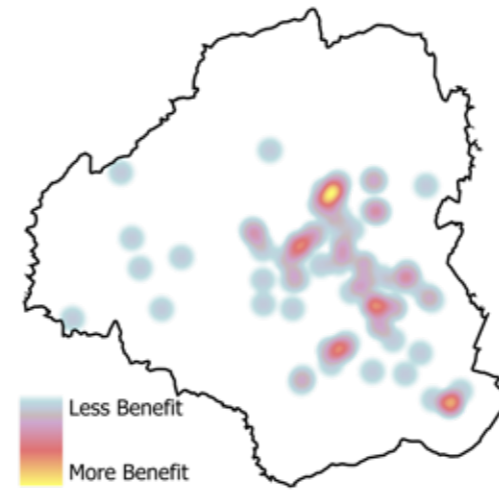
Transportation Demand Management (TDM) refers to a set of strategies and measures designed to manage and reduce the demand for travel in order to alleviate congestion, improve transportation efficiency, and promote sustainable transportation options. TDM typically includes a combination of policies and programs that influence travel choice and behavior. The transportation demand management strategies identified for the GPATS region include:

- Vanpool and Carpool
- Teleworking and Flexible Work Schedules
- Ramp Metering and Management
- Bicycle and Pedestrian Education
- Safe Routes to School Program

Public identification of corridors that would benefit from TDM strategies, collected during the second MetroQuest survey, revealed a number of trends throughout the GPATS planning area. The public identified Easley, Simpsonville, and Travelers Rest as areas which would see the most benefit from TDM strategies.



Residents from the Simpsonville and Easley areas identified vanpool and carpool as feasible solutions that would benefit congestion and improve the network. Engagement also found that populations located further away from downtown Greenville were more likely to identify teleworking and flexible work schedules as beneficial strategies.

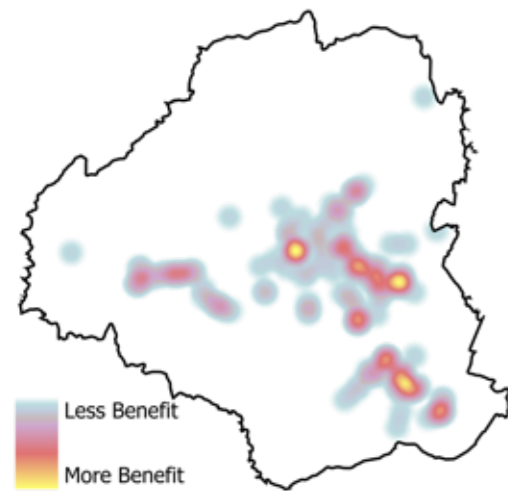


ACTIVE TRANSPORTATION STRATEGY

Active transportation programs foster walking, biking, and other forms of non-motorized mobility to discourage use of personal automobiles, promote active lifestyles, improve air quality, and enhance experiences of residents and visitors in the region.

The active transportation strategies identified for the GPATS region include:

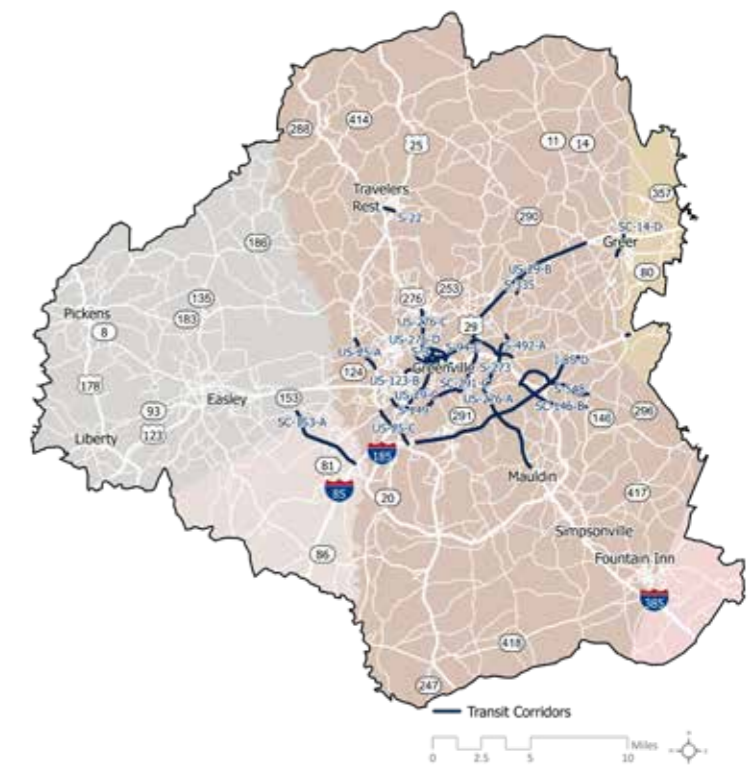
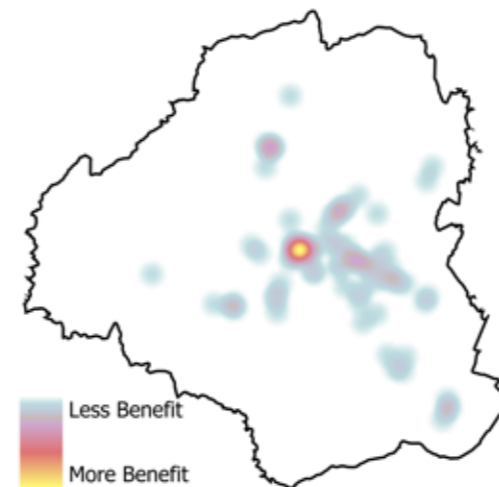
- Walkways
- Bikeways
- Pathways
- Bikeshare or Scooter-Share Programs



TECHNOLOGY STRATEGY

Intelligent Transportation Systems (ITS) leverage technology-based solutions to improve travel time reliability and safety in an organized, coordinated, and cost-effective way. The technology strategies identified for the GPATS region include:

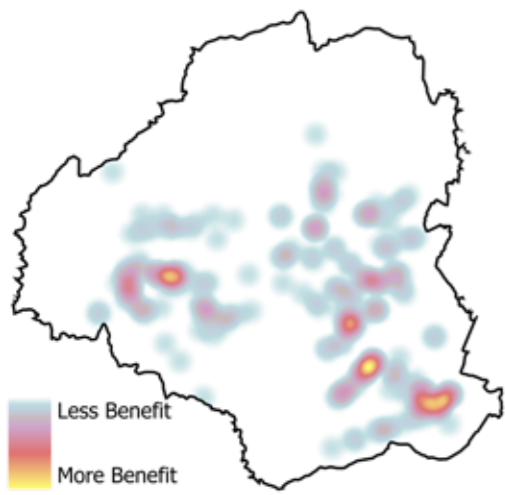
- Queue Warning
- Ramp Metering and Management
- Traffic Signal Coordination
- Integrated Corridor Management
- Real-Time Traveler Information



TRANSIT STRATEGY

A well-designed transit system provides a competitive alternative to travel by single-occupancy vehicle, especially if well-coordinated with strong land use policy. A blend of service types and emerging technologies can reduce the number of drivers on the road and help mitigate congestion along major corridors. The transit strategies identified for the GPATS region include:

- On-Demand Transit Service
- Bus Service
- Bus-On-Shoulder
- Park-and-Ride Lots
- Transit Signal Priority



CAPACITY EXPANSION STRATEGY

Capacity expansion is achieved through improvements that enhance the mobility of vehicles along a corridor through the addition of travel lanes, construction of new roadways, the addition of new interchanges, or the modification of existing ones. The capacity expansion strategies identified for the GPATS region include:

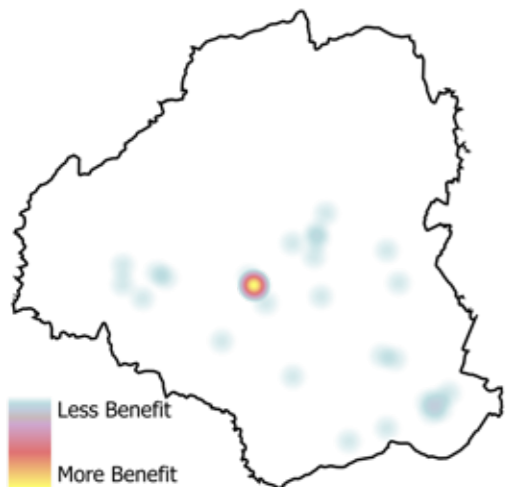
- Alternative Interchange Design
- Grade Separated Crossings
- Lane Additions (Widening)
- New Roadways



LAND USE STRATEGY

Land use strategies greatly influence transportation. These strategies can provide increased access, connectivity, and mode choice which in turn can mitigate congestion along corridors. The land use strategies identified for the GPATS region include:

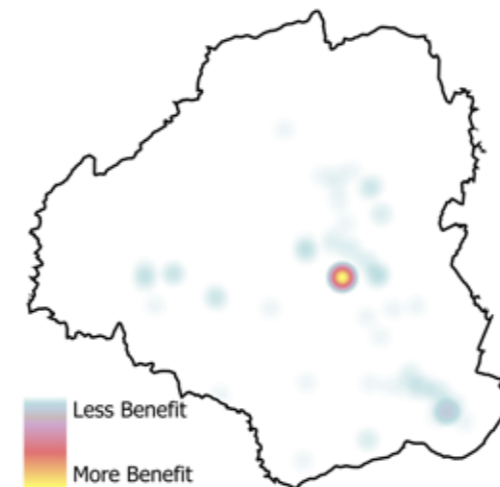
- Redevelopment and Infill Development
- Transit-Oriented Development



FREIGHT STRATEGY

Freight transportation is integral to local, regional, and national economies. Freight strategies minimize adverse impacts of freight activity on regional mobility and facilitate efficient movement of goods while also propelling economic growth. The freight strategies identified for the GPATS region include:

- Dedicated Truck Lanes Bus Service
- Weigh-In-Motion Technology
- Truck Incentives and Use Restrictions



OPERATIONS STRATEGY

Operations emphasize strategies that aim to optimize existing infrastructure through often lower-cost, near-term solutions. These solutions enable active management of transportation systems based on current operational conditions. The operations strategies identified for the GPATS region include:

- Managed Lanes
- Channelization or Delineation
- Access Management
- Special Event Management
- Traffic Incident Management (TIM)

SUBDIVISION ADMINISTRATION

05

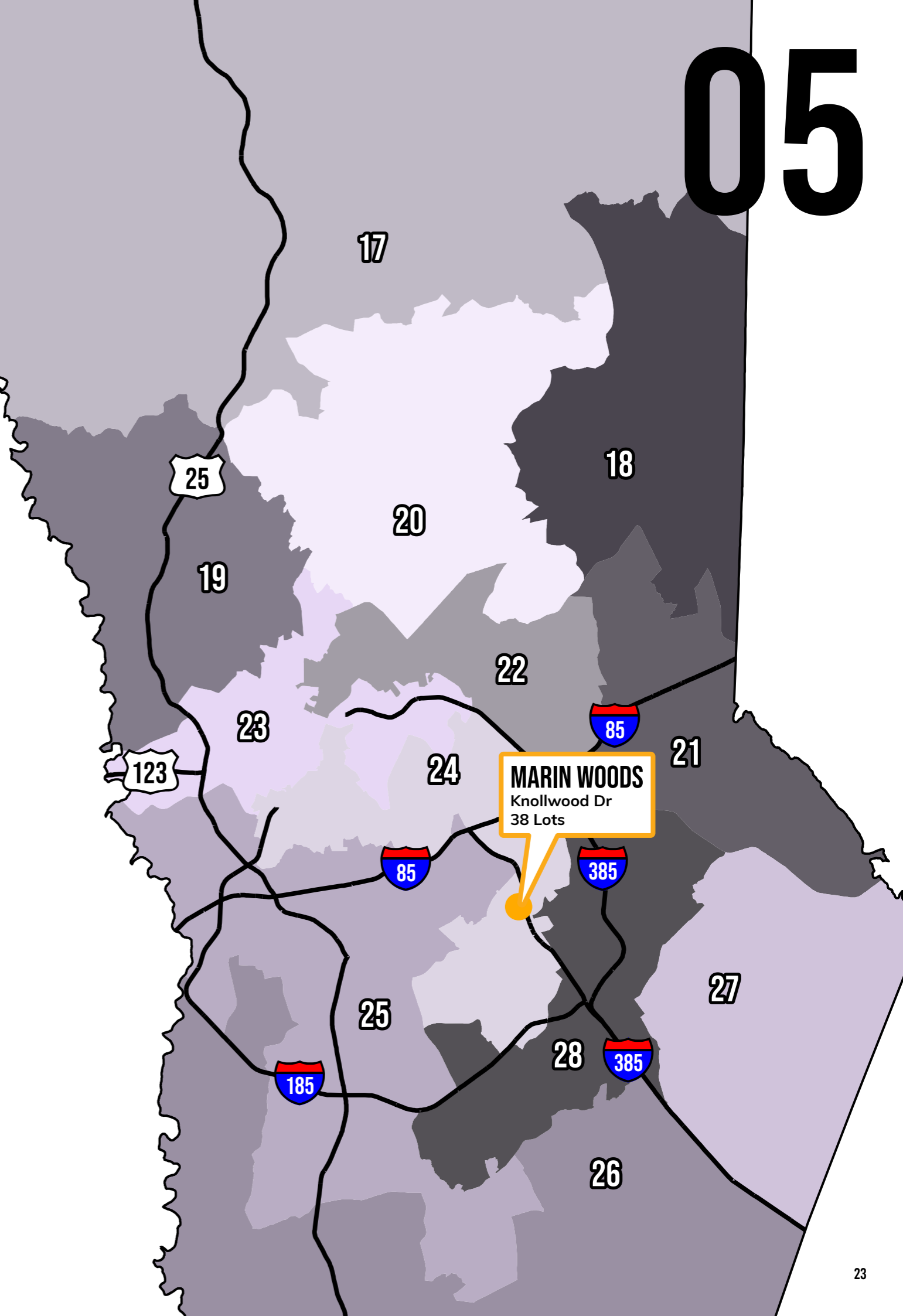
NEW SUBDIVISIONS IN GREENVILLE COUNTY BY COUNCIL DISTRICT

This map displays preliminary subdivisions approved in January 2025.

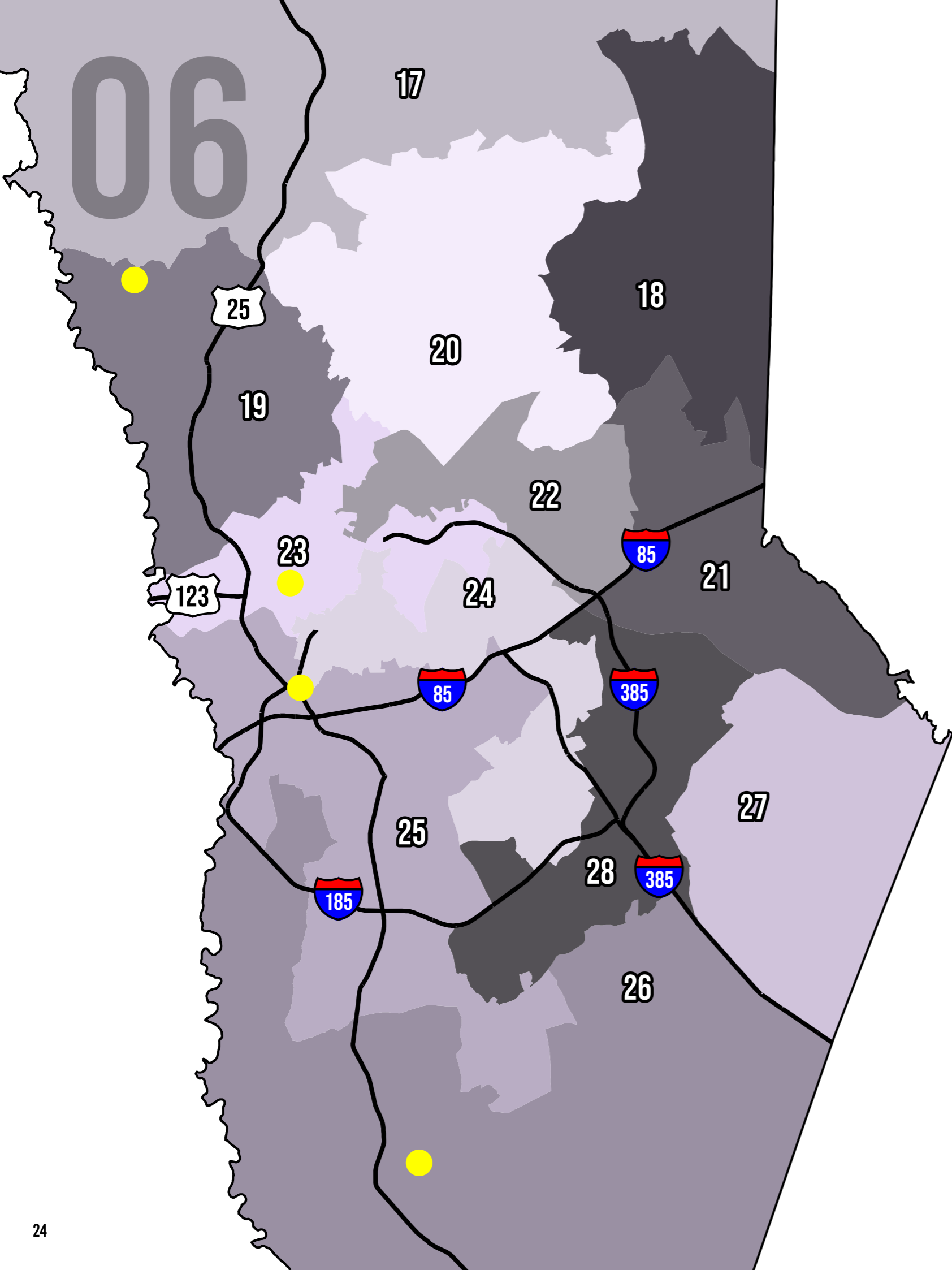
Total: 01

Total Acreage: 9.16

Total New Lots: 38



LEARN MORE ABOUT ANY AVAILABLE SUBDIVISION APPLICATIONS BY CLICKING HERE:
[HTTPS://WWW.GREENVILLECOUNTY.ORG/APPS/SUBDIVISIONSEARCH/DEFAULT.ASPX](https://www.greenvillegov.org/apps/subdivisionsearch/default.aspx)



ZONING ADMINISTRATION

REZONING ACTIVITY

This map displays approved rezoning applications in January 2025.

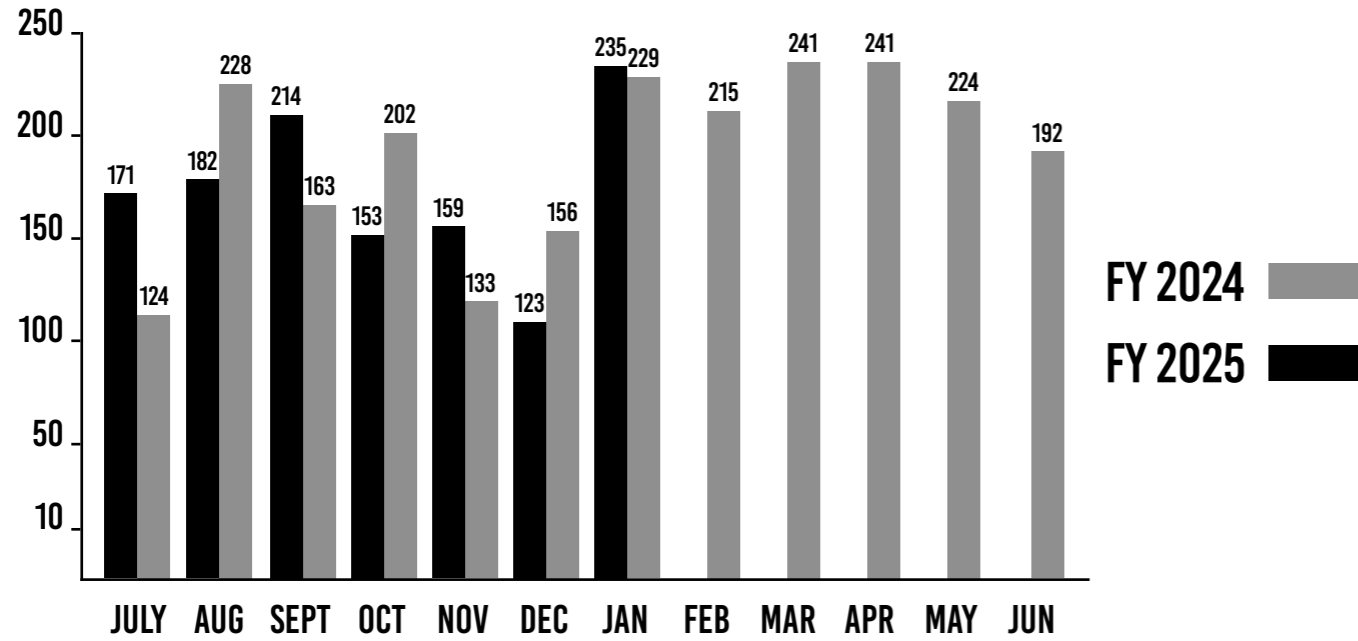
Total: 04

Total Acreage: 65.59

FLU Map Consistency: 100%



CONSTRUCTION ACTIVITY



BUILDING PERMITS 07

NEW SINGLE-FAMILY DETACHED HOUSING STARTS

| | | |
|-------------------|-------------------|-------------------|
| 2018 TOTAL: 2,275 | 2021 TOTAL: 2,332 | 2024 TOTAL: 2,344 |
| 2019 TOTAL: 1,951 | 2022 TOTAL: 1,661 | 2025 CURRENT: 235 |
| 2020 TOTAL: 2,129 | 2023 TOTAL: 2,141 | |

NEW SINGLE FAMILY DWELLING STARTS

(JULY 2024-JULY 2025): 1,239

NEW SINGLE FAMILY DWELLING STARTS

(JANUARY 2025): 235

NEW COMMERCIAL STARTS

(JANUARY 2025): 16



COMMERCIAL PROJECTS SUBMITTED FOR REVIEW

JANUARY 2024:

- New construction projects: 40
- Total project value: \$25,627,265.00

2024 CALENDAR YEAR TOTALS:

- Total commercial projects: 450
- Total project value: \$552,726,974.00

JANUARY 2025:

- New construction projects: 43
- Total project value: \$398,663,813.00

2025 CALENDAR YEAR TOTALS:

- Total commercial projects: 43
- Total project value: \$398,663,813.00



DEVELOPMENT TRENDS 08

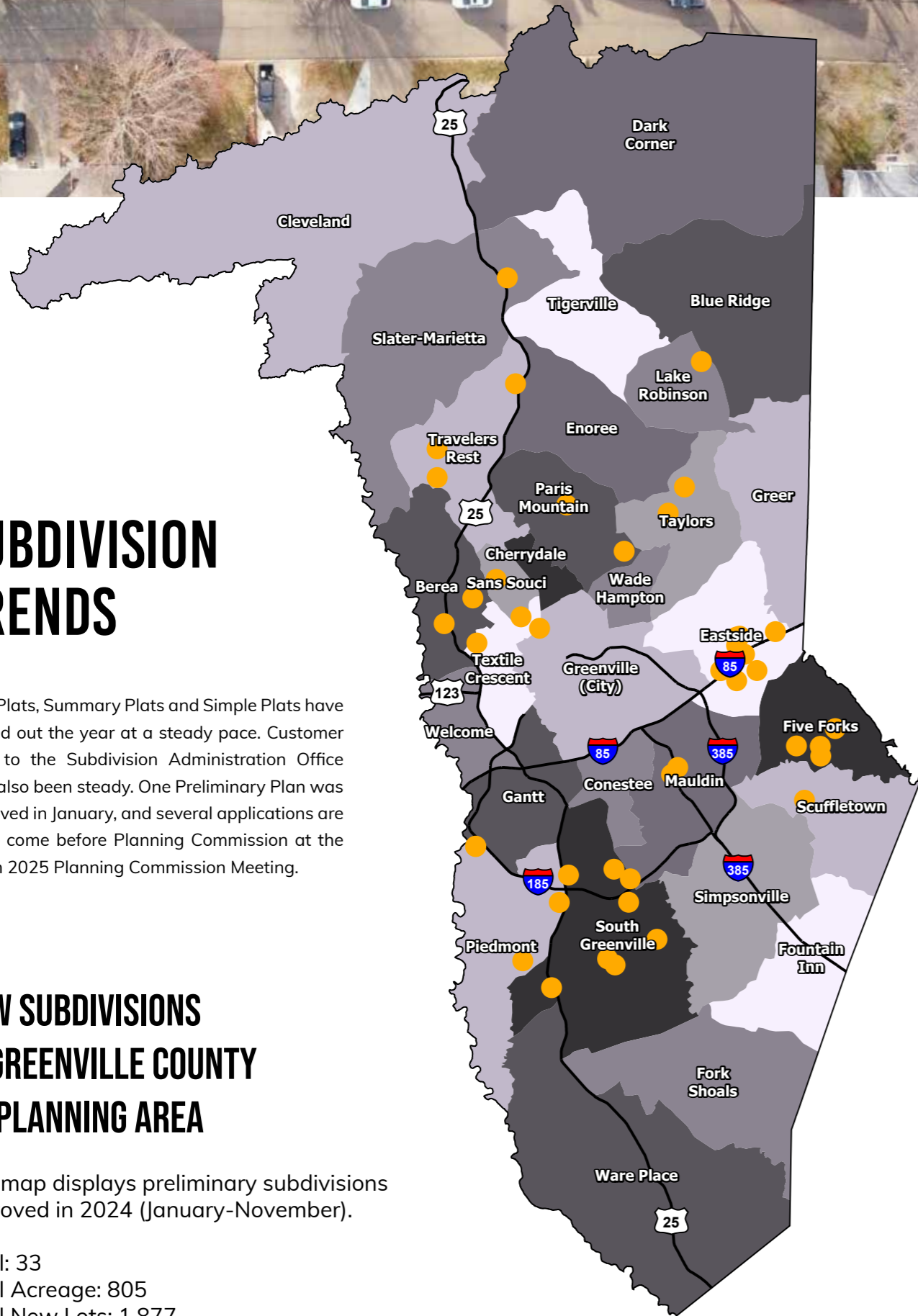
SUBDIVISION TRENDS

Final Plats, Summary Plats and Simple Plats have started out the year at a steady pace. Customer visits to the Subdivision Administration Office have also been steady. One Preliminary Plan was approved in January, and several applications are set to come before Planning Commission at the March 2025 Planning Commission Meeting.

NEW SUBDIVISIONS IN GREENVILLE COUNTY BY PLANNING AREA

This map displays preliminary subdivisions approved in 2024 (January-November).

Total: 33
 Total Acreage: 805
 Total New Lots: 1,877



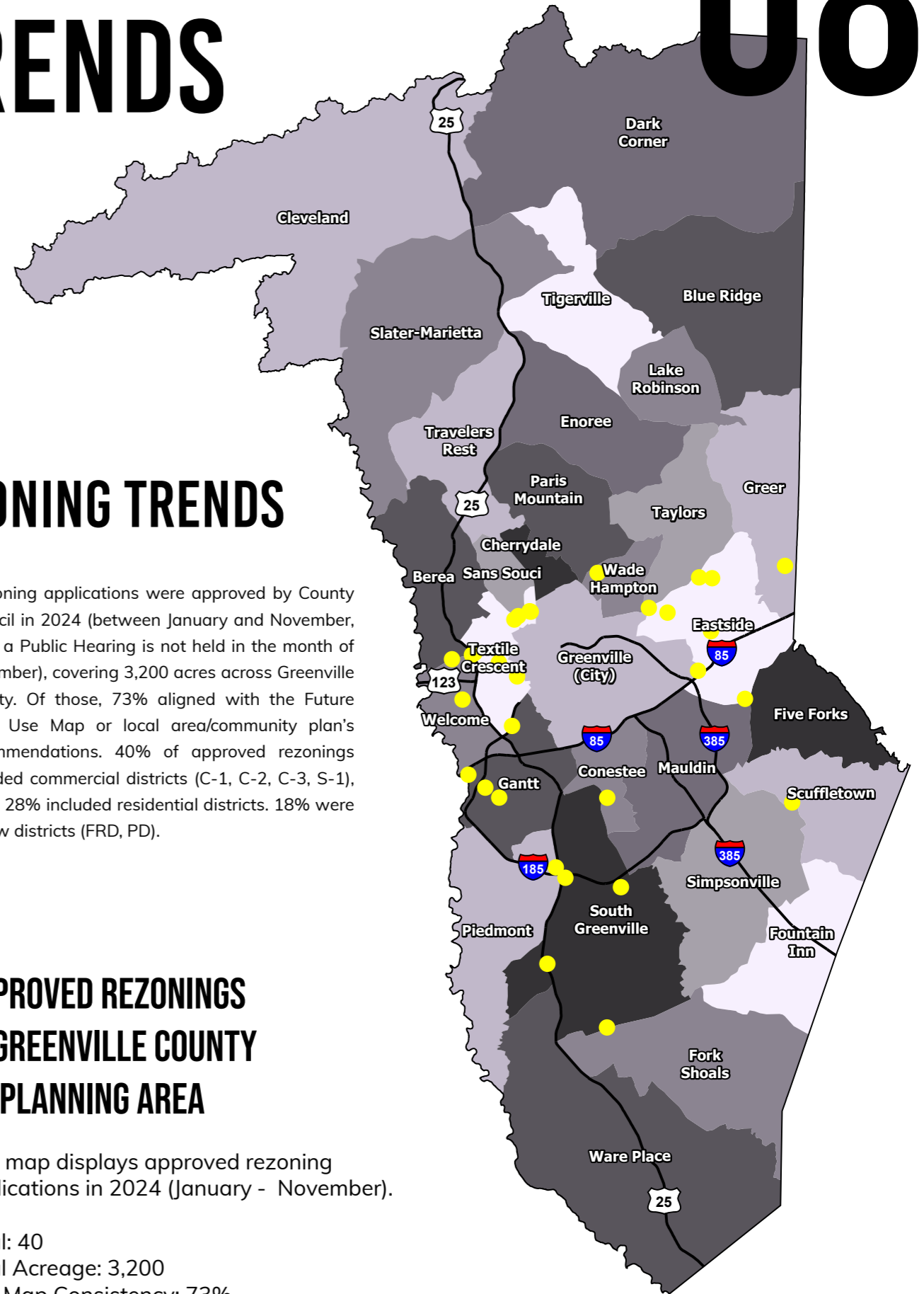
ZONING TRENDS

40 zoning applications were approved by County Council in 2024 (between January and November, since a Public Hearing is not held in the month of December), covering 3,200 acres across Greenville County. Of those, 73% aligned with the Future Land Use Map or local area/community plan's recommendations. 40% of approved rezonings included commercial districts (C-1, C-2, C-3, S-1), while 28% included residential districts. 18% were review districts (FRD, PD).

APPROVED REZONINGS IN GREENVILLE COUNTY BY PLANNING AREA

This map displays approved rezoning applications in 2024 (January - November).

Total: 40
 Total Acreage: 3,200
 FLU Map Consistency: 73%



OPPORTUNITIES FOR YOU TO GET INVOLVED

**FEBRUARY 02//
UPDATE 2025**

Below are upcoming dates and locations for meetings related to the Greenville County Planning Department for your reference:

| DATE | EVENT | LOCATION | TIME |
|---------------|----------------------------------|---|----------|
| FEBRUARY 4TH | COUNTY COUNCIL | 301 UNIVERSITY RIDGE, GREENVILLE - COUNCIL CHAMBERS | 6:00 PM |
| FEBRUARY 12TH | BOARD OF ZONING APPEALS (BZA) | 301 UNIVERSITY RIDGE, GREENVILLE - COMMITTEE MEETING ROOM | 3:00 PM |
| FEBRUARY 18TH | COUNTY COUNCIL | 301 UNIVERSITY RIDGE, GREENVILLE - COUNCIL CHAMBERS | 6:00 PM |
| FEBRUARY 20TH | HISTORIC PRESERVATION COMMISSION | 301 UNIVERSITY RIDGE, GREENVILLE - NORTH BUILDING - COMM MTG RM | 12:00 PM |
| FEBRUARY 26TH | PLANNING COMMISSION | 301 UNIVERSITY RIDGE, GREENVILLE - COMMITTEE MEETING ROOM | 4:30 PM |
| MARCH 3RD | PLANNING & DEVELOPMENT COMMITTEE | 301 UNIVERSITY RIDGE, GREENVILLE - COMMITTEE MEETING ROOM | 5:00 PM |
| MARCH 4TH | COUNTY COUNCIL | 301 UNIVERSITY RIDGE, GREENVILLE - COUNCIL CHAMBERS | 6:00PM |
| MARCH 12TH | BOARD OF ZONING APPEALS (BZA) | 301 UNIVERSITY RIDGE, GREENVILLE - COMMITTEE MEETING ROOM | 3:00 PM |

GREENVILLE COUNTY PLANNING DEPARTMENT

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